



Appendix A: Minimum of instruments and equipment

Minimum of instruments and equipment for NL-ATO-227 flights (according NCO.IDE.A.105)

Aeroplanes used by NL-ATO-227 (OMM. List of aircraft used for training)

The instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.

Instruments and equipment shall be readily operable or accessible from the station where the flight crewmember that needs to use it is seated.

Minimum equipment for NL-ATO-227 flight

ATO flights shall not be commenced when any of the aeroplane instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless: the aeroplane is subject to a permit to fly issued in accordance with the applicable airworthiness requirements.

Operating lights (according NCO.IDE.A.115)

ATO aeroplanes operated under VFR night conditions shall be equipped with:

1. Anti-collision light system;
2. Navigation/position lights;
3. Landing light;
4. Lighting supplied from the aeroplane's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane;
5. Each pilot has to be equipped with an independent 'personal' portable light.

Operations under VFR day conditions — flight and navigational instruments and associated equipment (NCO.IDE.A.120):

ATO aeroplanes operated under VFR by day shall be equipped with a means of measuring and displaying the following:

1. Magnetic heading;
2. Time, in hours, minutes and seconds;
3. Pressure altitude;
4. Indicated airspeed.

ATO aeroplanes operated under VFR at night, or in conditions where the aeroplane cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be, in addition to the paragraph above be equipped with a means of measuring and displaying the following:

1. Turn and slip;
2. Attitude;
3. Vertical speed;
4. Stabilised heading.
5. A means of indicating when the supply of power to the gyroscopic instruments is not adequate.

Flight crew interphone system (according NCO.IDE.A.135)

Aeroplanes operated by more than one flight crewmember shall be equipped with a flight crew interphone system.

Seats, seat safety belts, restraint systems. (according NCO.IDE.A.140)

Aeroplanes used by NL-ATO-227 shall be equipped with:

1. A seat for each person on board;
2. A seat belt on each passenger seat;
3. A seat belt with upper torso restraint system on each flight crew seat, having a single point release for airplanes having a CofA first issued on or after 25 august 2016.



First-aid kit (according NCO.IDE.A.145)

Aeroplanes used by NL-ATO-227 shall be equipped with a first-aid kit.

The first-aid kit shall be:

1. Readily accessible for use;
2. Kept up-to-date.

Emergency locator transmitter (ELT) (according NCO.IDE.A.170)

Aeroplanes used by NL-ATO-227 shall be equipped with:

1. An ELT of any type, when first issued with an individual CofA on or before 1 July 2008; or
2. An automatic ELT, when first issued with an individual CofA after 1 July 2008;

ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.

Flight over water (according NCO.IDE.A.175)

Instructions within NL-ATO-227 are **exclusively** over land unless the HT has given his approval for flying over water beyond gliding distance from land and the necessary equipment according NCO.IDE.A.175 are on-board.

Radio communication equipment (according NCO.IDE.A.190)

1. Where required by the airspace being flown aeroplanes used by NL-ATO-227 shall be equipped with VHF radio communication equipment capable of conducting two-way communication with those aeronautical stations and on those frequencies to meet airspace requirements.
2. Radio communication equipment, if required by (a), shall provide for communication on the aeronautical emergency frequency 121.5 MHz.
3. When more than one communication equipment unit is required, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.

Navigation equipment (according NCO.IDE.A.195)

(a) Aeroplanes used by NL-ATO-227 operating over routes that cannot be navigated by reference to visual landmarks shall be equipped with any navigation equipment necessary to enable them to proceed in accordance with:

1. The ATS flight plan; if applicable; and
2. The applicable airspace requirements.

(b) Aeroplanes shall have sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment shall allow safe navigation in accordance with (a), or an appropriate contingency action, to be completed safely.

Transponder (according NCO.IDE.A.200)

Where required by the airspace being flown in, the aeroplanes used by NL-ATO-227 shall be equipped with a secondary surveillance radar (SSR) transponder with all the required capabilities.

Stall warning

The stall warning will be checked before every ATO flight, in case of deficiency the instruction flight is cancelled and the deficiency is reported in the digital 'Discrepancy Log' and the deficiency is also reported to the HT.