



## Checklist — Airworthiness Considerations for Introduction into Service of New or Updated Avionic Capabilities

**Applicant:**..... **ARN:** ..... **Locality:** .....

Topic	Response	S	U	Reference	Comments
<b>Existing Approval Basis</b>					
1.1 Does the approval given rely on a specific equipment fit—ie, specific part numbers?					
1.2 Will ongoing product upgrades/modifications for the avionics and airframe require re-certification by the NAA?					
<b>Authorised Flight Manual Statements</b>					
2.1 What operations have the NAA approved the aircraft capable of?					
2.2 Does the AFM statement provide a “standard” which CASA can recognise (in a CAO, AC, CAAP etc.) and use for determining the basis of approval for equipment level?					
2.3 Is there a TCDS statement?					
2.4 If there is no specific statement in the TCDS, is there a statement or other documentation detailing the aircraft configuration and subsequent exclusions or restrictions?					
2.5 Does this (2.4) align with the intended operation?					
2.6 Is there a CASA standard or requirement that relates to the operation? ie, AIP, CAO etc.					
2.7 Is there a NAA standard or approval that relates to the operation?					

Topic	Response	S	U	Reference	Comments
<b>Hardware</b>					
3.1 Does the proposed operator's aircraft configuration align with the configuration of the test aircraft used to demonstrate the required navigation capability?					
3.2 MMEL – is there a definitive list of equipment required to be serviceable to enable conduct of the operation?					
3.3 Is there a specific MMEL for the operation?					
3.4 Has the OMEL taken into account all aspects of the proposed operation?					
3.5 Is the OMEL appropriately approved?					
3.6 Authorised list of alternative components (IPC content) if any.					
3.7 Is the IPC controlled in any way to maintain the approval?					
3.8 Does the Authorised Maintenance Manual detail any unique processes/procedures required to maintain the system to the required configuration?					
3.9 Is there critical component compatibility with other aircraft within operator's fleet?					
<b>Software</b>					
4.1 Are there procedures in place to control the implementation/usage of aircraft software?					
4.2 Software version control/distribution system – will the operator have access to critical software for customisation purposes and if so how are the changes/customisation to be validated to confirm original approval?					
4.3 How does the operator control the distribution and update of installed software?					

Topic	Response	S	U	Reference	Comments
<b>Training</b>					
5.1 Identification of additional specific training required for LAME for introduction into service (if any)					
5.2 Details of ongoing training programme (CAR 214) to maintain LAME skill levels at all proposed dispatch ports (does it form part of an established program? etc)					
<b>On-going Airworthiness Issues</b>					
6.1 The name or title of the responsible person who will ensure that the aircraft is maintained in accordance with the approved program.					
6.2 Is there a Configuration Maintenance Procedure similar to ETOPS for maintaining original NAA approval basis?					
6.3 Is there any impact on the aircraft capability if there are repairs/modifications to the flight control systems or other related systems that together determine the FTE for the aircraft?					
6.4 How is the proposed operation captured within the operator's reliability program?					

Signed: .....  
Flying Operations Inspector

Printed Name: .....

Date: ..... / ..... / .....

Signed: .....  
Airworthiness Engineer

Printed Name: .....

Date: ..... / ..... / .....