Organisation:	**Approval Reference (s):**
Applicabiltiy:	

Signature:	**Position:**
Print Name:	**Date of signing:**

To be completed and signed for by the Compliance Monitoring Manager or Quality Assurance Manager

For CCAA use only

CCAA Staff: Name(s):				
Signature				
Date of validation completion:				
Compliance ☐ YES ☐ NO				

AIRCRAFT INFORMATIONS	
Registration and date of issue	
Manufacturer	
Aircraft type	
Serial Number	
Class FCL 1	☐ *Single-pilot (SP)* ☐ *multi-pilot (MP)*
Year of issuance of the 1st individual Certificate of Airworthiness	
Engines Type and Serial Numbers	
Number of Flight Crew Members	
Number of Cabin Crew Members	
Maximum Operational Passenger Seating Configuration MOPSC	
Equiped empty mass	
Maximum Certified Take-Off Mass	
Pressurised Aircraft	☐ YES ☐ NO
Maximum Certified FL	
Maximum FL in operation	

Flight Rule : ☐ *IFR* ☐ *VFR by Day* ☐ *VFR by Night*
Intended operating conditions : ☐ *B-RNAV* ☐ *MNPS* ☐ *RVSM* ☐ *Water overflying* ☐ *Others (to define)*

How to fill the table

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
Regulation requirements				

1 Yes (Y), No (N), Partial (P) or Not Applicable (NA)
2 Where is it documented in your documentation?
3 Provide details that describe or demonstrates your response to the question.
4 This will be completed by the CCAA inspectors during the validation process

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
CAT.IDE.A.100 Instruments and equipment — general (a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements except for the following items: (1) Spare fuses; (2) Independent portable lights; (3) An accurate time piece; (4) Chart holder; (5) First-aid kits; (6) Emergency medical kit; (7) Megaphones; (8) Survival and signalling equipment; (9) Sea anchors and equipment for mooring; and (10) Child restraint devices. (b) Instruments and equipment not required under this Annex (Part-CAT) as well as any other equipment which is not required under this Regulation, but carried on a flight, shall comply with the following requirements: (1) the information provided by those instruments, equipment or accessories shall not be used by the flight crew members to comply with applicable airworthiness requirements or points CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345 of this Annex; (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction. (c) If equipment is to be used by one flight crew member at his/her station during flight, it shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
crew member it shall be installed so that the equipment is readily operable from any station at which the equipment is required to be operated. (d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path. (e) All required emergency equipment shall be easily accessible for immediate use.				
CAT.IDE.A.105 Minimum equipment for flight A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless: (a) the aeroplane is operated in accordance with the operator's MEL; or (b) the operator is approved by the Authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL) in accordance with point ORO.MLR.105(j) of Annex III.				
CAT.IDE.A.110 Spare electrical fuses (a) Aeroplanes shall be equipped with spare electrical fuses, of the ratings required for complete circuit protection, for replacement of those fuses that are allowed to be replaced in flight. (b) The number of spare fuses that are required to be carried shall be the higher of: (1) 10% of the number of fuses of each rating; or (2) three fuses for each rating.				
CAT.IDE.A.115 Operating lights				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(a) Aeroplanes operated by day shall be equipped with: (1) an anti-collision light system; (2) 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; (3) lighting supplied from the aeroplane's electrical system to provide illumination in all passenger compartments; and (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations. (b) Aeroplanes operated at night shall in addition be equipped with: (1) navigation/position lights; (2) two landing lights or a single light having two separately energised filaments; and (3) lights to conform with the International Regulations for Preventing Collisions at Sea if the aeroplane is operated as a seaplane.				
CAT.IDE.A.120 Equipment to clear windshield Aeroplanes with an MCTOM of more than 5 700 kg shall be equipped at each pilot station with a means to maintain a clear portion of the windshield during precipitation.				
CAT.IDE.A.125 Operations under VFR by day — flight and navigational instruments and associated equipment (a) Aeroplanes operated under VFR by day shall be equipped with the following equipment, available at the pilot's station: (1) A means of measuring and displaying: (i) Magnetic heading;				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(ii) Time in hours, minutes, and seconds; (iii) Barometric altitude; (iv) Indicated airspeed; (v) Vertical speed; (vi) Turn and slip; (vii) Attitude; (viii) Heading; (ix) Outside air temperature; and (x) Mach number whenever speed limitations are expressed in terms of Mach number. (2) A means of indicating when the supply of power to the required flight instruments is not adequate. (b) Whenever two pilots are required for the operation, an additional separate means of displaying the following shall be available for the second pilot: (1) barometric altitude; (2) Indicated airspeed; (3) Vertical speed; (4) Turn and slip; (5) Attitude; and (6) Heading. (c) A means for preventing malfunction of the airspeed indicating systems due to condensation or icing shall be available for: (1) aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine; and				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(2) aeroplanes first issued with an individual CofA on or after 1 April 1999. (d) Single engine aeroplanes first issued with an individual CofA before 22 May 1995 are exempted from the requirements of (a)(1)(vi), (a)(1)(vii), (a)(1)(viii) and (a)(1)(ix) if the compliance would require retrofitting.				
CAT.IDE.A.130 Operations under IFR or at night — flight and navigational instruments and associated equipment Aeroplanes operated under VFR at night or under IFR shall be equipped with the following equipment, available at the pilot's station: (a) A means of measuring and displaying: (1) Magnetic heading; (2) Time in hours, minutes and seconds; (3) Indicated airspeed; (4) Vertical speed; (5) Turn and slip, or in the case of aeroplanes equipped with a standby means of measuring and displaying attitude, slip; (6) Attitude; (7) Stabilised heading; (8) Outside air temperature; and (9) Mach number whenever speed limitations are expressed in terms of Mach number. (b) Two means of measuring and displaying Barometric altitude. (c) A means of indicating when the supply of power to the required flight instruments is not adequate. (d) A means for preventing malfunction of the airspeed indicating systems required in (a)(3) and (h)(2) due to condensation or icing.				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(e) A means of annunciating to the flight crew the failure of the means required in (d) for aeroplanes: (1) issued with an individual CofA on or after 1 April 1998; or (2) issued with an individual CofA before 1 April 1998 with an MCTOM of more than 5 700 kg, and with an MOPSC of more than nine. (f) Except for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less, two independent static pressure systems. (g) One static pressure system and one alternate source of static pressure for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less. (h) Whenever two pilots are required for the operation, a separate means of displaying for the second pilot: (1) Barometric altitude; (2) Indicated airspeed; (3) Vertical speed; (4) Turn and slip; (5) Attitude; and (6) Stabilised heading. (i) A standby means of measuring and displaying attitude capable of being used from either pilot's station for aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine that: (1) is powered continuously during normal operation and, after a total failure of the normal electrical generating system, is powered from a source independent from the normal electrical generating system; (2) provides reliable operation for a minimum of 30 minutes after total failure of the normal electrical generating system, taking into				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
account other loads on the emergency power supply and operational procedures; (3) operates independently of any other means of measuring and displaying attitude; (4) is operative automatically after total failure of the normal electrical generating system; (5) is appropriately illuminated during all phases of operation, except for aeroplanes with an MCTOM of 5 700 kg or less, already registered in a Member State on 1 April 1995 and equipped with a standby attitude indicator in the left-hand instrument panel; (6) is clearly evident to the flight crew when the standby attitude indicator is being operated by emergency power; and (7) where the standby attitude indicator has its own dedicated power supply, has an associated indication, either on the instrument or on the instrument panel, when this supply is in use. (j) A chart holder in an easily readable position that can be illuminated for night operations.				
CAT.IDE.A.135 Additional equipment for single-pilot operation under IFR Aeroplanes operated under IFR with a single-pilot shall be equipped with an autopilot with at least altitude hold and heading mode.				
CAT.IDE.A.140 Altitude alerting system (a) The following aeroplanes shall be equipped with an altitude alerting system: (1) turbine propeller powered aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than nine; and (2) aeroplanes powered by turbo-jet engines. (b) The altitude alerting system shall be capable of:				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(1) alerting the flight crew when approaching a preselected altitude; and (2) alerting the flight crew by at least an aural signal, when deviating from a preselected altitude. (c) Notwithstanding (a), aeroplanes with an MCTOM of 5 700 kg or less, having an MOPSC of more than nine, first issued with an individual CofA before 1 April 1972 and already registered in Member State on 1 April 1995 are exempted from being equipped with an altitude alerting system.				
CAT.IDE.A.150 Terrain awareness warning system (TAWS) (a) Turbine-powered aeroplanes having an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for Class A equipment as specified in an acceptable standard. (b) Reciprocating-engine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirement for Class B equipment as specified in an acceptable standard. (c) Turbine-powered aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2019 and having an MCTOM of 5 700 kg or less and an MOPSC of six to nine shall be equipped with a TAWS that meets the requirements for Class B equipment, as specified in an acceptable standard.				
CAT.IDE.A.155 Airborne collision avoidance system (ACAS) Turbine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than 19 shall be equipped with ACAS II.				
CAT.IDE.A.160 Airborne weather detecting equipment				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
The following shall be equipped with airborne weather detecting equipment when operated at night or in IMC in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route: (a) pressurised aeroplanes; (b) non-pressurised aeroplanes with an MCTOM of more than 5 700 kg; and (c) non-pressurised aeroplanes with an MOPSC of more than nine.				
CAT.IDE.A.165 Additional equipment for operations in icing conditions at night (a) Aeroplanes operated in expected or actual icing conditions at night shall be equipped with a means to illuminate or detect the formation of ice. (b) The means to illuminate the formation of ice shall not cause glare or reflection that would handicap crew members in the performance of their duties.				
CAT.IDE.A.170 Flight crew interphone system Aeroplanes operated by more than one flight crew member shall be equipped with a flight crew interphone system, including headsets and microphones for use by all flight crew members.				
CAT.IDE.A.175 Crew member interphone system Aeroplanes with an MCTOM of more than 15 000 kg, or with an MOPSC of more than 19 shall be equipped with a crew member interphone system, except for aeroplanes first issued with an individual CofA before 1 April 1965 and already registered in Member State on 1 April 1995.				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
CAT.IDE.A.180 Public address system Aeroplanes with an MOPSC of more than 19 shall be equipped with a public address system.				
CAT.IDE.A.185 Cockpit voice recorder (a) The following aeroplanes shall be equipped with a cockpit voice recorder (CVR): (1) aeroplanes with an MCTOM of more than 5 700 kg; and (2) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 January 1990. (b) Until 31 December 2018, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 2 hours in the case of aeroplanes referred to in (a)(1) when the individual CofA has been issued on or after 1 April 1998; (2) the preceding 30 minutes for aeroplanes referred to in (a)(1) when the individual CofA has been issued before 1 April 1998; or (3) the preceding 30 minutes, in the case of aeroplanes referred to in (a)(2). (c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2022 ; or (2) the preceding 2 hours in all other cases. (d) By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(e) The CVR shall record with reference to a timescale: (1) voice communications transmitted from or received in the flight crew compartment by radio; (2) flight crew members' voice communications using the interphone system and the public address system, if installed; (3) the aural environment of the flight crew compartment, including without interruption: (i) for aeroplanes first issued with an individual CofA on or after 1 April 1998, the audio signals received from each boom and mask microphone in use; (ii) for aeroplanes referred to in (a) and first issued with an individual CofA before 1 April 1998, the audio signals received from each boom and mask microphone, where practicable; (4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker. (f) The CVR shall start to record prior to the aeroplane moving under its own power and shall continue to record until the termination of the flight when the aeroplane is no longer capable of moving under its own power. In addition, in the case of aeroplanes issued with an individual CofA on or after 1 April 1998, the CVR shall start automatically to record prior to the aeroplane moving under its own power and continue to record until the termination of the flight when the aeroplane is no longer capable of moving under its own power. (g) In addition to (f), depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight, in the case of: (1) aeroplanes referred to in (a)(1) and issued with an individual CofA on or after 1 April 1998;				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(2) aeroplanes referred to in (a)(2). (h) If the CVR is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the CVR is deployable, it shall have an automatic emergency locator transmitter. (i) Aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022 shall be equipped with an alternate power source to which the CVR and the cockpit-mounted area microphone are switched automatically in the event that all other power to the CVR is interrupted.				
CAT.IDE.A.190 Flight data recorder (a) The following aeroplanes shall be equipped with a flight data recorder (FDR) that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available: (1) aeroplanes with an MCTOM of more than 5 700 kg and first issued with an individual CofA on or after 1 June 1990; (2) turbine-engined aeroplanes with an MCTOM of more than 5 700 kg and first issued with an individual CofA before 1 June 1990; and (3) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 April 1998. (b) The FDR shall record: (1) time, altitude, airspeed, normal acceleration and heading and be capable of retaining the data recorded during at least the preceding 25 hours for aeroplanes referred to in (a)(2) with an MCTOM of less than 27 000 kg; (2) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
and drag devices and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) with an MCTOM of less than 27 000 kg and first issued with an individual CofA before 1 January 2016; (3) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) and (a)(2) with an MCTOM of over 27 000 kg and first issued with an individual CofA before 1 January 2016; (4) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices and be capable of retaining the data recorded during at least the preceding 10 hours, in the case of aeroplanes referred to in (a)(3) and first issued with an individual CofA before 1 January 2016; or (5) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) and (a)(3) and first issued with an individual CofA on or after 1 January 2016. (c) Data shall be obtained from aeroplane sources that enable accurate correlation with information displayed to the flight crew. (d) The FDR shall start to record the data prior to the aeroplane being capable of moving under its own power and shall stop after the aeroplane is incapable of moving under its own power. In addition, in the case of aeroplanes issued with an individual CofA on or after 1 April 1998, the FDR shall start automatically to record the data prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is incapable of moving under its own power.				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(e) If the FDR is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the FDR is deployable, it shall have an automatic emergency locator transmitter.				
CAT.IDE.A.191 Lightweight flight recorder (a) Turbine-engined aeroplanes with an MCTOM of 2 250 kg or more and aeroplanes with an MOPSC of more than 9 shall be equipped with a flight recorder if all of the following conditions are met: (1) they are not within the scope of point CAT.IDE.A.190(a); (2) they are first issued with an individual CofA on or after 5 September 2022. (b) The flight recorder shall record, by means of flight data or images, information that is sufficient to determine the flight path and aircraft speed. (c) The flight recorder shall be capable of retaining the flight data and the images recorded during at least the preceding 5 hours. (d) The flight recorder shall automatically start to record prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is no longer capable of moving under its own power. (e) If the flight recorder records images or audio of the flight crew compartment, then a function shall be provided which can be operated by the commander and which modifies image and audio recordings made before the operation of that function, so that those recordings cannot be retrieved using normal replay or copying techniques.				
CAT.IDE.A.195 Data link recording (a) Aeroplanes first issued with an individual CofA on or after 8 April 2014 that have the capability to operate data link communications and are				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
required to be equipped with a CVR, shall record on a recorder, where applicable: (1) data link communication messages related to ATS communications to and from the aeroplane, including messages applying to the following applications: (i) data link initiation; (ii) controller-pilot communication; (iii) addressed surveillance; (iv) flight information; (v) as far as is practicable, given the architecture of the system, aircraft broadcast surveillance; (vi) as far as is practicable, given the architecture of the system, aircraft operational control data; and (vii) as far as is practicable, given the architecture of the system, graphics; (2) information that enables correlation to any associated records related to data link communications and stored separately from the aeroplane; and (3) information on the time and priority of data link communications messages, taking into account the system's architecture. (b) The recorder shall use a digital method of recording and storing data and information and a method for retrieving that data. The recording method shall allow the data to match the data recorded on the ground. (c) The recorder shall be capable of retaining data recorded for at least the same duration as set out for CVRs in CAT.IDE.A.185. (d) If the recorder is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
have a minimum underwater transmission time of 90 days. If the recorder is deployable, it shall have an automatic emergency locator transmitter. (e) The requirements applicable to the start and stop logic of the data link recorder are the same as the requirements applicable to the start and stop logic of the cockpit voice recorder (CVR) that are contained in point CAT.IDE.A.185.				
CAT.IDE.A.200 Combination recorder Compliance with CVR and FDR requirements may be achieved by: (a) one flight data and cockpit voice combination recorder in the case of aeroplanes required to be equipped with a CVR or an FDR; (b) one flight data and cockpit voice combination recorder in the case of aeroplanes with an MCTOM of 5 700 kg or less and required to be equipped with a CVR and an FDR; or (c) two flight data and cockpit voice combination recorders in the case of aeroplanes with an MCTOM of more than 5 700 kg and required to be equipped with a CVR and an FDR.				
CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices (a) Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more; (2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3); (3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less, having an individual CofA first issued on or after 8 April 2015;				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(4) a child restraint device (CRD) for each person on board younger than 24 months; (5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration: (i) on each flight crew seat and on any seat alongside a pilot's seat; (ii) on each observer seat located in the flight crew compartment; (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew. (b) A seat belt with upper torso restraint system shall have: (1) a single point release; (2) on the seats for the minimum required cabin crew, two shoulder straps and a seat belt that may be used independently; and (3) on flight crew members' seats and on any seat alongside a pilot's seat, either of the following: (i) two shoulder straps and a seat belt that may be used independently; (ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes: (A) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification; (B) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are not compliant with the emergency landing dynamic conditions defined in the				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
applicable certification specification and having an individual CofA first issued before 28 October 2014; (C) aeroplanes certified in accordance with European CS-VLA or equivalent and European CS-LSA or equivalent.				
CAT.IDE.A.210 Fasten seat belt and no smoking signs Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.				
CAT.IDE.A.215 Internal doors and curtains Aeroplanes shall be equipped with: (a) in the case of aeroplanes with an MOPSC of more than 19, a door between the passenger compartment and the flight crew compartment, with a placard indicating 'crew only' and a locking means to prevent passengers from opening it without the permission of a member of the flight crew; (b) a readily accessible means for opening each door that separates a passenger compartment from another compartment that has emergency exits; (c) a means for securing in the open position any doorway or curtain separating the passenger compartment from other areas that need to be accessed to reach any required emergency exit from any passenger seat; (d) a placard on each internal door or adjacent to a curtain that is the means of access to a passenger emergency exit, to indicate that it shall be secured open during take-off and landing; and (e) a means for any member of the crew to unlock any door that is normally accessible to passengers and that can be locked by passengers.				

<table>
<tr><th>SUBPART D INSTRUMENTS, DATA, EQUIPMENT</th><th>In place [1]</th><th>Documented [2] Reference:</th><th>How it is achieved [3]</th><th>CCAA Validation [4] Remarks</th></tr>
<tr><td>

CAT.IDE.A.220 First-aid kit

(a) Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1.

Table 1

Number of first-aid kits required

<table>
<tr><th>Number of passenger seats installed</th><th>Number of first-aid kits required</th></tr>
<tr><td>0-100</td><td>1</td></tr>
<tr><td>101-200</td><td>2</td></tr>
<tr><td>201-300</td><td>3</td></tr>
<tr><td>301-400</td><td>4</td></tr>
<tr><td>401-500</td><td>5</td></tr>
<tr><td>501 or more</td><td>6</td></tr>
</table>

(b) First-aid kits shall be:

(1) readily accessible for use; and

(2) kept up to date.

</td><td></td><td></td><td></td><td></td></tr>
<tr><td>

CAT.IDE.A.225 Emergency medical kit

(a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit when any point on the planned route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available.

</td><td></td><td></td><td></td><td></td></tr>
</table>

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(b) The commander shall ensure that drugs are only administered by appropriately qualified persons. (c) The emergency medical kit referred to in (a) shall be: (1) dust and moisture proof; (2) carried in a way that prevents unauthorised access; and (3) kept up to date.				
CAT.IDE.A.230 First-aid oxygen (a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation. (b) The oxygen supply referred to in (a) shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person. (c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply. (d) The first-aid oxygen equipment shall be capable of generating a mass flow to each person.				
CAT.IDE.A.235 Supplemental oxygen — pressurised aeroplanes (a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1. (b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(1) quick donning types of masks for flight crew members; (2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member; (3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and (4) a device to provide a warning indication to the flight crew of any loss of pressurisation. (c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within four minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable. (d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment. (e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within four minutes to a cabin pressure altitude of 13 000 ft. (f) The required minimum supply in Table 1, row 1 item (b)(1) and row 2, shall cover the quantity of oxygen necessary for a constant rate of				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks

descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes and followed by 20 minutes at 10 000 ft.

(g) The required minimum supply in Table 1, row 1 item 1(b)(2), shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes followed by 110 minutes at 10 000 ft.

(h) The required minimum supply in Table 1, row 3, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 15 000 ft in 10 minutes.

Table 1

Oxygen minimum requirements for pressurised aeroplanes

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty	(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft. (b) The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 13 000 ft, after the initial 30 minutes at these altitudes, but in no case less than: (1) 30 minutes' supply for aeroplanes certified to fly at altitudes not exceeding 25 000 ft; and (2) hours' supply for aeroplanes certified to fly at altitudes of more than 25 000 ft.
2. Required cabin crew members	(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft, but not less than 30 minutes' supply. (b) The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but

SUBPART D INSTRUMENTS, DATA, EQUIPMENT		In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
	does not exceed 13 000 ft, after the initial 30 minutes at these altitudes.				
3. 100 % of passengers [1]	The entire flying time when the cabin pressure altitude exceeds 15 000 ft, but in no case less than 10 minutes' supply.				
4. 30 % of passengers [1]	The entire flying time when the cabin pressure altitude exceeds 14 000 ft but does not exceed 15 000 ft.				
5. 10 % of passengers [1]	The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 14 000 ft, after the initial 30 minutes at these altitudes.				
[1] Passenger numbers in Table 1 refer to passengers actually carried on board, including persons younger than 24 months.					

CAT.IDE.A.240 Supplemental oxygen — non-pressurised aeroplanes

Non-pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with Table 1.

Table 1

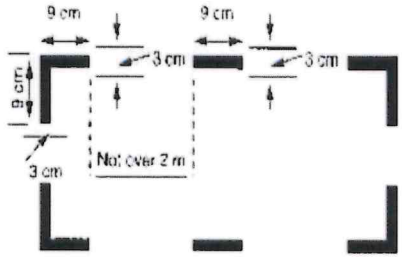
Oxygen minimum requirements for non-pressurised aeroplanes

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty and crew members	The entire flying time at pressure altitudes above 10 000 ft.

SUBPART D INSTRUMENTS, DATA, EQUIPMENT		In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
assisting flight crew in their duties					
2. Required cabin crew members	The entire flying time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.				
3. Additional crew members and 100 % of passengers (1)	The entire flying time at pressure altitudes above 13 000 ft.				
4. 10 % of passengers (1)	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.				
(1) Passenger numbers in Table 1 refer to passengers actually carried on board, including persons younger than 24 months.					
CAT.IDE.A.245 Crew protective breathing equipment (a) All pressurized aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes: (1) oxygen for each flight crew member on duty in the flight crew compartment; (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and (3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.					

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station. (c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station. (d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in CAT.IDE.A.250 (b) and (c), or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment. (e) A PBE while in use shall not prevent the use of the means of communication referred to in CAT.IDE.A.170, CAT.IDE.A.175, CAT.IDE.A.270 and CAT.IDE.A.330.				
CAT.IDE.A.250 Hand fire extinguishers (a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment. (b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment. (c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight. (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons. (e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
Table 1 Number of hand fire extinguishers MOPSC / Number of extinguishers: 7-30 : 1 31-60 : 2 61-200 : 3 201-300 : 4 301-400 : 5 401-500 : 6 501-600 : 7 601 or more : 8				
CAT.IDE.A.255 Crash axe and crowbar (a) Aeroplanes with an MCTOM of more than 5 700 kg or with an MOPSC of more than nine shall be equipped with at least one crash axe or crowbar located in the flight crew compartment. (b) In the case of aeroplanes with an MOPSC of more than 200, an additional crash axe or crowbar shall be installed in or near the rearmost galley area. (c) Crash axes and crowbars located in the passenger compartment shall not be visible to passengers.				
CAT.IDE.A.260 Marking of break-in points If areas of the aeroplane's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1. ***Figure 1***				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
				
CAT.IDE.A.265 Means for emergency evacuation (a) Aeroplanes with passenger emergency exit sill heights of more than 1,83 m (6 ft) above the ground shall be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency. (b) Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1,83 m (6 ft) from the ground with the aeroplane on the ground, the landing gear extended, and the flaps in the take-off or landing position, whichever flap position is higher from the ground. (c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency. (d) The heights referred to in (a) and (c) shall be measured: (1) with the landing gear extended; and (2) after the collapse of, or failure to extend of, one or more legs of the landing gear, in the case of aeroplanes with a type certificate issued after 31 March 2000.				

<table>
<tr><th>SUBPART D INSTRUMENTS, DATA, EQUIPMENT</th><th>In place [1]</th><th>Documented [2] Reference:</th><th>How it is achieved [3]</th><th>CCAA Validation [4] Remarks</th></tr>
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CAT.IDE.A.270 Megaphones

Aeroplanes with an MOPSC of more than 60 and carrying at least one passenger shall be equipped with the following quantities of portable battery-powered megaphones readily accessible for use by crew members during an emergency evacuation:

(a) For each passenger deck:

Table 1

Number of megaphones

<table>
<tr><th>Passenger seating configuration</th><th>Number of megaphones</th></tr>
<tr><td>61 to 99</td><td>1</td></tr>
<tr><td>100 or more</td><td>2</td></tr>
</table>

(b) For aeroplanes with more than one passenger deck, in all cases when the total passenger seating configuration is more than 60, at least one megaphone.

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CAT.IDE.A.275 Emergency lighting and marking

(a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.

(b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:

(1) sources of general cabin illumination;

(2) internal lighting in floor level emergency exit areas;

(3) illuminated emergency exit marking and locating signs;

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</table>

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required; (5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and (6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments. (c) For aeroplanes with an MOPSC of 19 or less and type certified on the basis of the applicable certification specification, the emergency lighting system referred to in point (a) shall include the equipment referred to in points (1), (2) and (3) of point (b). (d) For aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the applicable certification specification, the emergency lighting system referred to in point (a) shall include the equipment referred to in point (b)(1). (e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.				
CAT.IDE.A.280 Emergency locator transmitter (ELT) (a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least: (1) two ELTs, one of which shall be automatic, or one ELT and one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or				

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SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(2) one automatic ELT or two ELTs of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008. (b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least: (1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN. MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008. (c) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.				
CAT.IDE.A.285 Flight over water (a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided: (1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and (2) seaplanes operated over water. (b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons. (c) Seaplanes operated over water shall be equipped with the following:				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, mass and handling characteristics; (2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable. (d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to: (1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or (2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e). (e) Aeroplanes complying with (d) shall carry the following equipment: (1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity; (2) a survivor locator light in each life-raft; (3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and (4) at least two survival ELTs (ELT(S)). (f) By 1 January 2019 at the latest, aeroplanes with an MCTOM of more than 27 000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM of more than 45 500 kg shall be fitted with a securely attached underwater locating device that operates at a frequency of 8,8 kHz ± 1 kHz, unless:				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(1) the aeroplane is operated over routes on which it is at no point at a distance of more than 180 NM from the shore; or (2) the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.				
CAT.IDE.A.305 Survival equipment (a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with: (1) signalling equipment to make the distress signals; (2) at least one ELT(S); and (3) additional survival equipment for the route to be flown taking account of the number of persons on board. (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or (ii) 30 minutes at cruising speed for all other aeroplanes; (2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.				
CAT.IDE.A.325 Headset				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(a) Aeroplanes shall be equipped with a headset with a boom or throat microphone or equivalent for each flight crew member at their assigned station in the flight crew compartment. (b) Aeroplanes operated under IFR or at night shall be equipped with a transmit button on the manual pitch and roll control for each required flight crew member.				
CAT.IDE.A.330 Radio communication equipment (a) Aeroplanes shall be equipped with the radio communication equipment required by the applicable airspace requirements. (b) The radio communication equipment shall provide for communication on the aeronautical emergency frequency 121,5 MHz.				
CAT.IDE.A.335 Audio selector panel Aeroplanes operated under IFR shall be equipped with an audio selector panel operable from each required flight crew member station.				
CAT.IDE.A.340 Radio equipment for operations under VFR over routes navigated by reference to visual landmarks Aeroplanes operated under VFR over routes navigated by reference to visual landmarks shall be equipped with radio communication equipment necessary under normal radio propagation conditions to fulfil the following: (a) communicate with appropriate ground stations; (b) communicate with appropriate ATC stations from any point in controlled airspace within which flights are intended; and (c) receive meteorological information.				
CAT.IDE.A.345 Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(a) Aeroplanes operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication, navigation and surveillance equipment in accordance with the applicable airspace requirements. (b) Radio communication equipment shall include at least two independent radio communication systems necessary under normal operating conditions to communicate with an appropriate ground station from any point on the route, including diversions. (c) Notwithstanding point (b), aeroplanes operated for short haul operations in the North Atlantic high-level (NAT HLA) airspace and not crossing the North Atlantic shall be equipped with at least one long range communication system, in case alternative communication procedures are published for the airspace concerned. (d) 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 the flight plan. (e) Aeroplanes operated on flights in which it is intended to land in IMC shall be equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodrome. (f) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.				
CAT.IDE.A.350 Transponder Aeroplanes shall be equipped with a pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown.				
CAT.IDE.A.355 Management of Aeronautical databases				

SUBPART D INSTRUMENTS, DATA, EQUIPMENT	In place [1]	Documented [2] Reference:	How it is achieved [3]	CCAA Validation [4] Remarks
(a) Aeronautical databases used on certified aircraft system applications shall meet data quality requirements that are adequate for the intended use of the data. (b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them. (c) Notwithstanding any other occurrence reporting requirements as defined in the applicable occurrence reporting regulation on the reporting, analysis and follow-up of occurrences, the operator shall report to the database provider instances of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight. In such cases, the operator shall inform flight crew and other personnel concerned, and shall ensure that the affected data is not used.				