

- (5) Dry operating mass and the corresponding CG of the aircraft:
- (i) for performance class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is;
- (6) Mass of the fuel at take-off and the mass of trip fuel;
- (7) Mass of consumables other than fuel, if applicable;
- (8) Load components including passengers, baggage, freight and ballast;
- (9) Take-off mass, landing mass and zero fuel mass;
- (10) Applicable aircraft CG positions; and
- (11) The limiting mass and CG values.

The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.

- (b) Where mass and balance data and documentation is generated by a computerised mass and balance system, the operator shall verify the integrity of the output data.
- (c) The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The commander shall indicate his/her acceptance by hand signature or equivalent.
- (d) The operator shall specify procedures for last minute changes to the load to ensure that:
- (1) any last minute change after the completion of the mass and balance documentation is brought to the attention of the commander and entered in the flight planning documents containing the mass and balance documentation;
 - (2) the maximum last minute change allowed in passenger numbers or hold load is specified; and
 - (3) new mass and balance documentation is prepared if this maximum number is exceeded.
- (e) The operator shall obtain approval by the competent authority if he/she wishes to use an onboard integrated mass and balance computer system or a stand-alone computerised mass and balance system as a primary source for dispatch. The operator shall demonstrate the accuracy and reliability of that system.

SUBPART D

INSTRUMENTS, DATA, EQUIPMENT

SECTION 1

Aeroplanes

CAT.IDEA.100 Instruments and equipment — general

- (a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 1702/2003, 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 by this Subpart that do not need to be approved in accordance with Regulation (EC) No 1702/2003, but are carried on a flight, shall comply with the following:
- (1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex I to Regulation (EC) No 216/2008 or CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345; and
 - (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 must be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it must 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 competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL).

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

- (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;
 - (ii) Time in hours, minutes, and seconds;
 - (iii) Pressure 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) Pressure 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
- (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 pressure 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.

(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) Pressure 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 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.IDEA.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.IDEA.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:
- (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 a Member State on 1 April 1995 are exempted from being equipped with an altitude alerting system.

CAT.IDEA.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.

CAT.IDE.A.155 Airborne collision avoidance system (ACAS)

Unless otherwise provided for by Regulation (EU) No 1332/2011, 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

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 a Member State on 1 April 1995.

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) The CVR shall be capable of retaining the data recorded during at least:
 - (1) the preceding two 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) 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)(2) and first issued with an individual CofA before 1 April 1998, the audio signals received from each boom and mask microphone, where practicable;
- and
- (4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.
- (d) 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.
- (e) In addition to (d), 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 after 1 April 1998; or
 - (2) aeroplanes referred to in (a)(2).
- (f) The CVR shall have a device to assist in locating it in water.

CAT.IDEA.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 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.
- (e) The FDR shall have a device to assist in locating it in water.

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 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) The recorder shall have a device to assist in locating it in water.
- (e) The requirements applicable to the start and stop logic of the recorder are the same as the requirements applicable to the start and stop logic of the CVR contained in CAT.IDE.A.185(d) and (e).

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 less than 5 700 kg and with an MOPSC of less than nine, after 8 April 2015;
 - (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:
 - (1) have a single point release;
 - (2) on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.

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 must 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.

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

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

- (b) First-aid kits shall be:

- (1) readily accessible for use; and
- (2) kept up to date.

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.
- (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 calculated using an average flow rate of at least 3 litres standard temperature pressure dry (STPD)/minute/person. This oxygen supply 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 user of at least 4 litres STPD per minute.

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:
- (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 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	<p>(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft.</p> <p>(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:</p> <ol style="list-style-type: none"> (1) 30 minutes' supply for aeroplanes certified to fly at altitudes not exceeding 25 000 ft; and (2) 2 hours' supply for aeroplanes certified to fly at altitudes of more than 25 000 ft.
2. Required cabin crew members	<p>(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft, but not less than 30 minutes' supply.</p> <p>(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.</p>

Supply for	Duration and cabin pressure altitude
3. 100 % of passengers (*)	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 (*)	The entire flying time when the cabin pressure altitude exceeds 14 000 ft but does not exceed 15 000 ft.
5. 10 % of passengers (*)	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.

(*) 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 assisting flight crew in their duties	The entire flying time at pressure altitudes above 10 000 ft.
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 (*)	The entire flying time at pressure altitudes above 13 000 ft.
4. 10 % of passengers (*)	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.

(*) 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 pressurised 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.

(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, 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.

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

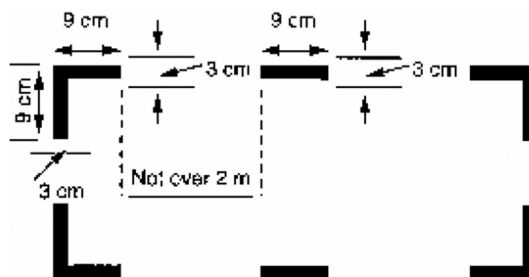
CAT.IDE.A.255 Crash axe and crowbar

- (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

Marking of break-in points**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.

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

Passenger seating configuration	Number of megaphones
61 to 99	1
100 or more	2

- (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.

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;
 - (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) In the case of aeroplanes with an MOPSC of 19 or less and type certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1) to (3).
 - (d) In the case of aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (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, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or
 - (2) one automatic ELT or two ELTs of any type, 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, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or
 - (2) one ELT of any type, 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:
 - (1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, weight and handling characteristics; and
 - (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)).

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

(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 and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks

- (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 and navigation 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 (b), aeroplanes operated for short haul operations in the North Atlantic minimum navigation performance specifications (NAT MNPS) 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.

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 Electronic navigation data management

- (a) The operator shall only use electronic navigation data products that support a navigation application meeting standards of integrity that are adequate for the intended use of the data.
- (b) When the electronic navigation data products support a navigation application needed for an operation for which Annex V (Part-SPA) requires an approval, the operator shall demonstrate to the competent authority that the process applied and the delivered products meet standards of integrity that are adequate for the intended use of the data.
- (c) The operator shall continuously monitor the integrity of both the process and the products, either directly or by monitoring the compliance of third party providers.
- (d) The operator shall ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aeroplanes that require it.