

**GUIDELINES FOR AIRWORTHINESS APPROVAL FOR
ADS-B AVIONICS EQUIPAGE**

- a) The airworthiness compliance of the aircraft under the airframe OEM Type Certificate approval in the Airplane Flight Manual, in an AFM supplement or other appropriate airworthiness documentation is normally accepted by the State of Registry. If the aircraft does not have an existing certification, compliance with Appendix XI of CASA CAO 20.18 specified requirements needs to be established; http://www.casa.gov.au/wcmswr/_assets/main/download/orders/cao20/2018.pdf
- b) The continuing airworthiness of ADS-B system must be assured. Existing established maintenance practices or a proposed maintenance programme for the aircraft needs to be reviewed to ensure that it meets relevant requirements. This is typically a demonstration that ADS-B is included as part of the normal maintenance process in the documentation provided; (NB: most ADS-B systems comprise transponder & GPS systems already the subject of existing maintenance and ongoing airworthiness programs);
- c) The Minimum Equipment List needs to reflect the functional requirements of the ADS-B system;
- d) Appropriate flight operations training programme and operational procedures are established to ensure that pilots are knowledgeable about their onboard operational equipment. This is typically a demonstration that all used aircraft systems are included in the training process and operational documentation including Flight Dispatch considerations; and
- e) In light of the fact that usually there are no ADS-B specific actions that the flight crew can take, and that whilst desirable, ADS-B OUT training has minimal (if any) impact on the safety and efficiency of ADS-B OUT based operations, it is not considered essential that flight crew have been trained explicitly on ADS-B.
