

**Annex to Decision 2017/010/R**  
**'AMC/GM to Part-NCC — Amendment 10'**

The Annex to Decision 2013/021/R is hereby amended as follows:

The text of the amendment is arranged to show deleted, new or amended text as shown below:

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

**AMC1 NCC.GEN.140(a)(3) Documents, manuals and information to be carried**

CERTIFICATE OF AIRWORTHINESS

The certificate of airworthiness should be a normal certificate of airworthiness, or a restricted certificate of airworthiness or a permit to fly issued in accordance with the applicable airworthiness requirements.

(...)

**GM3 NCC.OP.185 Ice and other contaminants — ground procedures**

DE-ICING/ANTI-ICING BACKGROUND INFORMATION

Further guidance material on this issue is given in the ICAO *Manual of Aircraft Ground De-icing/Anti-icing Operations* (Doc 9640) (hereinafter referred to as the ICAO *Manual of Aircraft Ground De-icing/Anti-icing Operations*).

(...)

(c) Hold-over protection

(...)

~~(4) — References to usable HoT tables may be found in the AEA 'Recommendations for de-icing/anti-icing of aircraft on the ground'.~~

(...)

**GM1 NCC.IDE.A.100(b) Instruments and equipment — general**

**REQUIRED INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS**

The functionality of non-installed instruments and equipment required by this Subpart and that do not need an equipment approval, as listed in NCC.IDE.A.100(b), should be checked against recognised industry standards

appropriate to the intended purpose. The operator is responsible for ensuring the maintenance of these instruments and equipment.

(...)

#### **GM1 NCC.IDE.A.100(b)&(c) Instruments and equipment — general**

~~NON-REQUIRED INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS, BUT ARE CARRIED ON A FLIGHT INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED~~

- (a) ~~This Guidance Material~~ The provision of this paragraph does not exempt the item of equipment from complying with the applicable airworthiness requirements if the instrument or equipment is installed in the aeroplane. In this case, the installation should be approved as required in the applicable airworthiness requirements and should comply with the applicable Certification Specifications.
- ~~(b) The functionality of non-installed instruments and equipment required by this Part that do not need an equipment approval should be checked against recognised industry standards appropriate for the intended purpose. The operator is responsible for ensuring the maintenance of these instruments and equipment.~~
- (be) The failure of additional non-installed instruments or equipment not required by this Part or by the applicable airworthiness requirements or any applicable airspace requirements should not adversely affect the airworthiness and/or the safe operation of the aircraft. Examples are the following:
- (1) instruments supplying additional flight information (e.g. stand-alone global positioning system (GPS));
  - (2) mission dedicated equipment (e.g. radios); and
  - (3) non-installed passenger entertainment equipment.
- (...)

#### **AMC2 NCC.IDE.A.215 Emergency locator transmitter (ELT)**

TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS

- (a) The ELT required by this provision should be one of the following:
- (1) Automatic Fixed (ELT(AF)). An automatically activated ELT that is permanently attached to an aircraft and is designed to aid search and rescue (SAR) teams in locating the crash site.
  - (2) Automatic Portable (ELT(AP)). An automatically activated ELT, which is rigidly attached to an aircraft before a crash, but is readily removable from the aircraft after a crash. It functions as an ELT during the crash sequence. If the ELT does not employ an integral antenna, the aircraft-mounted antenna may be disconnected and an auxiliary antenna (stored in the ELT case) attached to the ELT. The ELT can be tethered to a survivor or a life-raft. This type of ELT is intended to aid SAR teams in locating the crash site or survivor(s).
  - (3) Automatic Deployable (ELT(AD)). An ELT that is rigidly attached to the aircraft before the crash and that is automatically ejected, deployed and activated by an impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided. This type of ELT should float in water and is intended to aid SAR teams in locating the crash site.
  - (4) Survival ELT (ELT(S)). An ELT that is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by a survivor. An ELT(S) may be activated manually or

automatically (e.g. by water activation). It should be designed either to be tethered to a life-raft or a survivor. A water-activated ELT(S) is not an ELT(AP).

(...)

#### **GM1 NCC.IDE.H.100(b) Instruments and equipment — general**

##### **REQUIRED INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS**

The functionality of non-installed instruments and equipment required by this Subpart and that do not need an equipment approval, as listed in NCC.IDE.H.100(b), should be checked against recognised industry standards appropriate to the intended purpose. The operator is responsible for ensuring the maintenance of these instruments and equipment.

#### **GM1 NCC.IDE.H.100(b)&(c) Instruments and equipment — general**

##### **NON-REQUIRED INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS, BUT ARE CARRIED ON A FLIGHT INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED**

- (a) This Guidance Material The provision of this paragraph does not exempt the item of equipment from complying with the applicable airworthiness requirements if the instrument or equipment is installed in the helicopter. In this case, the installation should be approved as required in the applicable airworthiness requirements and should comply with the applicable Certification Specifications.
- ~~(b) The functionality of non-installed instruments and equipment required by this Part that do not need an equipment approval should be checked against recognised industry standards appropriate for the intended purpose. The operator is responsible for ensuring the maintenance of these instruments and equipment.~~
- (bc) The failure of additional non-installed instruments or equipment not required by this Part or by the applicable airworthiness requirements or any applicable airspace requirements should not adversely affect the airworthiness and/or the safe operation of the aircraft. Examples are the following:
- (1) instruments supplying additional flight information (e.g. stand-alone global positioning system (GPS));
  - (2) mission dedicated equipment (e.g. some mission dedicated radios, wire cutters); and
  - (3) non-installed passenger entertainment equipment.
- (...)

#### **AMC1 NCC.IDE.H.115 Operating lights**

##### **LANDING LIGHT**

The landing light should be trainable, at least in the vertical plane or optionally be supplemented by an additional fixed light or lights positioned to give a wide spread of illumination.

(...)

#### **GM1 NCC.IDE.H.125(a)(3) Operations under IFR — flight and navigational instruments and associated equipment**

##### **ALTIMETERS**

Altimeters with counter drum-pointer or equivalent presentation are considered to be less susceptible to misinterpretation for helicopters operating above 10 000 ft.

(...)

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### TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS

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(...)