

Annex II to Decision 2017/003/R
‘AMC and GM to Part-NCC — Amendment 9’

The Annex to Decision 2013/021/R¹ is hereby amended as follows:

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

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

1. AMC1 NCC.IDE.A.260 is amended as follows:

AMC1 NCC.IDE.A.260 ~~Electronic navigation data management~~**Management of aeronautical databases**
~~ELECTRONIC NAVIGATION DATA PRODUCTS~~**AERONAUTICAL DATABASES**

- (a) ~~When the operator of a complex motor powered aeroplane uses a navigation database that supports an airborne navigation application as a primary means of navigation, the navigation database supplier should hold a Type 2 letter of acceptance (LoA), or equivalent, or be a Type 2 DAT provider certified in accordance with Regulation (EU) 2017/373 or equivalent.~~
- (b) ~~If this airborne navigation application is needed for an operation requiring a specific approval in accordance with Annex V (Part-SPA), the operator’s procedures should be based upon the Type 2 LoA acceptance process.~~

When the operator of an aircraft uses an aeronautical database that supports an airborne navigation application as a primary means of navigation used to meet the airspace usage requirements, the database provider should be a Type 2 DAT provider certified in accordance with Regulation (EU) 2017/373 or equivalent.

2. GM1 NCC.IDE.A.260 is amended as follows:

GM1 NCC.IDE.A.260 ~~Electronic navigation data management~~**Management of aeronautical databases**
~~LETTERS OF ACCEPTANCE AND STANDARDS FOR ELECTRONIC NAVIGATION DATA PRODUCTS~~
~~AERONAUTICAL DATABASE APPLICATIONS~~

- (a) ~~A Type 2 LoA is issued by the Agency in accordance with the Agency’s Opinion No 01/2005 on The Acceptance of Navigation Database Suppliers (hereinafter referred to as the Agency’s Opinion No 01/2005). The definitions of navigation database, navigation database supplier, data application integrator, Type 1 LoA and Type 2 LoA can be found in the Agency’s Opinion No 01/2005.~~
- (b) ~~Equivalent to a Type 2 LoA is the FAA Type 2 LoA, issued in accordance with the Federal Aviation Administration (FAA) Advisory Circular AC 20-153 or AC 20-153A, and the Transport Canada Civil Aviation (TCCA) ‘Acknowledgement Letter of an Aeronautical Data Process’, which uses the same basis.~~
- (c) ~~EUROCAE ED-76/Radio Technical Commission for Aeronautics (RTCA) DO-200A Standards for Processing Aeronautical Data contains guidance relating to the processes which the supplier may follow.~~

¹ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2013021r>

- ~~(d) A 'Type 2 DAT provider' is an organisation as defined in point 5 (b) of Article 2 to Regulation (EU) 2017/373.~~
- ~~(e) Equivalent to a certified 'Type 2 DAT provider' is defined in any Aviation Safety Agreement between the European Union and a third country, including any Technical Implementation Procedures, or any Working Arrangements between EASA and the competent authority of a third country.~~

- (a) Applications using aeronautical databases for which Type 2 DAT providers should be certified in accordance with Regulation (EU) 2017/373 may be found in GM1 DAT.OR.100.
- (b) The certification of a Type 2 DAT provider in accordance with Regulation (EU) 2017/373 ensures data integrity and compatibility with the certified aircraft application/equipment.

3. The new GM2 NCC.IDE.A.260 is introduced:

GM2 NCC.IDE.A.260 Management of aeronautical databases

TIMELY DISTRIBUTION

The operator should distribute current and unaltered aeronautical databases to all aircraft requiring them in accordance with the validity period of the databases or in accordance with a procedure established in the operations manual if no validity period is defined.

4. The new GM3 NCC.IDE.A.260 is introduced:

GM3 NCC.IDE.A.260 Management of aeronautical databases

STANDARDS FOR AERONAUTICAL DATABASES AND DAT PROVIDERS

- (a) A 'Type 2 DAT provider' is an organisation as defined in Article 2(5)(b) of Regulation (EU) 2017/373.
- (b) Equivalent to a certified 'Type 2 DAT provider' is defined in any Aviation Safety Agreement between the European Union and a third country, including any Technical Implementation Procedures, or any Working Arrangements between EASA and the competent authority of a third country.

5. The new AMC1 NCC.IDE.H.260 is introduced:

AMC1 NCC.IDE.H.260 Management of aeronautical databases

AERONAUTICAL DATABASES

When the operator of an aircraft uses an aeronautical database that supports an airborne navigation application as a primary means of navigation used to meet the airspace usage requirements, the database provider should be a Type 2 DAT provider certified in accordance with Regulation (EU) 2017/373 or equivalent.

6. The new GM1 NCC.IDE.H.260 is introduced:

GM1 NCC.IDE.H.260 Management of aeronautical databases

AERONAUTICAL DATABASE APPLICATIONS

- (a) Applications using aeronautical databases for which Type 2 DAT providers should be certified in accordance with Regulation (EU) 2017/373 may be found in GM1 DAT.OR.100.
- (b) The certification of a Type 2 DAT provider in accordance with Regulation (EU) 2017/373 ensures data integrity and compatibility with the certified aircraft application/equipment.

7. The new GM2 NCC.IDE.H.260 is introduced:

GM2 NCC.IDE.H.260 Management of aeronautical databases
TIMELY DISTRIBUTION

The operator should distribute current and unaltered aeronautical databases to all aircraft requiring them in accordance with the validity period of the databases or in accordance with a procedure established in the operations manual if no validity period is defined.

8. The new GM3 NCC.IDE.H.260 is introduced:

GM3 NCC.IDE.H.260 Management of aeronautical databases
STANDARDS FOR AERONAUTICAL DATABASES AND DAT PROVIDERS

- (a) A 'Type 2 DAT provider' is an organisation as defined in Article 2(5)(b) of Regulation (EU) 2017/373.
- (b) Equivalent to a certified 'Type 2 DAT provider' is defined in any Aviation Safety Agreement between the European Union and a third country, including any Technical Implementation Procedures, or any Working Arrangements between EASA and the competent authority of a third country.