



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

LoA (Letter of Acceptance) Type 1 and Type 2 databases

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- History
- Regulatory recognition
- Applicable Requirements
- Main Objectives
- Difference between LoA Type 1 and 2
- International recognition

LoA ⇔ Letter of Acceptance

- From the beginning there is the expectation to verify data used for navigation against state published data (AIP)
- Easy during flight for B-RNAV demanding the handling of 3 waypoints
- Non practical for P-RNAV procedures and TGL 10 had checking requirements especially in the area of obstacle clearance
- Big airlines had AIP collections and checked each AIRAC cycle the FMS content against the AIP but approach did not work for smaller organisations
- Need for easier approach lead to LOA system



Regulatory recognition

- 2005: Navigation data requirements added to ICAO Annex 6 Part 1 section 7.4 => data integrity and meet intended function.
Reference to ED-76/DO-200A
- 2008: Introduction of EU OPS 1.873
Electronic navigation data management
referring to LOA Type 2
- 2012: IR (EU) No 965/2012 recognition e.g.
in AMC material CAT.IDE.A.355 Electronic
navigation data management

- Defined in Opinion 1/2005
 - Not legal binding
 - Purely voluntary service
- Based on Production Organisation Approval (POA) principles and requirements
 - Paragraph numbering aligned with Part 21 Subpart G
 - AMC to Part 21 is applicable as well including principles for the oversight
- Includes EUROCAE ED-76/RTCA DO 200A compliance

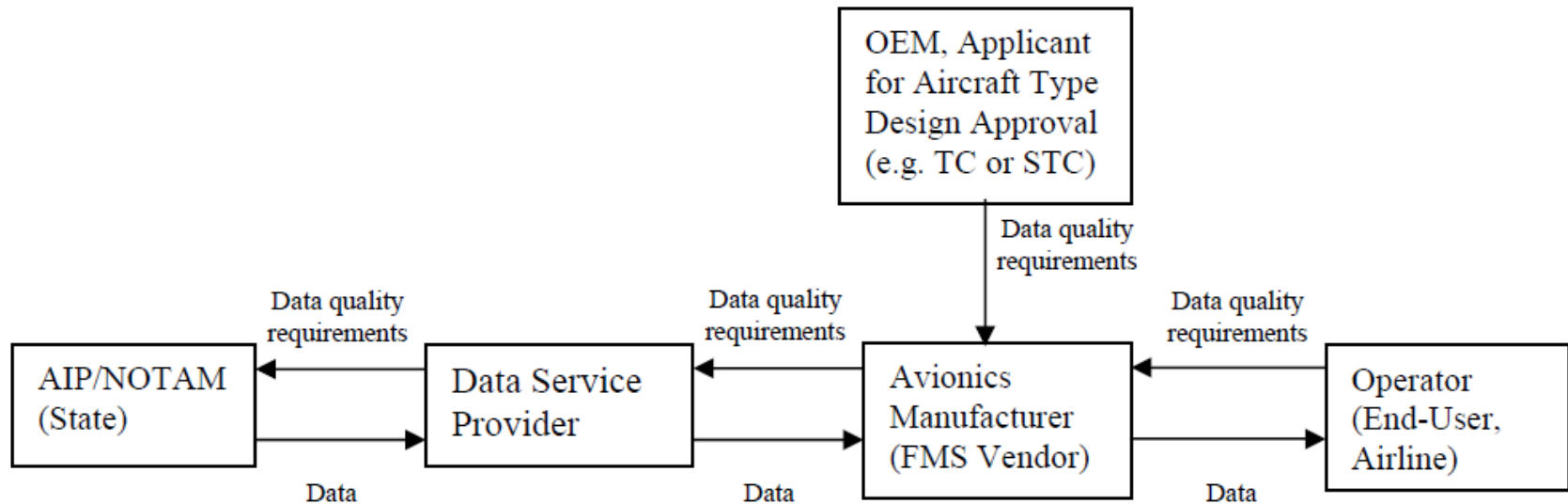


Objectives

- Provide AIP data content to the aircraft systems for use as intended
- Use a well managed and defined process able to deliver a database representing AIP data
- Ability to respect data quality requirements derived from the certified intended function
- Ability to handle customised/tailored data separated from other data
- Well managed reporting lines for anomalies and identified deficiencies



Aeronautical Data Chain (simplified)





LOA Type 1 vs Type 2

- LOA Type 2 delivers to the user, is linked to the equipment using the data
- LOA Type 1 (optional) delivers in an intermediate (e.g. ARINC 424) data format and is not linked to a dedicated use case



International recognition

- US: LOA acceptance is addressed in bilateral; Acceptance from one side is automatically accepted by the other side without further activities
- Canada:
 - GM1 CAT.IDE.A.355 Electronic navigation data management
 - (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.



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Questions?

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