

**‘Acceptable Means of Compliance and Guidance Material to Annex VI (Part-NCC)
to Regulation (EU) No 965/2012 — Issue 1, Amendment 14’**

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

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

- (a) deleted text is marked with ~~strikethrough~~;
- (b) new or amended text is highlighted in blue;
- (c) an ellipsis (...) indicates that the remaining text is unchanged.

Note to the reader

In the amendments, and in particular in existing (that is, unchanged) text, the term ‘Agency’ is used interchangeably with ‘EASA’. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the ‘European Union Aviation Safety Agency (EASA)’.

SUBPART D — INSTRUMENTS, DATA AND EQUIPMENT

SECTION 1— AEROPLANES

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

TYPES OF ELTs AND GENERAL TECHNICAL SPECIFICATIONS

- (a) Point (a) of AMC2 CAT.IDE.A.280 lists the applicable types of ELTs. 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 that 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 on 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).~~
- (b) To minimise the possibility of damage in the event of a crash impact, the automatic ELT, the ELT(AF), ELT(AP), ELT(AD), and ELT(DT) should be rigidly fixed to the aircraft structure, as far aft as is practicable, with its antenna and connections arranged so as to maximise the probability of the signal being transmitted after a crash.
- (c) Point (c) of AMC2 CAT.IDE.A.280 on crash survivability and homing-signal capability applies.
- ~~(d)(e) (...)~~

GM1 NCC.IDE.A.215 Emergency locator transmitter (ELT)

TERMINOLOGY

GM1 CAT.IDE.A.280 provides explanations of terms used in point NCC.IDE.A.215 and in the related AMC.

GM2 NCC.IDE.A.215 Emergency locator transmitter (ELT)

ADDITIONAL GUIDANCE

The guidance provided in GM2 CAT.IDE.A.280 is also applicable to point NCC.IDE.A.215.

SECTION 2 — HELICOPTERS

AMC2 NCC.IDE.H.215 Emergency locator transmitter (ELT)

TYPES OF ELTs AND GENERAL TECHNICAL SPECIFICATIONS

- (a) Point (a) of AMC2 CAT.IDE.H.280 lists the applicable types of ELTs. ~~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 SAR teams in locating the crash site.~~
 - ~~(2) Automatic portable (ELT(AP)). An automatically activated ELT that 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 on 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).~~
- (b) (...)
- (...)

GM1 NCC.IDE.H.215 Emergency locator transmitter (ELT)

TERMINOLOGY

GM1 CAT.IDE.H.280 provides explanations of terms used in point NCC.IDE.H.215 and in the related AMC.

GM2 NCC.IDE.H.215 Emergency locator transmitter (ELT)

ADDITIONAL GUIDANCE

The guidance provided in GM2 CAT.IDE.H.280 is also applicable to point NCC.IDE.H.215.

AMC1 NCC.IDE.H.227(b)(3) Life rafts, survival ELTs, and survival equipment on extended overwater flights

SURVIVAL ELT

AMC1 CAT.IDE.H.300(b)(3) & CAT.IDE.H.305(b) provides the types of ELT that may be installed on a required life raft.