Annex II to Decision 2017/002/R

‘AMC and GM to Part-NCC — Amendment 8’

The Annex to Decision 2013/021/R\(^1\) is hereby amended as follows:

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

— deleted text is marked with \textcolor{red}{	extbf{strike through}}; \\
— new or amended text is highlighted in \textcolor{grey}{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

ELECTRONIC NAVIGATION DATA PRODUCTS

(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.

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

**GM1 NCC.IDE.A.260**

Electronic navigation data management

LETTERS OF ACCEPTANCE AND STANDARDS FOR ELECTRONIC NAVIGATION DATA PRODUCTS

(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.

(d) A ‘Type 2 DAT provider’ is an organisation as defined in Article 2(5)(b) of 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

\(^1\) \url{https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2013021r}
Procedures, or any Working Arrangements between EASA and the competent authority of a third country.