

*European Union Aviation Safety Agency*

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**Acceptable Means of Compliance (AMC) and  
Guidance Material (GM) to Annex VI  
Non-commercial air operations with  
complex motor-powered aircraft  
[Part-NCC]**

**of Commission Regulation (EU) 965/2012 on air operations**

Consolidated version including Amendment 11<sup>1</sup>

March 2019<sup>2</sup>

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<sup>1</sup> For the date of entry into force of amendment 11, refer to ED Decision 2019/008/R in the [Official Publication](#) of EASA.

<sup>2</sup> Date of publication of the consolidated version.

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## Disclaimer

This consolidated document includes the initial issue of and all subsequent amendments to the AMC&GM associated with this Annex.

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The official documents can be found at <http://www.easa.europa.eu/document-library/official-publication>.

## Summary of amendments

Chapter	Action	Issue No/ Amdt. No	Amended by ED Decision (stand-alone or following publication of a certain amending regulation)
AMC1 NCC.GEN.130	Changed	Amdt. 11	EDD 2019/008/R (EFB) (rel. to R.(EU) 2018/1975)  <b>Applicable from 9 July 2019</b>
AMC1 NCC.GEN.131(a)	New		
AMC1 NCC.GEN.131(b)	New		
AMC1 NCC.GEN.131(b)(1)	New		
AMC1 NCC.GEN.131(b)(2)	New		
AMC2 NCC.GEN.131(b)(2)	New		
AMC3 NCC.GEN.131(b)(2)	New		
AMC4 NCC.GEN.131(b)(2)	New		
AMC5 NCC.GEN.131(b)(2)	New		
AMC6 NCC.GEN.131(b)(2)	New		
AMC7 NCC.GEN.131(b)(2)	New		
AMC8 NCC.GEN.131(b)(2)	New		
AMC9 NCC.GEN.131(b)(2)	New		
GM1 NCC.GEN.131(b)(2)	New		
GM2 NCC.GEN.131(b)(2)	New		
GM3 NCC.GEN.131(b)(2)	New		
AMC1 NCC.GEN.140(a)(3)	Changed	Amdt. 10	EDD 2017/010/R (update of OPS rules)
GM3 NCC.OP.185	Changed		
GM1 NCC.IDE.A.100(b)	New		
GM1 NCC.IDE.A.100(c)	Changed		
AMC2 NCC.IDE.A.215	Changed		
GM1 NCC.IDE.H.100(b)	New		
GM1 NCC.IDE.H.100(c)	Changed		
AMC1 NCC.IDE.H.115	Changed		
GM1 NCC.IDE.H.125(a)(3)	New		
AMC2 NCC.IDE.H.215	Changed		
AMC1 NCC.IDE.A.260	Changed	Amdt. 9	EDD 2017/003/R related to Reg. (EU) 2017/373 (Part-DAT post-transition period)  <b>Applicable from 01 January 2019</b>
GM1 NCC.IDE.A.260	Changed		
GM2 NCC.IDE.A.260	New		
GM3 NCC.IDE.A.260	New		

AMC1 NCC.IDE.H.260	New		
GM1 NCC.IDE.H.260	New		
GM2 NCC.IDE.H.260	New		
GM3 NCC.IDE.H.260	New		
AMC1 NCC.IDE.A.260	Changed	Amdt. 8	EDD 2017/002/R (Part-DAT)
GM1 NCC.IDE.A.260	Changed		
AMC1 NCC.OP.152	Deleted	Amdt. 7	Reg. (EU) No 2016/1199 and EDD 2016/022/R (HOFO): <b>Applicable from 01 July 2018</b>
AMC1 NCC.IDE.H.231	Deleted		
AMC1 NCC.IDE.H.235	Changed		
GM2 NCC.GEN.145(b)	Changed	Amdt. 6	Reg. (EU) No 2015/2338 EDD 2016/012/R (flight recorders, underwater locating devices and aircraft tracking systems) (Second set)
AMC1 NCC.GEN.145(f)(1)	New		
GM1 NCC.GEN.145(f)(1)	New		
AMC1 NCC.GEN.145(f)(1a)	New		
AMC1 NCC.IDE.A.165	Changed		
AMC2 NCC.IDE.A.165	New		
AMC1 NCC.IDE.H.165	Changed		
AMC2 NCC.IDE.H.165	New		
AMC1 NCC.GEN.106	New		Reg. (EU) No 2016/1199; EDD 2016/017/R (PBN)
AMC2 NCC.GEN.106	New		
AMC1 NCC.OP.116	New		
AMC2 NCC.OP.116	New		
AMC3 NCC.OP.116	New		
AMC4 NCC.OP.116	New		
AMC5 NCC.OP.116	New		
AMC6 NCC.OP.116	New		
AMC7 NCC.OP.116	New		
AMC8 NCC.OP.116	New		
GM1 NCC.OP.116	New		
AMC1 NCC.OP.153	New		
GM1 NCC.OP.153	New		
AMC2 NCC.IDE.A.180	Changed		
GM1 NCC.IDE.A.180	New		
GM1 NCC.IDE.A.250	New		
GM2 NCC.IDE.A.250	New		
GM1 NCC.IDE.H.250	New		
GM2 NCC.IDE.H.250	New		

GM1 NCC.GEN.106(a)(9)	New	Amdt. 4	Reg. (EU) No 2015/2338; ED Decision 2015/030/R (flight recorders, underwater locating devices and aircraft tracking systems)
AMC1 NCC.GEN.145(a)	New		
GM1 NCC.GEN.145(a)	Amended		
AMC1 NCC.GEN.145(b)	Amended		
GM1 NCC.GEN.145(b)	Amended		
GM2 NCC.GEN.145(b)	Amended		
GM3 NCC.GEN.145(b)	New		
GM1 NCC.IDE.A.170(a)	New		
GM1 NCC.IDE.H.170(a)	New		
AMC1 NCC.GEN.145(b)	Amended	Amdt. 3	ED Decision 2015/021/R on flight recorders and ULDs
GM1 NCC.GEN.145(b)	Amended		
GM2 NCC.GEN.145(b)	New		
AMC1 NCC.IDE.A.160	Amended		
AMC1 NCC.IDE.A.165	Amended		
AMC1 NCC.IDE.H.160	Amended		
AMC1 NCC.GEN.119	New	Amdt. 2	Reg. (EU) 2015/140 on Sterile Flight deck procedure; ED Decision 2015/003/R
GM1 NCC.GEN.120	New		
GM1 NCC.GEN.106(d)	Editorial		
GM2 NCC.GEN.130	Editorial		
GM1 NCC.GEN.145(a)	Editorial		
GM1 NCC.IDE.H.232 – order changed with AMC1 NCC.IDE.H.235	Editorial		
AMC1 NCC.GEN.130	Replaced	Amdt. 1	ED Decision 2014/030/R on PED II
AMC2 NCC.GEN.130	New		
GM1 NCC.GEN.130	Amended		
GM2 NCC.GEN.130	Replaced		
GM3 NCC.GEN.130	Replaced		

## SUBPART A: GENERAL REQUIREMENTS

### GM1 NCC.GEN.105(e)(2) Crew responsibilities

#### GENERAL

In accordance with 7.g. of Annex IV to Regulation (EC) No 216/2008<sup>3</sup> (essential requirements for air operations), a crew member must not perform duties on board an aircraft when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes. This should be understood as including the following:

- (a) effects of deep water diving and blood donation, and allowing for a certain time period between these activities and returning to flying; and
- (b) without prejudice to more restrictive national regulations, the consumption of alcohol while on duty or less than 8 hours prior to the commencement of duties, and commencing a flight duty period with a blood alcohol level in excess of 0.2 per thousand.

### AMC1 NCC.GEN.105(g) Crew responsibilities

#### OCCURRENCE REPORTING

Whenever a crew member makes use of the applicable reporting systems, a copy of the report should be communicated to the pilot-in-command.

### AMC1 NCC.GEN.106 Pilot-in-command responsibilities and authority

#### FLIGHT PREPARATION FOR PBN OPERATIONS

- (a) The flight crew should ensure that RNAV 1, RNAV 2, RNP 1 RNP 2, and RNP APCH routes or procedures to be used for the intended flight, including for any alternate aerodromes, are selectable from the navigation database and are not prohibited by NOTAM.
- (b) The flight crew should take account of any NOTAMs or operator briefing material that could adversely affect the aircraft system operation along its flight plan including any alternate aerodromes.
- (c) When PBN relies on GNSS systems for which RAIM is required for integrity, its availability should be verified during the preflight planning. In the event of a predicted continuous loss of fault detection of more than five minutes, the flight planning should be revised to reflect the lack of full PBN capability for that period.
- (d) For RNP 4 operations with only GNSS sensors, a fault detection and exclusion (FDE) check should be performed. The maximum allowable time for which FDE capability is projected to be unavailable on any one event is 25 minutes. If predictions indicate that the maximum allowable FDE outage will be exceeded, the operation should be rescheduled to a time when FDE is available.

<sup>3</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1). Regulation as last amended by Regulation (EC) No 1108/2009 of the European Parliament and of the Council of 21 October 2009 (OJ L 309, 24.11.2009, p. 51).

- (e) For RNAV 10 operations, the flight crew should take account of the RNAV 10 time limit declared for the inertial system, if applicable, considering also the effect of weather conditions that could affect flight duration in RNAV 10 airspace. Where an extension to the time limit is permitted, the flight crew will need to ensure that en route radio facilities are serviceable before departure, and to apply radio updates in accordance with any AFM limitation.

### **AMC2 NCC.GEN.106 Pilot-in-command responsibilities and authority**

#### DATABASE SUITABILITY

- (a) The flight crew should check that any navigational database required for PBN operations includes the routes and procedures required for the flight.

#### DATABASE CURRENCY

- (b) The database validity (current AIRAC cycle) should be checked before the flight.
- (c) Navigation databases should be current for the duration of the flight. If the AIRAC cycle is due to change during flight, the flight crew should follow procedures established by the operator to ensure the accuracy of navigation data, including the suitability of navigation facilities used to define the routes and procedures for the flight.
- (d) An expired database may only be used if the following conditions are satisfied:
- (1) the operator has confirmed that the parts of the database which are intended to be used during the flight and any contingencies that are reasonable to expect are not changed in the current version;
  - (2) any NOTAMs associated with the navigational data are taken into account;
  - (3) maps and charts corresponding to those parts of the flight are current and have not been amended since the last cycle;
  - (4) any MEL limitations are observed; and
  - (5) the database has expired by no more than 28 days.

### **GM1 NCC.GEN.106 Pilot-in-command responsibilities and authority**

#### GENERAL

In accordance with 1.c. of Annex IV to Regulation (EC) No 216/2008 (Essential Requirements for air operations), the pilot-in-command is responsible for the operation and safety of the aircraft and for the safety of all crew members, passengers and cargo on board. This would normally be from the time that he/she assumes responsibility for the aircraft and passengers prior to a flight until the passengers are deplaned and escorted out of the operational area of the aerodrome or operating site and he/she relinquishes responsibility for the aircraft at the end of a flight or series of flights. The pilot-in-command's responsibilities and authority should be understood as including at least the following:

- (a) the safety of all crew members, passengers and cargo on board, as soon as he/she arrives on board, until he/she leaves the aircraft at the end of the flight; and
- (b) the operation and safety of the aircraft:

- (1) for aeroplanes, from the moment it is first ready to move for the purpose of taxiing prior to take-off, until the moment it comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is/are shut down; or
- (2) for helicopters, from the moment the engine(s) are started until the helicopter comes to rest at the end of the flight with the engine(s) shut down and the rotor blades stopped.

#### **GM1 NCC.GEN.106(a)(9) Pilot-in-command responsibilities and authority**

##### IDENTIFICATION OF THE SEVERITY OF AN OCCURRENCE BY THE PILOT-IN-COMMAND

The definitions of an accident and a serious incident as well as examples thereof can be found in Regulation (EU) No 996/2010 of the European Parliament and of the Council.

#### **GM1 NCC.GEN.106(b) Pilot-in-command responsibilities and authority**

##### AUTHORITY TO REFUSE CARRIAGE OR DISEMBARK

This may include:

- (a) passengers who have special needs that cannot be provided on the aircraft; or
- (b) persons that appear to be under the influence of alcohol or drugs.

#### **AMC1 NCC.GEN.106(c) Pilot-in-command responsibilities and authority**

##### REPORTING OF HAZARDOUS FLIGHT CONDITIONS

- (a) These reports should include any detail which may be pertinent to the safety of other aircraft.
- (b) Such reports should be made whenever any of the following conditions are encountered or observed:
  - (1) severe turbulence;
  - (2) severe icing;
  - (3) severe mountain wave;
  - (4) thunderstorms, with or without hail, that are obscured, embedded, widespread or in squall lines;
  - (5) heavy dust storm or heavy sandstorm;
  - (6) volcanic ash cloud; and
  - (7) unusual and/or increasing volcanic activity or a volcanic eruption.
- (c) When other meteorological conditions not listed above, e.g. wind shear, are encountered that, in the opinion of the pilot-in-command, may affect the safety or the efficiency of other aircraft operations, the pilot-in-command should advise the appropriate air traffic services (ATS) unit as soon as practicable.

#### **AMC1 NCC.GEN.106(d) Pilot-in-command responsibilities and authority**

##### MITIGATING MEASURES — FATIGUE

The use of additional crew members and/or controlled rest during flight as described in GM1 NCC.GEN.106(d) may be considered as appropriate fatigue mitigating measures.

**GM1 NCC.GEN.106(d) Pilot-in-command responsibilities and authority**

## MITIGATING MEASURES — FATIGUE — CONTROLLED REST IN THE FLIGHT CREW COMPARTMENT

- (a) This Guidance Material (GM) addresses controlled rest taken by the minimum certified flight crew. It is not related to planned in-flight rest by members of an augmented crew.
- (b) Although flight crew members should stay alert at all times during flight, unexpected fatigue can occur as a result of sleep disturbance and circadian disruption. To cater for this unexpected fatigue, and to regain a high level of alertness, a controlled rest procedure in the flight crew compartment, organised by the pilot-in-command, may be used, if workload permits. 'Controlled rest' means a period of time 'off task' that may include actual sleep. The use of controlled rest has been shown to significantly increase the levels of alertness during the later phases of flight, particularly after the top of descent, and is considered to be good use of crew resource management (CRM) principles. Controlled rest should be used in conjunction with other on board fatigue management countermeasures such as physical exercise, bright flight crew compartment illumination at appropriate times, balanced eating and drinking and intellectual activity.
- (c) Controlled rest taken in this way should not be considered to be part of a rest period for the purposes of calculating flight time limitations, nor used to justify any duty period extension. Controlled rest may be used to manage both sudden unexpected fatigue and fatigue that is expected to become more severe during higher workload periods later in the flight. Controlled rest is not related to fatigue management, which is planned before flight.
- (d) Controlled rest periods should be agreed according to individual needs and the accepted principles of CRM; where the involvement of the cabin crew is required, consideration should be given to their workload.
- (e) When applying controlled rest procedures, the pilot-in-command should ensure that:
  - (1) the other flight crew member(s) is(are) adequately briefed to carry out the duties of the resting flight crew member;
  - (2) one flight crew member is fully able to exercise control of the aircraft at all times; and
  - (3) any system intervention that would normally require a cross-check according to multi-crew principles is avoided until the resting flight crew member resumes his/her duties.
- (f) Controlled rest procedures should satisfy the following criteria:
  - (1) only one flight crew member at a time should take rest at his/her station; the harness should be used and the seat positioned to minimise unintentional interference with the controls;
  - (2) the rest period should be no longer than 45 minutes (in order to limit any actual sleep to approximately 30 minutes) so as to limit deep sleep and associated long recovery time (sleep inertia);
  - (3) after this 45-minute period, there should be a recovery period of 20 minutes during which sole control of the aircraft should not be entrusted to the flight crew member taking controlled rest;
  - (4) in the case of two-crew operations, means should be established to ensure that the non-resting flight crew member remains alert. This may include:
    - (i) appropriate alarm systems;
    - (ii) on board systems to monitor flight crew activity; and

- (iii) where cabin crew are on board the aircraft, frequent cabin crew checks. In this case, the pilot-in-command should inform the cabin crew member of the intention of the flight crew member to take controlled rest, and of the time of the end of that rest; frequent contact should be established between the non-resting flight crew member and the cabin crew by communication means, and the cabin crew should check that the resting flight crew member is alert at the end of the period;
- (5) there should be a minimum of 20 minutes between two sequential controlled rest periods in order to overcome the effects of sleep inertia and allow for adequate briefing;
- (6) if necessary, a flight crew member may take more than one rest period, if time permits, on longer sectors, subject to the restrictions above; and
- (7) controlled rest periods should terminate at least 30 minutes before the top of descent.

#### **AMC1 NCC.GEN.106 (e) Pilot-in-command responsibilities and authority**

##### **VIOLATION REPORTING**

If required by the State in which the incident occurs, the pilot-in-command should submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command should also submit a copy of it to the competent authority. Such reports should be submitted as soon as possible and normally within 10 days.

#### **AMC1 NCC.GEN.119 Taxiing of aircraft**

##### **PROCEDURES FOR TAXIING**

Procedures for taxiing should include at least the following:

- (a) application of the sterile flight crew compartment procedures;
- (b) use of standard radio-telephony (RTF) phraseology;
- (c) use of lights;
- (d) measures to enhance the situational awareness of the minimum required flight crew members. The following list of typical items should be adapted by the operator to take into account its operational environment:
  - (1) each flight crew member should have the necessary aerodrome layout charts available;
  - (2) the pilot taxiing the aircraft should announce in advance his/her intentions to the pilot monitoring;
  - (3) all taxi clearances should be heard, and should be understood by each flight crew member;
  - (4) all taxi clearances should be cross-checked against the aerodrome chart and aerodrome surface markings, signs, and lights;
  - (5) an aircraft taxiing on the manoeuvring area should stop and hold at all lighted stop bars, and may proceed further when an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower, and when the stop bar lights are switched off;
  - (6) if the pilot taxiing the aircraft is unsure of his/her position, he/she should stop the aircraft and contact air traffic control;
  - (7) the pilot monitoring should monitor the taxi progress and adherence to the clearances, and should assist the pilot taxiing;

- (8) any action which may disturb the flight crew from the taxi activity should be avoided or done with the parking brake set (e.g. announcements by public address);
- (e) subparagraphs (d)(2) and (d)(7) are not applicable to single-pilot operations.

**GM1 NCC.GEN.120 Taxiing of aeroplanes**

## SAFETY-CRITICAL ACTIVITY

- (a) Taxiing should be treated as a safety-critical activity due to the risks related to the movement of the aeroplane and the potential for a catastrophic event on the ground.
- (b) Taxiing is a high-workload phase of flight that requires the full attention of the flight crew.

**GM1 NCC.GEN.120(b)(4) Taxiing of aeroplanes**

## SKILLS AND KNOWLEDGE

The person designated by the operator to taxi an aeroplane should possess the following skills and knowledge:

- (a) Positioning of the aeroplane to ensure safety when starting engine;
- (b) Getting ATIS reports and taxi clearance, where applicable;
- (c) Interpretation of airfield markings/lights/signals/indicators;
- (d) Interpretation of marshalling signals, where applicable;
- (e) Identification of suitable parking area;
- (f) Maintaining lookout and right-of-way rules and complying with ATC or marshalling instructions when applicable;
- (g) Avoidance of adverse effect of propeller slipstream or jet wash on other aeroplanes, aerodrome facilities and personnel;
- (h) Inspection of taxi path when surface conditions are obscured;
- (i) Communication with others when controlling an aeroplane on the ground;
- (j) Interpretation of operational instructions;
- (k) Reporting of any problem that may occur while taxiing an aeroplane; and
- (l) Adapting the taxi speed in accordance with prevailing aerodrome, traffic, surface and weather conditions.

**GM1 NCC.GEN.125 Rotor engagement**

## INTENT OF THE RULE

- (a) The following two situations where it is allowed to turn the rotor under power should be distinguished:
  - (1) for the purpose of flight, as described in the Implementing Rule;
  - (2) for maintenance purposes.
- (b) Rotor engagement for the purpose of flight: it should be noted that the pilot should not leave the control when the rotors are turning. For example, the pilot is not allowed to get out of the aircraft in order to welcome passengers and adjust their seat belts with the rotors turning.
- (c) Rotor engagement for the purpose of maintenance: the Implementing Rule, however, should not prevent ground runs being conducted by qualified personnel other than pilots for maintenance purposes.

The following conditions should be applied:

- (1) The operator should ensure that the qualification of personnel, other than pilots, who are authorised to conduct maintenance runs, is described in the appropriate manual.
- (2) Ground runs should not include taxiing the helicopter.
- (3) There should be no passengers on board.
- (4) Maintenance runs should not include collective increase or autopilot engagement (risk of ground resonance).

### AMC1 NCC.GEN.130 Portable electronic devices

#### TECHNICAL PREREQUISITES FOR THE USE OF PEDS

##### (a) Scope

This AMC describes the technical prerequisites under which any kind of portable electronic device (PED) may be used on board the aircraft without adversely affecting the performance of the aircraft's systems and equipment.

##### (b) Prerequisites concerning the aircraft configuration

- (1) Before an operator may permit the use of any kind of PED on-board, it should ensure that PEDs have no impact on the safe operation of the aircraft. The operator should demonstrate that PEDs do not interfere with on-board electronic systems and equipment, especially with the aircraft's navigation and communication systems.
- (2) The assessment of PED tolerance may be tailored to the different aircraft zones for which the use of PEDs is considered, i.e. may address separately:
  - (i) the passenger compartment;
  - (ii) the flight crew compartment; and
  - (iii) areas not accessible during the flight.

##### (c) Scenarios for permitting the use of PEDs

- (1) Possible scenarios, under which the operator may permit the use of PEDs, should be as documented in Table 1. The scenarios in Table 1 are listed in a descending order with the least permitting scenario at the bottom.
- (2) Restrictions arising from the corresponding aircraft certification, as documented in the aircraft flight manual (AFM) or equivalent document(s), should stay in force. They may be linked to different aircraft zones, or to particular transmitting technologies covered.
- (3) For Scenarios Nos. 3 to 8 in Table 1 the use of C-PEDs and cargo tracking devices may be further expanded, when the EMI assessment has demonstrated that there is no impact on safety as follows:
  - (i) for C-PEDs by using the method described in (d)(2); and
  - (ii) for cargo tracking devices by using the method described in (d)(3).

**Table 1 – Scenarios for permitting the use of PEDs by the operator**

No.	Technical condition	Non-intentional transmitters	T-PEDs
1	The aircraft is certified as T-PED tolerant, i.e. it has been demonstrated during the aircraft	All phases of flight	All phases of flight

No.	Technical condition	Non-intentional transmitters	T-PEDs
	certification process that front door and back door coupling have no impact on the safe operation of the aircraft		
2	A complete electromagnetic interference (EMI) assessment for all technologies, using the method described in (d)(1), has been performed and has demonstrated the T-PED tolerance	All phases of flight	All phases of flight
3	The aircraft is certified for the use of T-PEDs using particular technologies (e.g. WLAN or mobile phone)	All phases of flight	All phases of flight, restricted to those particular technologies
4	The EMI assessment, using the method described in (d)(1), has demonstrated that:  (a) the front door coupling has no impact on safety; and  (b) the back door coupling has no impact on safety when using particular technologies (e.g. WLAN or mobile phone)	All phases of flight	All phases of flight, restricted to those particular technologies
5	The EMI assessment, using the method described in (d)(1)(i), has demonstrated that the front door coupling has no impact on safety caused by non-intentional transmitters	All phases of flight	Not permitted
6	The EMI assessment, using the method described in (d)(1)(ii), has demonstrated that the back door coupling has no impact on safety when using particular technologies (e.g. WLAN or mobile phone)	All phases of flight - except low visibility approach operation	All phases of flight - except low visibility approach operation, restricted to those particular technologies
7	An EMI assessment has not been performed	All phases of flight - except low visibility approach operation	Not permitted
8	Notwithstanding Scenarios Nos. 3 to 7	(a) before taxi-out; (b) during taxi-in after the end of landing roll; and  (c) the pilot-in-command may permit the use during prolonged departure delays, provided that sufficient time is available to check the passenger compartment before the flight proceeds	

## (d) Demonstration of electromagnetic compatibility

## (1) EMI assessment at aircraft level

The means to demonstrate that the radio frequency (RF) emissions (intentional or non-intentional) are tolerated by aircraft systems should be as follows:

## (i) To address front door coupling susceptibility for any kind of PEDs:

- (A) EUROCAE, 'Guidance for the use of Portable Electronic Devices (PEDs) on Board Aircraft', ED-130A / RTCA DO-363 'Guidance for the Development of Portable Electronic Devices (PED) Tolerance for Civil Aircraft', Section 5; or
- (B) EUROCAE, 'Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance', ED-239 / RTCA DO-307A, Section 4.

The use of RTCA, 'Guidance on Allowing Transmitting Portable, Electronic Devices (T-PEDs) on Aircraft', DO-294C (or later revisions), Appendix 5C; or RTCA, 'Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance', DO-307 (including Change 1 or later revisions), Section 4, may be acceptable.

## (ii) To address back door coupling susceptibility for T-PEDs:

- (A) EUROCAE, 'Guidance for the use of portable electronic devices (PEDs) on board aircraft', ED-130A/RTCA DO-363, Section 6; or
- (B) EUROCAE, 'Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance', ED-239 / RTCA DO-307A, Section 3.

The use of EUROCAE, 'Guidance for the use of Portable Electronic Devices (PEDs) on Board Aircraft', ED-130, Annex 6; or RTCA DO-294C (or later revisions), Appendix 6D; or RTCA DO-307 (including Change 1 or later revisions), Section 3, may be acceptable.

## (2) Alternative EMI assessment of C-PEDs

## (i) For front door coupling:

- (A) C-PEDs should comply with the levels as defined by:
  - (a) EUROCAE/RTCA, 'Environmental conditions and test procedures for airborne equipment', ED-14D/DO-160D (or later revisions), Section 21, Category M, for operation in the passenger compartment and the flight crew compartment; and
  - (b) EUROCAE ED-14D/RTCA DO-160D (or later revisions), Section 21, Category H, for operation in areas not accessible during the flight.
- (B) If the C-PEDs are electronic flight bags used in the flight crew compartment and if the DO-160 testing described in (A) identifies inadequate margins for interference or has not been performed, it is necessary to test the C-PED in each aircraft model in which it will be operated. The C-PED should be tested in operation on the aircraft to show that no interference occurs with the aircraft equipment. This testing should be performed in a real aircraft, and credit may be given to other similarly equipped aircraft (meaning in particular that they have the same avionics equipment) of the same make and model as the one tested.

Changes  
applicable  
from  
09/07/2019

- (ii) To address back-door coupling susceptibility for C-PEDs with transmitting capabilities, the EMI assessment described in (1)(ii) should be performed.

(3) Alternative EMI assessment of cargo tracking devices

In case a transmitting function is automatically deactivated in a cargo tracking device (being a T-PED), the unit should be qualified for safe operation on board the aircraft. One of the following methods should be considered acceptable as evidence for safe operation:

- (i) A type-specific safety assessment, including failure mode and effects analysis, has been performed at aircraft level. The main purpose of the assessment should be to determine the worst hazards and to demonstrate an adequate design assurance level of the relevant hardware and software components of the cargo tracking device.

- (ii) The high intensity radiated field (HIRF) certification of the aircraft has been performed, i.e. the aircraft type has been certified after 1987 and meets the appropriate special condition. In such a case, the operator should observe the following:

(A) The tracking device:

- (a) features an automated and prolonged radio suspension in flight using multiple modes of redundancy; and
- (b) has been verified in the aircraft environment to ensure deactivation of the transmitting function in flight.

- (B) The transmissions of the tracking device are limited per design to short periods of time (less than 1 second per 1 000 seconds) and cannot be continuous.

- (C) The tracking devices should comply with the levels as defined by EUROCAE ED-14E/RTCA DO-160E (or later revisions), Section 21, Category H.

- (D) In order to provide assurance on the tracking device design and production, the following documents are retained as part of the evaluation package:

- (a) operational description, technical specifications, product label and images of the tracking device and any peripheral attachments;
- (b) failure mode and effects analysis report of the tracking device and any peripheral attachments;
- (c) declaration of stringent design and production controls in place during the tracking device manufacturing;
- (d) declaration of conformity and technical documentation showing compliance to the European Norms (EN), regulating the transmitter characteristic of the tracking device or its transmission module; and
- (e) an EMI assessment report documenting the emission levels.

- (iii) The tracking device interference levels during transmission are below those considered acceptable for the specific aircraft environment.

(e) Operational conditions of C-PEDS and cargo tracking devices

The operator should ensure that C-PEDs and cargo tracking devices are maintained in good and safe condition, having in mind that:

- (1) damage may modify their emissions characteristics; and
- (2) damage to the battery may create a fire hazard.

(f) Batteries in C-PEDs and cargo tracking devices

Lithium-type batteries in C-PEDs and cargo tracking devices should meet:

- (1) United Nations (UN) Transportation Regulations, 'Recommendations on the transport of dangerous goods - manual of tests and criteria', UN ST/SG/AC.10/11; and
- (2) one of the following standards:
  - (i) Underwriters Laboratory, 'Lithium batteries', UL 1642;
  - (ii) Underwriters Laboratory, 'Household and commercial batteries', UL 2054;
  - (iii) Underwriters Laboratory, 'Information technology equipment – safety', UL 60950-1;
  - (iv) International Electrotechnical Commission (IEC), 'Secondary cells and batteries containing alkaline or other non-acid electrolytes - safety requirements for portable sealed secondary cells, and for batteries made from them, for use in portable applications', IEC 62133;
  - (v) RTCA, 'Minimum operational performance standards for rechargeable lithium battery systems', DO-311. RTCA DO-311 may be used to address concerns regarding overcharging, over-discharging, and the flammability of cell components. The standard is intended to test permanently installed equipment; however, these tests are applicable and sufficient to test electronic flight bags rechargeable lithium-type batteries; or
  - (vi) European Technical Standard Order (ETSO), 'Non-rechargeable lithium cells and batteries', ETSO C142a.

**AMC2 NCC.GEN.130 Portable electronic devices**

PROCEDURES FOR THE USE OF PEDS

(a) Scope

This AMC describes the procedures under which any kind of portable electronic device (PED) may be used on board the aircraft without adversely affecting the performance of the aircraft's systems and equipment. This AMC addresses the operation of PEDs in the different aircraft zones — passenger compartment, flight compartment, and areas inaccessible during the flight.

(b) Prerequisites

Before permitting the use of any kind of PEDs the operator should ensure compliance with (c) of AMC1 NCC.GEN.130.

(c) Hazard identification and risk assessment

The operator should identify the safety hazards and manage the associated risks following the management system implemented in accordance with ORO.GEN.200. The risk assessment should include hazards associated with:

- (1) PEDs in different aircraft zones;
- (2) PED use during various phases of flight;
- (3) PED use during turbulence;
- (4) improperly stowed PEDs;
- (5) impeded or slowed evacuations;

- (6) passenger non-compliance, e.g. not deactivating transmitting functions, not switching off PEDs or not stowing PEDs properly;
  - (7) disruptive passengers; and
  - (8) battery fire.
- (d) Use of PEDs in the passenger compartment
- (1) Procedures and training

If an operator permits passengers to use PEDs on board its aircraft, procedures should be in place to control their use. These procedures should include provisions for passenger briefing, passenger handling and for the stowage of PEDs. The operator should ensure that all crew members and ground personnel are trained to enforce possible restrictions concerning the use of PEDs, in line with these procedures.
  - (2) Provisions for use
    - (i) The use of PEDs in the passenger compartment may be granted under the responsibility of the operator, i.e. the operator decides which PED may be used during which phases of the flight.
    - (ii) Notwithstanding (b), medical equipment necessary to support physiological functions may be used at all times and does not need to be switched-off.
  - (3) Stowage, passenger information and passenger briefing of PEDs
    - (i) In accordance with NCC.OP.135 the operator should establish procedures concerning the stowage of PEDs. The operator should:
      - (A) identify the phases of flight in which PEDs are to be stowed; and
      - (B) determine suitable stowage locations, taking into account the PEDs' size and weight.
    - (ii) The operator should provide general information on the use of PEDs to the passengers before the flight. This information should specify at least:
      - (A) which PEDs can be used during which phases of the flight;
      - (B) when and where PEDs are to be stowed; and
      - (C) that the instructions of the crew are to be followed at all times.
    - (iii) The use of PEDs should be part of the passenger briefings. The operator should remind passengers to pay attention and to avoid distraction during such briefings.
  - (4) In-seat electrical power supplies

Where in-seat electrical power supplies are available for passenger use, the following should apply:

    - (i) information giving safety instructions should be provided to the passengers;
    - (ii) PEDs should be disconnected from any in-seat electrical power supply during taxiing, take-off, approach, landing, and during abnormal or emergency conditions; and
    - (iii) flight crew and cabin crew should be aware of the proper means to switch-off in-seat power supplies used for PEDs.
  - (5) Operator's safety measures during boarding and any phase of flight

- (i) Appropriate coordination between flight crew and cabin crew should be established to deal with interference or other safety problems associated with PEDs.
  - (ii) Suspect equipment should be switched off.
  - (iii) Particular attention should be given to passenger misuse of equipment.
  - (iv) Thermal runaways of batteries, in particular lithium batteries, and potential resulting fire, should be handled properly.
  - (v) The pilot-in-command may, for any reason and during any phase of flight, require deactivation and stowage of PEDs.
  - (vi) When the operator restricts the use of PEDs, consideration should be given to handle special requests to operate a T-PED during any phase of the flight for specific reasons (e.g. for security measures).
- (6) Reporting

Occurrences of suspected or confirmed interference should be reported to the competent authority. Where possible, to assist follow-up and technical investigation, reports should describe the suspected device, identify the brand name and model number, its location in the aircraft at the time of the occurrence, interference symptoms, the device user's contact details and the results of actions taken by the crew.

(e) Use of PEDs in the flight crew compartment

In the flight crew compartment the operator may permit the use of PEDs, e.g. to assist the flight crew in their duties, when procedures are in place to ensure the following:

- (1) The conditions for the use of PEDs in-flight are specified in the operations manual.
- (2) The PEDs do not pose a loose item risk or other hazard.
- (3) These provisions should not preclude use of a T-PED (specifically a mobile phone) by the flight crew to deal with an emergency. However, reliance should not be predicated on a T-PED for this purpose.

(f) PEDs not accessible during the flight

PEDs should be switched off, when not accessible for deactivation during flight. This should apply especially to PEDs contained in baggage or transported as part of the cargo. The operator may permit deviation for PEDs for which safe operation has been demonstrated in accordance with AMC1 NCC.GEN.130. Other precautions, such as transporting in shielded metal boxes, may also be used to mitigate associated risks.

## **GM1 NCC.GEN.130 Portable electronic devices**

### DEFINITIONS

(a) Definition and categories of PEDs

PEDs are any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft by crew members, passengers, or as part of the cargo and that are not included in the approved aircraft configuration. All equipment that is able to consume electrical energy falls under this definition. The electrical energy can be provided from internal sources as batteries (chargeable or non-rechargeable) or the devices may also be connected to specific aircraft power sources.

PEDs include the following two categories:

- (1) Non-intentional transmitters can non-intentionally radiate RF transmissions, sometimes referred to as spurious emissions. This category includes, but is not limited to, calculators, cameras, radio receivers, audio and video players, electronic games and toys; when these devices are not equipped with a transmitting function.
  - (2) Intentional transmitters radiate RF transmissions on specific frequencies as part of their intended function. In addition, they may radiate non-intentional transmissions like any PED. The term 'transmitting PED' (T-PED) is used to identify the transmitting capability of the PED. Intentional transmitters are transmitting devices such as RF-based remote control equipment, which may include some toys, two-way radios (sometimes referred to as private mobile radio), mobile phones of any type, satellite phones, computers with mobile phone data connection, wireless local area network (WLAN) or Bluetooth capability. After deactivation of the transmitting capability, e.g. by activating the so-called 'flight mode' or 'flight safety mode', the T-PED remains a PED having non-intentional emissions.
- (b) Controlled PEDs (C-PEDs)
- A controlled PED (C-PED) is a PED subject to administrative control by the operator using it. This will include, inter alia, tracking the allocation of the devices to specific aircraft or persons and ensuring that no unauthorised changes are made to the hardware, software or databases. C-PEDs can be assigned to the category of non-intentional transmitters or T-PEDs.
- (c) Cargo tracking device
- A cargo tracking device is a PED attached to or included in airfreight (e.g. in or on containers, pallets, parcels or baggage). Cargo tracking devices can be assigned to the category of non-intentional transmitters or T-PEDs. If the device is a T-PED, it complies with the European Norms (EN) for transmissions.
- (d) Definition of the switched-off status
- Many PEDs are not completely disconnected from the internal power source when switched off. The switching function may leave some remaining functionality, e.g. data storage, timer, clock, etc. These devices can be considered switched off when in the deactivated status. The same applies for devices having no transmitting capability and are operated by coin cells without further deactivation capability, e.g. wrist watches.
- (e) Electromagnetic interference (EMI)
- The two classes of EMI to be addressed can be described as follows:
- (1) Front door coupling is the possible disturbance to an aircraft system as received by the antenna of the system and mainly in the frequency band used by the system. Any PED internal oscillation has the potential to radiate low level signals in the aviation frequency bands. Through this disturbance especially the instrument landing system (ILS) and the VHF omni range (VOR) navigation system may indicate erroneous information.
  - (2) Back door coupling is the possible disturbance of aircraft systems by electromagnetic fields generated by transmitters at a level which could exceed on short distance (i.e. within the aircraft) the electromagnetic field level used for the aircraft system certification. This disturbance may then lead to system malfunction.

**GM2 NCC.GEN.130 Portable electronic devices**

## CREW REST COMPARTMENT, NAVIGATION, TEST ENTITIES AND FIRE CAUSED BY PEDS

- (a) When the aircraft is equipped with a crew rest compartment, it is considered being part of the passenger compartment.
- (b) Front door coupling may influence the VOR navigation system. Therefore, the flight crew monitors other navigation sensors to detect potential disturbances by PEDs, especially during low visibility departure operation based on VOR guidance.
- (c) Specific equipment, knowledge and experience are required, when the industry standards for evaluating technical prerequisites for the use of PEDs are applied. In order to ensure conformity with the industry standards, the operator is encouraged to cooperate with an appropriately qualified and experienced entity, as necessary. For this entity an aviation background is not required, but is considered to be beneficial.
- (d) Guidance to follow in case of fire caused by PEDs is provided by the International Civil Aviation Organisation, 'Emergency response guidance for aircraft incidents involving dangerous goods', ICAO Doc 9481-AN/928.

**GM3 NCC.GEN.130 Portable electronic devices**

## CARGO TRACKING DEVICES EVALUATION

- (a) Safety assessment

Further guidance on performing a safety assessment can be found in:

- (1) EASA, 'Certification specifications and acceptable means of compliance for large aeroplanes', CS-25, Book 2, AMC-Subpart F, AMC 25.1309;
- (2) EUROCAE/SAE, 'Guidelines for development of civil aircraft and systems', ED-79/ARP 4754 (or later revisions); and
- (3) SAE, 'Guidelines and methods for conducting the safety assessment process on civil airborne systems and equipment', ARP 4761 (or later revisions).

- (b) HIRF certification

The type certificate data sheet (TCDS), available on the EASA website for each aircraft model having EASA certification, lists whether the HIRF certification has been performed through a special condition. The operator may contact the type certification holder to gain the necessary information.

- (c) Failure mode and effects analysis

Further guidance on performing a failure mode and effects analysis can be found in:

- (1) SAE ARP 4761 (or later revisions); and
- (2) U.S. Department of Defense, 'Procedures for performing a failure mode, effects and criticality analysis', Military Standard MIL-STD-1629A (or later revisions).

Applicable  
from  
09/07/2019.

**AMC1 NCC.GEN.131(a) Use of electronic flight bags (EFBs)**

## HARDWARE

In addition to AMC1 CAT.GEN.MPA.141(a), the following should be considered:

(a) Display characteristics

Consideration should be given to the long-term degradation of a display, as a result of abrasion and ageing. AMC 25-11 (paragraph 3.16a) may be used as guidance to assess luminance and legibility aspects.

Information displayed on the EFB should be legible to the typical user at the intended viewing distance(s) and under the full range of lighting conditions expected in a flight crew compartment, including direct sunlight.

Users should be able to adjust the brightness of an EFB screen independently of the brightness of other displays in the flight crew compartment. In addition, when incorporating an automatic brightness adjustment, it should operate independently for each EFB in the flight crew compartment. Brightness adjustment using software means may be acceptable provided that this operation does not adversely affect the flight crew workload.

Buttons and labels should have adequate illumination for night use. 'Buttons and labels' refers to hardware controls located on the display itself.

All controls should be properly labelled for their intended function, except if no confusion is possible.

The 90-degree viewing angle on either side of each flight crew member's line of sight may be unacceptable for certain EFB applications if aspects of the display quality are degraded at large viewing angles (e.g. the display colours wash out or the displayed colour contrast is not discernible at the installation viewing angle).

(b) Power source

The design of a portable EFB system should consider the source of electrical power, the independence of the power sources for multiple EFBs, and the potential need for an independent battery source. A non-exhaustive list of factors to be considered includes:

- (1) the possibility to adopt operational procedures to ensure an adequate level of safety (for example, ensure a minimum level of charge before departure);
- (2) the possible redundancy of portable EFBs to reduce the risk of exhausted batteries;
- (3) the availability of backup battery packs to ensure an alternative source of power.

Battery-powered EFBs that have aircraft power available for recharging the internal EFB batteries are considered to have a suitable backup power source.

For EFBs that have an internal battery power source, and that are used as an alternative for paper documentation that is required by NCC.GEN.140, the operator should either have at least one EFB connected to an aircraft power bus or have established mitigation means and procedures to ensure that sufficient power with acceptable margins will be available during the whole flight.

(c) Environmental testing

Environmental testing, in particular testing for rapid decompression, should be performed when the EFB hosts applications that are required to be used during flight following a rapid decompression and/or when the EFB environmental operational range is potentially insufficient with respect to the foreseeable flight crew compartment operating conditions.

The information from the rapid-decompression test of an EFB is used to establish the procedural requirements for the use of that EFB device in a pressurised aircraft. Rapid-decompression testing should follow the EUROCAE ED-14D/RTCA DO-160D (or later revisions) guidelines for rapid-decompression testing up to the maximum operating altitude of the aircraft at which the EFB is to be used.

- (1) Pressurised aircraft: when a portable EFB has successfully completed rapid-decompression testing, then no mitigating procedures for depressurisation events need to be developed. When a portable EFB has failed the rapid-decompression testing while turned ON, but successfully completed it when turned OFF, then procedures should ensure that at least one EFB on board the aircraft remains OFF during the applicable flight phases or that it is configured so that no damage will be incurred should rapid decompression occur in flight at an altitude higher than 10 000 ft above mean sea level (AMSL).

If an EFB system has not been tested or it has failed the rapid-decompression test, then alternate procedures or paper backup should be available.

- (2) Non-pressurised aircraft: rapid-decompression testing is not required for an EFB used in a non pressurised aircraft. The EFB should be demonstrated to reliably operate up to the maximum operating altitude of the aircraft. If the EFB cannot be operated at the maximum operating altitude of the aircraft, procedures should be established to preclude operation of the EFB above the maximum demonstrated EFB operating altitude while still maintaining the availability of any required aeronautical information displayed on the EFB.

The results of testing performed on a specific EFB model configuration (as identified by the EFB hardware manufacturer) may be applied to other aircraft installations and these generic environmental tests may not need to be duplicated. The operator should collect and retain:

- (1) evidence of these tests that have already been accomplished; or  
(2) suitable alternative procedures to deal with the total loss of the EFB system.

Rapid decompression tests do not need to be repeated when the EFB model identification and the battery type do not change.

The testing of operational EFBs should be avoided if possible to preclude the infliction of unknown damage to the unit during testing.

Operators should account for the possible loss or erroneous functioning of the EFB in abnormal environmental conditions.

The safe stowage and the use of the EFB under any foreseeable environmental conditions in the flight crew compartment, including turbulence, should be evaluated.

Applicable  
from  
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### **AMC1 NCC.GEN.131(b) Use of electronic flight bags (EFBs)**

#### **SOFTWARE**

The same considerations as those in AMC1 CAT.GEN.MPA.141(b), AMC2 CAT.GEN.MPA.141(b) and AMC3 CAT.GEN.MPA.141(b) should apply in respect of EFB software.

Applicable  
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09/07/2019.

### **AMC1 NCC.GEN.131(b)(1) Use of electronic flight bags (EFBs)**

#### **RISK ASSESSMENT**

- (a) General

Prior to the use of any EFB system, the operator should perform a risk assessment for all type B EFB applications and for the related hardware as part of its hazard identification and risk management process.

The operator may make use of a risk assessment established by the software developer. However, the operator should ensure that its specific operational environment is taken into account.

The risk assessment should:

- (1) evaluate the risks associated with the use of an EFB;
- (2) identify potential losses of function or malfunction (with detected and undetected erroneous outputs) and the associated failure scenarios;
- (3) analyse the operational consequences of these failure scenarios;
- (4) establish mitigating measures; and
- (5) ensure that the EFB system (hardware and software) achieves at least the same level of accessibility, usability, and reliability as the means of presentation it replaces.

In considering the accessibility, usability, and reliability of the EFB system, the operator should ensure that the failure of the complete EFB system as well as of individual applications, including corruption or loss of data, and erroneously displayed information, has been assessed and that the risks have been mitigated to an acceptable level.

The operator should ensure that the risk assessments for type B EFB applications are maintained and kept up to date.

When the EFB system is intended to be introduced alongside a paper-based system, only the failures that would not be mitigated by the use of the paper-based system need to be addressed. In all other cases, a complete risk assessment should be performed.

(b) Assessing and mitigating the risks

Some parameters of EFB applications may depend on entries that are made by flight crew/dispatchers, whereas others may be default parameters from within the system that are subject to an administration process (e.g. the runway line-up allowance in an aircraft performance application). In the first case, mitigation means would mainly concern training and flight crew procedure aspects, whereas in the second case, mitigation means would more likely focus on the EFB administration and data management aspects.

The analysis should be specific to the operator concerned and should address at least the following points:

- (1) The minimisation of undetected erroneous outputs from applications and assessment of the worst credible scenario;
- (2) Erroneous outputs from the software application including:
  - (i) a description of the corruption scenarios that were analysed; and
  - (ii) a description of the mitigation means;
- (3) Upstream processes including:
  - (i) the reliability of root data used in applications (e.g. qualified input data, such as databases produced under ED-76/DO-200A, 'Standards for Processing Aeronautical Data');
  - (ii) the software application validation and verification checks according to appropriate industry standards, if applicable; and
  - (iii) the independence between application software components, e.g. robust partitioning between EFB applications and other airworthiness certified software applications;
- (4) A description of the mitigation means to be used following the detected failure of an application, or of a detected erroneous output;

- (5) The need for access to an alternate power supply in order to ensure the availability of software applications, especially if they are used as a source of required information.

As part of the mitigation means, the operator should consider establishing a reliable alternative means to provide the information available on the EFB system.

The mitigation means could be, for example, one of, or a combination of, the following:

- (1) the system design (including hardware and software);
- (2) a backup EFB device, possibly supplied from a different power source;
- (3) EFB applications being hosted on more than one platform;
- (4) a paper backup (e.g. quick reference handbook (QRH)); and
- (5) procedural means.

Depending on the outcome of their risk assessment, the operator may also consider performing an operational evaluation test before allowing unrestricted use of its EFB devices and applications.

EFB system design features such as those assuring data integrity and the accuracy of performance calculations (e.g. 'reasonableness' or 'range' checks) may be integrated in the risk assessment performed by the operator.

(c) Changes

The operator should update its EFB risk assessment based on the planned changes to its EFB system.

However, modifications to the operator's EFB system which:

- (1) do not bring any change to the calculation algorithms and/or to the interface of a type B EFB application;
- (2) introduce a new type A EFB application or modify an existing one (provided its software classification remains type A);
- (3) do not introduce any additional functionality to an existing type B EFB application;
- (4) update an existing database necessary to use an existing type B EFB application; or
- (5) do not require a change to the flight crew training or operational procedures,

may be introduced by the operator without having to update its risk assessment.

These changes should, nevertheless, be controlled and properly tested prior to use in flight.

The modifications in the following non-exhaustive list are considered to meet these criteria:

- (1) operating system updates;
- (2) chart or airport database updates;
- (3) updates to introduce fixes (patches); and
- (4) installation and modification of a type A EFB application.

### **AMC1 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

#### **EFB ADMINISTRATION**

The operator should ensure:

- (a) that adequate support is provided to the EFB users for all the applications installed;

- (b) that potential security issues associated with the application installed have been checked;
- (c) that the hardware and software configuration is appropriately managed and that no unauthorised software is installed.

The operator should ensure that miscellaneous software applications do not adversely impact on the operation of the EFB, and should include miscellaneous software applications in the scope of the EFB configuration management;

- (d) that only a valid version of the application software and current data packages are installed on the EFB system; and
- (e) the integrity of the data packages used by the applications installed.

Applicable  
from  
09/07/2019.

## **AMC2 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

### PROCEDURES

The procedures for the administration or the use of the EFB device and the type B EFB application may be fully or partly integrated in the operations manual.

#### (a) General

If an EFB system generates information similar to that generated by existing certified systems, procedures should clearly identify which information source will be the primary, which source will be used for backup information, and under which conditions the backup source should be used. Procedures should define the actions to be taken by the flight crew members when information provided by an EFB system is not consistent with that from other flight crew compartment sources, or when one EFB system shows different information than the other.

In the case of EFB applications providing information which might be affected by Notice(s) to Airmen NOTAMS (e.g. Airport moving map display (AMMD), performance calculation,...), the procedure for the use of these applications should include the handling of the relevant NOTAMS before their use.

#### (b) Flight crew awareness of EFB software/database revisions

The operator should have a process in place to verify that the configuration of the EFB, including software application versions and, where applicable, database versions, are up to date. Flight crew members should have the ability to easily verify the validity of database versions used on the EFB. Nevertheless, flight crew members should not be required to confirm the revision dates for other databases that do not adversely affect flight operations, such as maintenance log forms or a list of airport codes. An example of a date-sensitive revision is that applied to an aeronautical chart database. Procedures should specify what actions should be taken if the software applications or databases loaded on the EFB system are outdated.

#### (c) Workload mitigation and/or control

The operator should ensure that additional workload created by using an EFB system is adequately mitigated and/or controlled. The operator should ensure that, while the aircraft is in flight or moving on the ground, flight crew members do not become preoccupied with the EFB system at the same time. Workload should be shared between flight crew members to ensure ease of use and continued monitoring of other flight crew functions and aircraft equipment. This should be strictly applied in flight and the operator should specify any times when the flight crew members may not use the specific EFB application.

#### (d) Dispatch

The operator should establish dispatch criteria for the EFB system. The operator should ensure that the availability of the EFB system is confirmed by preflight checks. Instructions to flight crew should clearly define the actions to be taken in the event of any EFB system deficiency.

Mitigation may be in the form of maintenance and/or operational procedures for items such as:

- (1) replacement of batteries at defined intervals as required;
- (2) ensuring that there is a fully charged backup battery on board;
- (3) the flight crew checking the battery charging level before departure; and
- (4) the flight crew switching off the EFB in a timely manner when the aircraft power source is lost.

In the event of a partial or complete failure of the EFB, specific dispatch procedures should be followed. These procedures should be included either in the minimum equipment list (MEL) or in the operations manual and should ensure an acceptable level of safety.

Particular attention should be paid to establishing specific dispatch procedures allowing to obtain operational data (e.g. performance data) in the event of a failure of an EFB hosting application that provides such calculated data.

When the integrity of data input and output is verified by cross-checking and gross-error checks, the same checking principle should be applied to alternative dispatch procedures to ensure equivalent protection.

(e) Maintenance

Procedures should be established for the routine maintenance of the EFB system and detailing how unserviceability and failures are to be dealt with to ensure that the integrity of the EFB system is preserved. Maintenance procedures should also include the secure handling of updated information and how this information is validated and then promulgated in a timely manner and in a complete format to all users.

As part of the EFB system's maintenance, the operator should ensure that the EFB system batteries are periodically checked and replaced as required.

Should a fault or failure of the system arise, it is essential that such failures are brought to the immediate attention of the flight crew and that the system is isolated until rectification action is taken. In addition to backup procedures, to deal with system failures, a reporting system should be in place so that the necessary action, either to a particular EFB system or to the whole system, is taken in order to prevent the use of erroneous information by flight crew members.

(f) Security

The EFB system (including any means used for updating it) should be secure from unauthorised intervention (e.g. by malicious software). The operator should ensure that the system is adequately protected at the software level and that the hardware is appropriately managed (e.g. the identification of the person to whom the hardware is released, protected storage when the hardware is not in use) throughout the operational lifetime of the EFB system. The operator should ensure that prior to each flight the EFB operational software works as specified and the EFB operational data is complete and accurate. Moreover, a system should be in place to ensure that the EFB does not accept a data load that contains corrupted contents. Adequate measures should be in place for the compilation and secure distribution of data to the aircraft.

Procedures should be transparent, and easy to understand, to follow and to oversee:

- (1) If an EFB is based on consumer electronics (e.g. a laptop) which can be easily removed, manipulated, or replaced by a similar component, then special consideration should be given to the physical security of the hardware;
- (2) Portable EFB platforms should be subject to allocation tracking to specific aircraft or persons;
- (3) Where a system has input ports, and especially if widely known protocols are used through these ports or internet connections are offered, then special consideration should be given to the risks associated with these ports;
- (4) Where physical media are used to update the EFB system, and especially if widely known types of physical media are used, then the operator should use technologies and/or procedures to assure that unauthorised content cannot enter the EFB system through these media.

The required level of EFB security depends on the criticality of the functions used (e.g. an EFB which only holds a list of fuel prices may require less security than an EFB used for performance calculations).

Beyond the level of security required to assure that the EFB can properly perform its intended functions, the level of security ultimately required depends on the capabilities of the EFB.

(g) Electronic signatures

Some applicable requirements may require a signature when issuing or accepting a document (e.g. load sheet, technical logbook, notification to captain (NOTOC)). In order to be accepted as being equivalent to a handwritten signature, electronic signatures used in EFB applications need, as a minimum, to fulfil the same objectives and should assure the same degree of security as the handwritten or any other form of signature that they are intended to replace. AMC1 NCC.POL.110(c) provides means to comply with the required handwritten signature or its equivalent for mass and balance documentation.

On a general basis, in the case of required signatures, an operator should have in place procedures for electronic signatures that guarantee:

- (1) their uniqueness: a signature should identify a specific individual and be difficult to duplicate;
- (2) their significance: an individual using an electronic signature should take deliberate and recognisable action to affix their signature;
- (3) their scope: the scope of the information being affirmed with an electronic signature should be clear to the signatory and to the subsequent readers of the record, record entry, or document;
- (4) their security: the security of an individual's handwritten signature is maintained by ensuring that it is difficult for another individual to duplicate or alter it;
- (5) their non-repudiation: an electronic signature should prevent a signatory from denying that they affixed a signature to a specific record, record entry, or document; the more difficult it is to duplicate a signature, the more likely it is that the signature was created by the signatory; and
- (6) their traceability: an electronic signature should provide positive traceability to the individual who signed a record, record entry, or any other document.

An electronic signature should retain those qualities of a handwritten signature that guarantee its uniqueness. Systems using either a PIN or a password with limited validity (timewise) may be

appropriate in providing positive traceability to the individual who affixed it. Advanced electronic signatures, qualified certificates and secured signature-creation devices needed to create them in the context of Regulation (EU) No 910/2014 are typically not required for EFB operations.

Applicable  
from  
09/07/2019.

### **AMC3 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

#### FLIGHT CREW TRAINING

Flight crew members should be given specific training on the use of the EFB system before it is operationally used.

Training should at least include the following:

- (a) an overview of the system architecture;
- (b) preflight checks of the system;
- (c) limitations of the system;
- (d) specific training on the use of each application and the conditions under which the EFB may and may not be used;
- (e) restrictions on the use of the system, including cases where the entire system or some parts of it are not available;
- (f) procedures for normal operations, including cross-checking of data entry and computed information;
- (g) procedures to handle abnormal situations, such as a late runway change or a diversion to an alternate aerodrome;
- (h) procedures to handle emergency situations;
- (i) phases of the flight when the EFB system may and may not be used;
- (j) human factors considerations, including crew resource management (CRM), on the use of the EFB;
- (k) additional training for new applications or changes to the hardware configuration;
- (l) actions following the failure of component(s) of the EFB, including cases of battery smoke or fire; and
- (m) management of conflicting information.

### **AMC4 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

#### PERFORMANCE AND MASS AND BALANCE APPLICATIONS

- (a) General

Performance and mass and balance applications should be based on existing published data found in the AFM or performance manual, and should account for the applicable CAT.POL performance requirements. The applications may use algorithms or data spreadsheets to determine results. They may have the capability to interpolate within the information contained in the published data for the particular aircraft but should not extrapolate beyond it.

To protect against intentional and unintentional modifications, the integrity of the database files related to performance and mass and balance (the performance database, airport database, etc.) should be checked by the program before performing any calculations. This check can be run once at the start-up of the application.

Each software version should be identified by a unique version number. The performance and mass and balance applications should record each computation performed (inputs and outputs) and the operator should ensure that this information is retained for at least 3 months.

The operator should ensure that aircraft performance or mass and balance data provided by the application is correct compared with the data derived from the AFM (e.g. for take-off and landing performance data) or from other reference data sources (e.g. mass and balance manuals or databases, in-flight performance manuals or databases) under a representative cross-check of conditions (e.g. for take-off and landing performance applications: take-off and landing performance data on dry, wet and contaminated runways, with different wind conditions and aerodrome pressure altitudes, etc.).

The operator should define any new roles that the flight crew and, if applicable, the flight dispatcher, may have in creating, reviewing, and using performance calculations supported by EFB systems.

(b) Testing

The verification of the compliance of a performance or mass and balance application should include software testing activities performed with the software version candidate for operational use.

The testing can be performed either by the operator or a third party, as long as the testing process is documented and the responsibilities identified.

The testing activities should include reliability testing and accuracy testing.

Reliability testing should show that the application in its operating environment (operating system (OS) and hardware included) is stable and deterministic, i.e. identical answers are generated each time the process is entered with identical parameters.

Accuracy testing should demonstrate that the aircraft performance or mass and balance computations provided by the application are correct in comparison with data derived from the AFM or other reference data sources, under a representative cross section of conditions (e.g. for take-off and landing performance applications: runway state and slope, different wind conditions and pressure altitudes, various aircraft configurations including failures with a performance impact, etc.).

The verification should include a sufficient number of comparison results from representative calculations throughout the entire operating envelope of the aircraft, considering corner points, routine and break points.

Any difference compared to the reference data that is judged significant should be examined. When differences are due to more conservative calculations or reduced margins that were purposely built into the approved data, this approach should be clearly specified. Compliance with the applicable certification and operational rules needs to be assessed in any case.

The testing method should be described. The testing may be automated when all the required data is available in an appropriate electronic format, but in addition to performing thorough monitoring of the correct functioning and design of the testing tools and procedures, operators are strongly suggested to perform additional manual verification. It could be based on a few scenarios for each chart or table of the reference data, including both operationally representative scenarios and 'corner-case' scenarios.

The testing of a software revision should, in addition, include non-regression testing and testing of any fix or change.

Furthermore, an operator should perform testing related to its customisation of the applications and to any element pertinent to its operation that was not covered at an earlier stage (e.g. airport database verification).

(c) Procedures

Specific care is needed regarding flight crew procedures concerning take-off and landing performance or mass and balance applications. Flight crew procedures should ensure that:

- (1) calculations are performed independently by each flight crew member before data outputs are accepted for use;
- (2) a formal cross-check is made before data outputs are accepted for use; such cross-checks should utilise the independent calculations described above, together with the output of the same data from other sources on the aircraft;
- (3) a gross-error check is performed before data outputs are accepted for use; such gross-error checks may use either a 'rule of thumb' or the output of the same data from other sources on the aircraft; and
- (4) in the event of a loss of functionality of an EFB through either the loss of a single application, or the failure of the device hosting the application, an equivalent level of safety can be maintained; consistency with the EFB risk assessment assumptions should be confirmed.

(d) Training

The training should emphasise the importance of executing all take-off and landing performance or mass and balance calculations in accordance with the SOPs to assure fully independent calculations.

Furthermore, due to the optimisation at different levels brought by performance applications, the flight crew members may be confronted with new procedures and different aircraft behaviour (e.g. the use of multiple flap settings for take-off). The training should be designed and provided accordingly.

Where an application allows the computing of both dispatch results (from regulatory and factored calculations) and other results, the training should highlight the specificities of those results. Depending on the representativeness of the calculation, the flight crew should be trained on any operational margin that might be required.

The training should also address the identification and the review of default values, if any, and assumptions about the aircraft status or environmental conditions made by the application.

(e) Specific considerations for mass and balance applications

In addition to the figures, a diagram displaying the mass and its associated centre of gravity (CG) should be provided.

(f) Human-factors-specific considerations

Input and output data (i.e. results) shall be clearly separated from each other. All the information necessary for a given calculation task should be presented together or be easily accessible.

All input and output data should include correct and unambiguous terms (names), units of measurement (e.g. kg or lb), and when applicable, an index system and a CG-position declaration (e.g. Arm/%MAC). The units should match the ones from the other flight-crew-compartment sources for the same kinds of data.

Airspeeds should be provided in a way that is directly useable in the flight crew compartment unless the unit clearly indicates otherwise (e.g. Knots Calibrated Air Speed (KCAS)). Any difference between the type of airspeed provided by the EFB application and the type provided by the AFM or flight crew operating manual (FCOM) performance charts should be mentioned in the flight crew guides and training material.

If the landing performance application allows the computation of both dispatch (regulatory, factored) and other results (e.g. in-flight or unfactored), the flight crew members should be made aware of the computation mode used.

(1) Inputs

The application should allow users to clearly distinguish user entries from default values or entries imported from other aircraft systems.

Performance applications should allow the flight crew to check whether a certain obstacle is included in the performance calculations and/or to include new or revised obstacle information in the performance calculations.

(2) Outputs

All critical assumptions for performance calculations (e.g. the use of thrust reversers, full or reduced thrust/power rating) should be clearly displayed. The assumptions made about any calculation should be at least as clear to the flight crew members as similar information would be on a tabular chart.

All output data should be available in numbers.

The application should indicate when a set of entries results in an unachievable operation (for instance, a negative stopping margin) with a specific message or colour scheme. This should be done in accordance with the relevant provisions on messages and the use of colours.

In order to allow a smooth workflow and to prevent data entry errors, the layout of the calculation outputs should be such that it is consistent with the data entry interface of the aircraft applications in which the calculation outputs are used (e.g. flight management systems).

(3) Modifications

The user should be able to easily modify performance calculations, especially when making last-minute changes.

Calculation results and any outdated input fields should be deleted when:

- (i) modifications are entered;
- (ii) the EFB is shut down or the performance application is closed; and
- (iii) the EFB or the performance application have been in a standby or 'background' mode too long, i.e. such that it is likely that when it is used again, the inputs or outputs will be outdated.

### **AMC5 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

#### **AIRPORT MOVING MAP DISPLAY (AMMD) APPLICATION WITH OWN-SHIP POSITION**

(a) General

An AMMD application should not be used as the primary means of navigation for taxiing and should be only used in conjunction with other materials and procedures identified within the operating concept (see paragraph (e)).

When an AMMD is in use, the primary means of navigation for taxiing remains the use of normal procedures and direct visual observation out of the flight-crew-compartment window.

Thus, as recognised in ETSO-C165a, an AMMD application with a display of own-ship position is considered to have a minor safety effect for malfunctions that cause the incorrect depiction of aircraft position (own-ship), and the failure condition for the loss of function is classified as 'no safety effect'.

(b) Minimum requirements

AMMD software that complies with European Technical Standard Order ETSO-C165a is considered to be acceptable.

In addition, the system should provide the means to display the revision number of the software installed.

To achieve the total system accuracy requirements of ETSO-C165a, an airworthiness-approved sensor using the global positioning system (GPS) in combination with a medium-accuracy database compliant with EUROCAE ED-99C/RTCA DO-272C, 'User Requirements for Aerodrome Mapping Information,' (or later revisions) is considered one acceptable means.

Alternatively, the use of non-certified commercial off-the-shelf (COTS) position sources may be acceptable in accordance with AMC6 NCC.GEN.131(b)(2).

(c) Data provided by the AMMD software application developer

The operator should ensure that the AMMD software application developer provides the appropriate data including:

- (1) installation instructions or equivalent as per ETSO-C165a Section 2.2 addressing:
  - (i) the identification of each specific EFB system computing platform (including the hardware platform and the operating system version) with which this AMMD software application and database was demonstrated to be compatible;
  - (ii) the installation procedures and limitations for each applicable platform (e.g. required memory resources, configuration of Global Navigation Satellite System (GNSS) antenna position);
  - (iii) the interface description data including the requirements for external sensors providing data inputs; and
  - (iv) means to verify that the AMMD has been installed correctly and is functioning properly.
- (2) Any AMMD limitations, and known installation, operational, functional, or performance issues of the AMMD.

(d) AMMD software installation in the EFB

The operator should review the documents and the data provided by the AMMD developer, and ensure that the installation requirements of the AMMD software in the specific EFB platform and aircraft are addressed. Operators are required to:

perform any verification activities proposed by the AMMD software application developer, as well as identify and perform any additional integration activities that need to be completed;

## (e) Operational procedures

Changes to operational procedures of the aircraft (e.g. flight crew procedures) should be documented in the operations manual or user's guide as appropriate. In particular, the documentation should highlight that the AMMD is only designed to assist flight crew members in orienting themselves on the airport surface so as to improve the flight crew members' positional awareness during taxiing and that it is not to be used as the basis for ground manoeuvring.

## (f) Training requirements

The operator may use flight crew procedures to mitigate some hazards. These should include limitations on the use of the AMMD function or application. As the AMMD could be a compelling display and the procedural restrictions are a key component of the mitigation, training should be provided in support of an AMMD implementation.

All mitigation means that rely on flight crew procedures should be included in the flight crew training. Details of the AMMD training should be included in the operator's overall EFB training.

Applicable  
from  
09/07/2019.

**AMC6 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)****USE OF COMMERCIAL OFF-THE-SHELF (COTS) POSITION SOURCE**

COTS position sources may be used for AMMD EFB applications and for EFB applications displaying the own-ship position in-flight when the following considerations are complied with:

## (a) Characterisation of the receiver:

The position should originate from an airworthiness approved GNSS receiver, or from a COTS GNSS receiver fully characterised in terms of technical specifications and featuring an adequate number of channels (12 or more).

The EFB application should, in addition to position and velocity data, receive a sufficient number of parameters related to the fix quality and integrity to allow compliance with the accuracy requirements (e.g. the number of satellites and constellation geometry parameters such as dilution of position (DOP), 2D/3D fix).

## (b) Installation aspects:

COTS position sources are C-PEDs and their installation and use should follow the requirements of NCC.GEN.130.

If the external COTS position source transmits wirelessly, cybersecurity aspects have to be considered.

## (c) Practical evaluation:

As variables can be introduced by the placement of the antennas in the aircraft and the characteristics of the aircraft itself (e.g. heated and/or shielded windshield effects), the tests have to take place on the type of aircraft in which the EFB will be operated, with the antenna positioned at the location to be used in service.

## (1) COTS used as a position source for AMMD

The test installation should record the data provided by the COTS position source to the AMMD application.

The analysis should use the recorded parameters to demonstrate that the AMMD requirements are satisfactorily complied with in terms of the total system accuracy (taking into account database errors, latency effects, display errors, and uncompensated antenna

offsets) within 50 metres (95 %). The availability should be sufficient to prevent distraction or increased workload due to frequent loss of position.

When demonstrating compliance with the following requirements of DO-257A, the behaviour of the AMMD system should be evaluated in practice:

- (i) indication of degraded position accuracy within 1 second (Section 2.2.4 (22)); and
  - (ii) indication of a loss of positioning data within 5 seconds (Section 2.2.4 (23)); conditions to consider are both a loss of the GNSS satellite view (e.g. antenna failure) and a loss of communication between the receiver and the EFB.
- (2) COTS position source used for applications displaying own-ship position in-flight:

Flight trials should demonstrate that the COTS GNSS availability is sufficient to prevent distraction or increased workload due to frequent loss of position.

Applicable  
from  
09/07/2019.

### AMC7 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)

#### CHART APPLICATIONS

The navigation charts that are depicted should contain the information necessary, in an appropriate form, to perform the operation safely. Consideration should be given to the size, resolution and position of the display to ensure legibility whilst retaining the ability to review all the information required to maintain adequate situational awareness. The identification of risks associated with the human-machine interface, as part of the operator's risk assessment, is key to identifying acceptable mitigation means, e.g.:

- (a) to establish procedures for reducing the risk of making errors;
- (b) to control and mitigate the additional workload related to EFB use;
- (c) to ensure the consistency of colour-coding and symbology philosophies between EFB applications and their compatibility with other flight crew compartment applications; and
- (d) to consider aspects of crew resource management (CRM) when using an EFB system.

In the case of chart application displaying own-ship position in flight, AMC9 NCC.GEN.131(b)(2) is applicable.

Applicable  
from  
09/07/2019.

### AMC8 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)

#### IN-FLIGHT WEATHER APPLICATIONS

- (a) General

An in-flight weather (IFW) application is an EFB function or application enabling the flight crew to access meteorological information. It is designed to increase situational awareness and to support the flight crew when making strategic decisions.

An IFW function or application may be used to access both information required to be on board (e.g. World Area Forecast Centre (WAFC) data) and supplemental weather information.

The use of IFW applications should be non-safety-critical and not necessary for the performance of the flight. In order for it to be non-safety-critical, IFW data should not be used to support tactical decisions and/or as a substitute for certified aircraft systems (e.g. weather radar).

Any current information from the meteorological data required to be carried on board or from aircraft primary systems should always prevail over the information from an IFW application.

The displayed meteorological information may be forecasted and/or observed, and may be updated on the ground and/or in flight. It should be based on data from certified meteorological services providers or other reliable sources evaluated by the operator.

The meteorological information provided to the flight crew should be as far as possible consistent with the information available to users of ground-based aviation meteorological information (e.g. operations control centre (OCC) staff, flight dispatchers, etc.) in order to establish common situational awareness and to facilitate collaborative decision-making.

(b) Display

Meteorological information should be presented to the flight crew in a format that is appropriate to the content of the information; coloured graphical depiction is encouraged whenever practicable.

The IFW display should enable the flight crew to:

- (1) distinguish between observed and forecasted weather data;
- (2) identify the currency or age and validity time of the weather data;
- (3) access the interpretation of the weather data (e.g. the legend);
- (4) obtain positive and clear indications of any missing information or data and determine areas of uncertainty when making decisions to avoid hazardous weather; and
- (5) be aware of the data-link means status enabling necessary IFW data exchanges.

Meteorological information in IFW applications may be displayed, for example, as an overlay over navigation charts, over geographical maps, or it may be a stand-alone weather depiction (e.g. radar plots, satellite images, etc.).

If meteorological information is overlaid on navigation charts, special consideration should be given to HMI issues in order to avoid adverse effects on the basic chart functions.

In case of display of own-ship position in flight, AMC9 NCC.GEN.131(b)(2) is applicable.

The meteorological information may require reformatting to accommodate, for example, the display size or the depiction technology. However, any reformatting of the meteorological information should preserve both the geo-location and intensity of the meteorological conditions regardless of projection, scaling, or any other types of processing.

(c) Training and procedures

The operator should establish procedures for the use of an IFW application.

The operator should provide adequate training to the flight crew members before using an IFW application. This training should address:

- (1) limitations of the use of an IFW application:
  - (i) acceptable use (strategic planning only);
  - (ii) information required to be on board; and
  - (iii) latency of observed weather information and the hazards associated with utilisation of old information;
- (2) information on the display of weather data:
  - (i) type of displayed information (forecasted, observed);
  - (ii) symbology (symbols, colours); and

- (iii) interpretation of meteorological information;
- (3) identification of failures and malfunctions (e.g. incomplete uplinks, data-link failures, missing info);
- (4) human factors issues:
  - (i) avoiding fixation; and
  - (ii) managing workload.

Applicable  
from  
09/07/2019.

### **AMC9 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

#### APPLICATIONS DISPLAYING OWN-SHIP POSITION IN-FLIGHT

##### (a) Limitations

The display of own-ship position in flight as an overlay to other EFB applications should not be used as a primary source of information to fly or navigate the aircraft.

Except on VFR flights over routes navigated by reference to visual landmark, the display of the own-ship symbol is allowed only in aircraft having a certified navigation display (moving map).

In the specific case of IFW applications, the display of own-ship on such applications is restricted to aircraft equipped with a weather radar.

##### (b) Position source and accuracy

The display of own-ship position may be based on a certified GNSS or GNSS-based (e.g. GPS/IRS) position from certified aircraft equipment or on a portable COTS position source in accordance with AMC6 NCC.GEN.131(b)(2).

The own-ship symbol should be removed and the flight crew notified if:

- (1) the estimated accuracy exceeds 50 meters;
- (2) the position data is reported as invalid by the GNSS receiver; or
- (3) the position data is not received for 5 seconds.

##### (c) Charting data considerations

If the map involves raster images that have been stitched together into a larger single map, it should be demonstrated that the stitching process does not introduce distortion or map errors that would not correlate properly with a GNSS-based own-ship symbol.

##### (d) Human machine interface (HMI)

###### (1) Interface

The flight crew should be able to unambiguously differentiate the EFB function from avionics functions available in the cockpit, and in particular with the navigation display.

A sufficiently legible text label "AIRCRAFT POSITION NOT TO BE USED FOR NAVIGATION" or equivalent should be continuously displayed by the application if the own-ship position depiction is visible in the current display area over a terminal chart (i.e. SID, STAR, or instrument approach) or a depiction of a terminal procedure.

###### (2) Display of own-ship symbol

The own-ship symbol should be different from the ones used by certified aircraft systems intended for primary navigation.

If directional data is available, the own-ship symbol may indicate directionality. If direction is not available, the own-ship symbol should not imply directionality.

The colour coding should not be inconsistent with the manufacturer philosophy.

(3) Data displayed

The current map orientation should be clearly, continuously and unambiguously indicated (e.g., Track-up vs North-up).

If the software supports more than one directional orientation for the own-ship symbol (e.g., Track-up vs North-up), the current own-ship symbol orientation should be indicated.

The chart display in track-up mode should not create usability or readability issues. In particular, chart data should not be rotated in a manner that affects readability.

The application zoom levels should be appropriate for the function and content being displayed and in the context of providing supplemental position awareness.

The pilot should be able to obtain information about the operational status of the own-ship function (e.g. active, deactivated, degraded).

During IFR, day-VFR without visual references or night VFR flight, the following parameters' values should not be displayed:

- (i) Track/heading;
- (ii) Estimated time of arrival (ETA);
- (iii) Altitude;
- (iv) Geographical coordinates of the current location of the aircraft; and
- (v) Aircraft speed.

(4) Controls

If a panning and/or range selection function is available, the EFB application should provide a clear and simple method to return to an own-ship oriented display.

A means to disable the display of the own-ship position should be provided to the flight crew.

(e) Training and procedures

The procedures and training should emphasise the fact that the display of own-ship position on charts or IFW EFB applications should not be used as a primary source of information to fly or navigate the aircraft or as a primary source of weather information.

(1) Procedures:

The following considerations should be addressed in the procedures for the use of charts or IFW EFB application displaying the own-ship position in-flight by the flight crew:

- (i) Intended use of the display of own-ship position in-flight on charts or IFW EFB applications;
- (ii) Inclusion of the EFB into the regular scan of flight deck systems indications. In particular, systematic cross-check with avionics before being used, whatever the position source; and
- (iii) Actions to be taken in case of the identification of a discrepancy between the EFB and avionics.

## (2) Training:

Crew members should be trained on the procedures for the use of the application, including the regular cross-check with avionics and the action in case of discrepancy.

Applicable  
from  
09/07/2019.

**GM1 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

## IN-FLIGHT WEATHER APPLICATIONS

'Reliable sources' of data used by in-flight weather (IFW) applications are the organisations evaluated by the operator as being able to provide an appropriate level of data assurance in terms of accuracy and integrity. It is recommended that the following aspects be considered during that evaluation:

- (a) The organisation should have a quality assurance system in place that covers the data source selection, acquisition/import, processing, validity period check, and the distribution phase;
- (b) Any meteorological product provided by the organisation that is within the scope of meteorological information included in the flight documentation as defined in MET.TR.215(e) (Annex V (Definitions of terms used in Annexes II to XIII) to Commission Implementing Regulation (EU) 2016/1377) should originate only from authoritative sources or certified providers and should not be transformed or altered, except for the purpose of packaging the data in the correct format. The organisation's process should provide assurance that the integrity of those products is preserved in the data for use by the IFW application.

Applicable  
from  
09/07/2019.

**GM2 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

## USE OF COMMERCIAL OFF-THE-SHELF (COTS) POSITION SOURCE – PRACTICAL EVALUATION

The tests should consist of a statistically relevant sample of taxiing. It is recommended to include taxiing at airports that are representative of the more complex airports typically accessed by the operator. Taxiing segment samples should include data that is derived from runways and taxiways, and should include numerous turns, in particular of 90 degrees or more, and segments in straight lines at the maximum speed at which the own-ship symbol is displayed. Taxiing segment samples should include parts in areas of high buildings such as terminals. The analysis should include at least 25 inbound and/or outbound taxiing segments between the parking location and the runway.

During the tests, any unusual events (such as observing the own-ship symbol in a location on the map that is notably offset compared to the actual position, the own-ship symbol changing to non-directional when the aircraft is moving, and times when the own-ship symbol disappears from the map display) should be noted. For the test, the pilot should be instructed to diligently taxi on the centre line.

Applicable  
from  
09/07/2019.

**GM3 NCC.GEN.131(b)(2) Use of electronic flight bags (EFBs)**

## APPLICATIONS DISPLAYING OWN-SHIP POSITION IN FLIGHT

The depiction of a circle around the EFB own-ship symbol may be used to differentiate it from the avionics one.

**AMC1 NCC.GEN.135 Information on emergency and survival equipment carried**

## CONTENT OF INFORMATION

The information, compiled in a list, should include, as applicable:

- (a) the number, colour and type of life-rafts and pyrotechnics;

- (b) details of emergency medical supplies and water supplies; and
- (c) the type and frequencies of the emergency portable radio equipment.

**AMC1 NCC.GEN.140 Documents, manuals and information to be carried**

## GENERAL

The documents, manuals and information may be available in a form other than on printed paper. An electronic storage medium is acceptable if accessibility, usability and reliability can be assured.

**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 issued in accordance with the applicable airworthiness requirements.

**AMC1 NCC.GEN.140(a)(11) Documents, manuals and information to be carried**

## CURRENT AND SUITABLE AERONAUTICAL CHARTS

- (a) The aeronautical charts carried should contain data appropriate to the applicable air traffic regulations, rules of the air, flight altitudes, area/route and nature of the operation. Due consideration should be given to carriage of textual and graphic representations of:
  - (1) aeronautical data including, as appropriate for the nature of the operation:
    - (i) airspace structure;
    - (ii) significant points, navigation aids (navaids) and air traffic services (ATS) routes;
    - (iii) navigation and communication frequencies;
    - (iv) prohibited, restricted and danger areas; and
    - (v) sites of other relevant activities that may hazard the flight; and
  - (2) topographical data, including terrain and obstacle data.
- (b) A combination of different charts and textual data may be used to provide adequate and current data.
- (c) The aeronautical data should be appropriate for the current aeronautical information regulation and control (AIRAC) cycle.
- (d) The topographical data should be reasonably recent, having regard to the nature of the planned operation.

**AMC1 NCC.GEN.140(a)(12) Documents, manuals and information to be carried**

## PROCEDURES AND VISUAL SIGNALS FOR USE BY INTERCEPTING AND INTERCEPTED AIRCRAFT

The procedures and the visual signals information for use by intercepting and intercepted aircraft should reflect those contained in the International Civil Aviation Organisation's (ICAO) Annex 2. This may be part of the operations manual.

**GM1 NCC.GEN.140(a)(1) Documents, manuals and information to be carried**

## AFM OR EQUIVALENT DOCUMENT

'Aircraft flight manual (AFM), or equivalent document' means the flight manual for the aircraft or other documents containing information required for the operation of the aircraft within the terms of its certificate of airworthiness, unless these data are available in the parts of the operations manual carried on board.

**GM1 NCC.GEN.140(a)(9) Documents, manuals and information to be carried**

## JOURNEY LOG OR EQUIVALENT

'Journey log or equivalent' means in this context that the required information may be recorded in documentation other than a log book, such as the operational flight plan or the aircraft technical log.

**GM1 NCC.GEN.140(a)(13) Documents, manuals and information to be carried**

## SEARCH AND RESCUE INFORMATION

This information is usually found in the State's aeronautical information publication.

**GM1 NCC.GEN.140(a)(19) Documents, manuals and information to be carried**

## DOCUMENTS THAT MAY BE PERTINENT TO THE FLIGHT

Any other documents that may be pertinent to the flight or required by the States concerned with the flight may include, for example, forms to comply with reporting requirements.

## STATES CONCERNED WITH THE FLIGHT

The States concerned are those of origin, transit, overflight and destination of the flight.

**GM1 NCC.GEN.145(a) Handling of flight recorder recordings: preservation, production, protection and use**

## REMOVAL OF RECORDERS IN CASE OF AN INVESTIGATION

The need for removal of the recorders from the aircraft is determined by the investigating authority with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.

**AMC1 NCC.GEN.145(a) Handling of flight recorder recordings: preservation, production, protection and use**

## PRESERVATION OF RECORDED DATA FOR INVESTIGATION

- (a) The operator should establish procedures to ensure that flight recorder recordings are preserved for the investigating authority.
- (b) These procedures should include:
  - (1) instructions for flight crew members to deactivate the flight recorders immediately after completion of the flight and inform relevant personnel that the recording of the flight recorders should be preserved. These instructions should be readily available on board; and

- (2) instructions to prevent inadvertent reactivation, test, repair or reinstallation of the flight recorders by operator personnel or during maintenance or ground handling activities performed by third parties.

### **AMC1 NCC.GEN.145(b) Handling of flight recorder recordings: preservation, production, protection and use**

#### INSPECTIONS AND CHECKS OF RECORDINGS

Whenever a flight recorder is required to be carried:

- (a) the operator should perform an inspection of the FDR recording and the CVR recording every year unless one or more of the following applies:
  - (1) If the flight recorder records on magnetic wire or uses frequency modulation technology, the time interval between two inspections of the recording should not exceed three months.
  - (2) If the flight recorder is solid-state and the flight recorder system is fitted with continuous monitoring for proper operation, the time interval between two inspections of the recording may be up to two years.
  - (3) In the case of an aircraft equipped with two solid-state flight data and cockpit voice combination recorders, where
    - (i) the flight recorder systems are fitted with continuous monitoring for proper operation, and
    - (ii) the flight recorders share the same flight data acquisition,a comprehensive inspection of the recording needs only to be performed for one flight recorder position. The inspection of the recordings should be performed alternately so that each flight recorder position is inspected at time intervals not exceeding four years.
  - (4) Where all of the following conditions are met, the inspection of FDR recording is not needed:
    - (i) the aircraft flight data are collected in the frame of a flight data monitoring (FDM) programme;
    - (ii) the data acquisition of mandatory flight parameters is the same for the FDR and for the recorder used for the FDM programme;
    - (iii) an inspection similar to the inspection of the FDR recording and covering all mandatory flight parameters is conducted on the FDM data at time intervals not exceeding two years; and
    - (iv) the FDR is solid-state and the FDR system is fitted with continuous monitoring for proper operation.
- (b) the operator should perform every five years an inspection of the data link recording.
- (c) when installed, the aural or visual means for preflight checking the flight recorders for proper operation should be used every day. When no such means is available for a flight recorder, the operator should perform an operational check of this flight recorder at time intervals not exceeding seven calendar days of operation.
- (d) the operator should check every five years, or in accordance with the recommendations of the sensor manufacturer, that the parameters dedicated to the FDR and not monitored by other

means are being recorded within the calibration tolerances and that there is no discrepancy in the engineering conversion routines for these parameters.

### **GM1 NCC.GEN.145(b) Handling of flight recorder recordings: preservation, production, protection and use**

#### INSPECTION OF THE FLIGHT RECORDERS RECORDING

- (a) The inspection of the FDR recording usually consists of the following:
- (1) Making a copy of the complete recording file.
  - (2) Converting the recording to parameters expressed in engineering units in accordance with the documentation required to be held.
  - (3) Examining a whole flight in engineering units to evaluate the validity of all mandatory parameters - this could reveal defects or noise in the measuring and processing chains and indicate necessary maintenance actions. The following should be considered:
    - (i) when applicable, each parameter should be expressed in engineering units and checked for different values of its operational range - for this purpose, some parameters may need to be inspected at different flight phases; and
    - (ii) if the parameter is delivered by a digital data bus and the same data are utilised for the operation of the aircraft, then a reasonableness check may be sufficient; otherwise a correlation check may need to be performed:
      - (A) a reasonableness check is understood in this context as a subjective, qualitative evaluation, requiring technical judgement, of the recordings from a complete flight; and
      - (B) a correlation check is understood in this context as the process of comparing data recorded by the flight data recorder against the corresponding data derived from flight instruments, indicators or the expected values obtained during specified portion(s) of a flight profile or during ground checks that are conducted for that purpose.
  - (4) Retaining the most recent copy of the complete recording file and the corresponding recording inspection report that includes references to the documentation required to be held.
- (b) When performing the CVR recording inspection, precautions need to be taken to comply with NCC.GEN.145(f)(1a). The inspection of the CVR recording usually consists of:
- (1) checking that the CVR operates correctly for the nominal duration of the recording;
  - (2) examining, where practicable, a sample of in-flight recording of the CVR for evidence that the signal is acceptable on each channel; and
  - (3) preparing and retaining an inspection report.
- (c) The inspection of the DLR recording usually consists of:
- (1) Checking the consistency of the data link recording with other recordings for example, during a designated flight, the flight crew speaks out a few data link messages sent and received. After the flight, the data link recording and the CVR recording are compared for consistency.
  - (2) Retaining the most recent copy of the complete recording and the corresponding inspection report.

**GM2 NCC.GEN.145(b) Handling of flight recorder recordings: preservation, production, protection and use****MONITORING AND CHECKING THE PROPER OPERATION OF FLIGHT RECORDERS – EXPLANATION OF TERMS**

For the understanding of the terms used in AMC1 NCC.GEN.145(b):

- (a) 'operational check of the flight recorder' means a check of the flight recorder for proper operation. It is not a check of the quality of the recording and, therefore, it is not equivalent to an inspection of the recording. This check can be carried out by the flight crew or through a maintenance task.
- (b) 'aural or visual means for preflight checking the flight recorders for proper operation' means an aural or visual means for the flight crew to check before the flight the results of an automatically or manually initiated test of the flight recorders for proper operation. Such a means provides for an operational check that can be performed by the flight crew.
- (c) 'flight recorder system' means the flight recorder, its dedicated sensors and transducers, as well as its dedicated acquisition and processing equipment.
- (d) 'continuous monitoring for proper operation' means for a flight recorder system, a combination of system monitors and/or built-in test functions which operates continuously in order to detect the following:
  - (1) loss of electrical power to the flight recorder system;
  - (2) failure of the equipment performing acquisition and processing;
  - (3) failure of the recording medium and/or drive mechanism; and
  - (4) failure of the recorder to store the data in the recording medium as shown by checks of the recorded data including, as reasonably practicable for the storage medium concerned, correct correspondence with the input data.

However, detections by the continuous monitoring for proper operation do not need to be automatically reported to the flight crew compartment.

**GM3 NCC.GEN.145(b) Handling of flight recorder recordings: preservation, production, protection and use****CVR AUDIO QUALITY**

Examples of CVR audio quality issues and possible causes thereof may be found in the document of the French Bureau d'Enquêtes et d'Analyses, titled 'Study on detection of audio anomalies on CVR recordings' and dated September 2015<sup>4</sup>.

**AMC1 NCC.GEN.145(f)(1) Handling of flight recorder recordings: preservation, production, protection and use****USE OF CVR RECORDINGS FOR MAINTAINING OR IMPROVING SAFETY**

- (a) The procedure related to the handling of cockpit voice recorder (CVR) recordings should be written in a document which should be signed by all parties (aircraft operator, crew members, maintenance personnel if applicable). This procedure should, as a minimum, define:

<sup>4</sup> <http://www.bea.aero/en/bea/la-technique/guidance.on.detection.of.audio.anomalies.on.CVR.recordings.pdf>

- (1) the method to obtain the consent of all crew members and maintenance personnel concerned;
  - (2) an access and security policy that restricts access to CVR recordings and identified CVR transcripts to specifically authorised persons identified by their position;
  - (3) a retention policy and accountability, including the measures to be taken to ensure the security of the CVR recordings and CVR transcripts and their protection from misuse. The retention policy should specify the period of time after which CVR recordings and identified CVR transcripts are destroyed; and
  - (4) a description of the uses made of CVR recordings and of their transcripts.
- (b) Each time a CVR recording file is read out under the conditions defined by NCC.GEN.145(f)(1):
- (1) parts of the CVR recording file that contain information with a privacy content should be deleted to the extent possible, and it should not be permitted that the detail of information with a privacy content is transcribed; and
  - (2) the operator should retain, and when requested, provide to the competent authority:
    - (i) information on the use made (or the intended use) of the CVR recording; and
    - (ii) evidence that the persons concerned consented to the use made (or the intended use) of the CVR recording file.
- (c) The person who fulfils the role of a safety manager should also be responsible for the protection and use of the CVR recordings and the CVR transcripts.
- (d) In case a third party is involved in the use of CVR recordings, contractual agreements with this third party should, when applicable, cover the aspects enumerated in (a) and (b).

#### **GM1 NCC.GEN.145(f)(1) Handling of flight recorder recordings: preservation, production, protection and use**

##### USE OF CVR RECORDINGS FOR MAINTAINING OR IMPROVING SAFETY

- (a) The CVR is primarily a tool for the investigation of accidents and serious incidents by investigating authorities. Misuse of CVR recordings is a breach of the right to privacy and it works against an effective safety culture inside the operator.
- (b) Therefore, the use of a CVR recording, when for purposes other than CVR serviceability or those laid down by Regulation (EU) No 996/2010, should be subject to the free prior consent of the persons concerned, and framed by a procedure that is endorsed by all parties and that protects the privacy of crew members and (if applicable) maintenance staff.

#### **AMC1 NCC.GEN.145(f)(1a) Handling of flight recorder recordings: preservation, production, protection and use**

##### CVR RECORDING INSPECTION FOR ENSURING SERVICEABILITY

- (a) When an inspection of the CVR recording is performed for ensuring audio quality and intelligibility of recorded communications:
  - (1) the privacy of the CVR recording should be ensured (e.g. by locating the equipment in a separated area and/or using headsets);
  - (2) access to the CVR replay equipment should be restricted to specifically authorised persons;

- (3) provision should be made for the secure storage of the CVR recording medium, the CVR recording files and copies thereof;
  - (4) the CVR recording files and copies thereof should be destroyed not earlier than two months and not later than one year after completion of the CVR recording inspection, except that audio samples may be retained for enhancing the CVR recording inspection (e.g. for comparing audio quality); and
  - (5) only the accountable manager of the operator, and when identified to comply with ORO.GEN.200, the person fulfilling the role of safety manager, should be entitled to request a copy of the CVR recording file.
- (b) The conditions enumerated in (a) should also be complied with if the inspection of the CVR recording is subcontracted to a third party. The contractual agreements with the third party should explicitly cover these aspects.

### **AMC1 NCC.GEN.150(e) Transport of dangerous goods**

#### DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING

- (a) Any type of dangerous goods accident or incident, or the finding of:
- (1) undeclared or misdeclared dangerous goods in cargo;
  - (2) forbidden dangerous goods in mail; or
  - (3) forbidden dangerous goods in passenger or crew baggage, or on the person of a passenger or a crew member
- should be reported. For this purpose, the Technical Instructions consider that reporting of undeclared and misdeclared dangerous goods found in cargo also applies to items of operators' stores that are classified as dangerous goods.
- (b) The first report should be dispatched within 72 hours of the event. It may be sent by any means, including e-mail, telephone or fax. This report should include the details that are known at that time, under the headings identified in (c). If necessary, a subsequent report should be made as soon as possible giving all the details that were not known at the time the first report was sent. If a report has been made verbally, written confirmation should be sent as soon as possible.
- (c) The first and any subsequent report should be as precise as possible and contain the following data, where relevant:
- (1) date of the incident or accident or the finding of undeclared or misdeclared dangerous goods;
  - (2) location and date of flight;
  - (3) description of the goods and the reference number of the air waybill, pouch, baggage tag, ticket, etc.;
  - (4) proper shipping name (including the technical name, if appropriate) and United Nations (UN)/identification (ID) number, when known;
  - (5) class or division and any subsidiary risk;
  - (6) type of packaging, and the packaging specification marking on it;
  - (7) quantity;
  - (8) name and address of the passenger, etc.;

- (9) any other relevant details;
- (10) suspected cause of the incident or accident;
- (11) action taken;
- (12) any other reporting action taken; and
- (13) name, title, address and telephone number of the person making the report.
- (d) Copies of relevant documents and any photographs taken should be attached to the report.
- (e) A dangerous goods accident or incident may also constitute an aircraft accident, serious incident or incident. The criteria for reporting both types of occurrence should be met.
- (f) The following dangerous goods reporting form should be used, but other forms, including electronic transfer of data, may be used provided that at least the minimum information of this AMC is supplied:

DANGEROUS GOODS OCCURRENCE REPORT		DGOR No:	
1. Operator:	2. Date of Occurrence:	3. Local time of occurrence:	
4. Flight date:			
5. Departure aerodrome:		6. Destination aerodrome:	
7. Aircraft type:		8. Aircraft registration:	
9. Location of occurrence:		10. Origin of the goods:	
11. Description of the occurrence, including details of injury, damage, etc. (if necessary continue on the reverse of this form):			
12. Proper shipping name (including the technical name):			13. UN/ID No (when known):
14. Class/Division (when known):	15. Subsidiary risk(s):	16. Packing group:	17. Category (Class 7 only):

18. Type of packaging:	19. Packaging specification marking:	20. No of packages:	21. Quantity (or transport index, if applicable):
22. Name and address of passenger, etc.:			
23. Other relevant information (including suspected cause, any action taken):			
24. Name and title of person making report:		25. Telephone No:	
26. Company:		27. Reporters ref:	
28. Address:		29. Signature:	
		30. Date:	

Description of the occurrence (continuation)

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Notes for completion of the form:

1. A dangerous goods accident is as defined in Annex I. For this purpose serious injury is as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council<sup>5</sup>.
2. The initial report should be dispatched unless exceptional circumstances prevent this. This occurrence report form, duly completed, should be sent as soon as possible, even if all the information is not available.
3. Copies of all relevant documents and any photographs should be attached to this report.
4. Any further information, or any information not included in the initial report, should be sent as soon as possible to the authorities identified in NCC.GEN.150(e).
5. Providing it is safe to do so, all dangerous goods, packagings, documents, etc. relating to the occurrence should be retained until after the initial report has been sent to the authorities identified in NCC.GEN.150(e), and they have indicated whether or not these should continue to be retained.

### **GM1 NCC.GEN.150 Transport of dangerous goods**

#### GENERAL

- (a) The requirement to transport dangerous goods by air in accordance with the Technical Instructions is irrespective of whether:
  - (1) the flight is wholly or partly within or wholly outside the territory of a State; or
  - (2) an approval to carry dangerous goods in accordance with Annex V (Part-SPA), Subpart G is held.
- (b) The Technical Instructions provide that in certain circumstances dangerous goods, which are normally forbidden on an aircraft, may be carried. These circumstances include cases of extreme urgency or when other forms of transport are inappropriate or when full compliance with the prescribed requirements is contrary to the public interest. In these circumstances all the States concerned may grant exemptions from the provisions of the Technical Instructions provided that an overall level of safety that is at least equivalent to that provided by the Technical Instructions is achieved. Although exemptions are most likely to be granted for the carriage of dangerous goods that are not permitted in normal circumstances, they may also be granted in other circumstances, such as when the packaging to be used is not provided for by the appropriate packing method or the quantity in the packaging is greater than that permitted. The Technical Instructions also make provision for some dangerous goods to be carried when an approval has been granted only by the State of Origin and the competent authority.
- (c) When an exemption is required, the States concerned are those of origin, transit, overflight and destination of the consignment and that of the operator. For the State of overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.
- (d) The Technical Instructions provide that exemptions and approvals are granted by the 'appropriate national authority', which is intended to be the authority responsible for the particular aspect

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<sup>5</sup> OJ L 295, 12.11.2010, p. 35.

against which the exemption or approval is being sought. The operator should ensure that all relevant conditions on an exemption or approval are met.

- (e) The exemption or approval referred to in (b) to (d) is in addition to the approval required by Annex V (Part SPA), Subpart G.

## SUBPART B: OPERATIONAL PROCEDURES

### AMC1 NCC.OP.100 Use of aerodromes and operating sites

#### USE OF OPERATING SITES

- (a) The pilot-in-command should have available from a pre-survey or other publication, for each operating site to be used, diagrams or ground and aerial photographs, depiction (pictorial) and description of:
- (1) the overall dimensions of the operating site;
  - (2) location and height of relevant obstacles to approach and take-off profiles and in the manoeuvring area;
  - (3) approach and take-off flight paths;
  - (4) surface condition (blowing dust/snow/sand);
  - (5) provision of control of third parties on the ground (if applicable);
  - (6) lighting, if applicable;
  - (7) procedure for activating the operating site in accordance with national regulations, if applicable;
  - (8) other useful information, for example details of the appropriate ATS agency and frequency; and
  - (9) site suitability with reference to available aircraft performance.
- (b) Where the operator specifically permits operation from sites that are not pre-surveyed, the pilot-in-command should make, from the air, a judgement on the suitability of a site. At least (a)(1) to (a)(6) inclusive and (a)(9) should be considered.

### GM1 NCC.OP.100 Use of aerodromes and operating sites

#### PUBLICATIONS

'Other publication' mentioned in AMC1 NCC.OP.100 refers to publication means, such as:

- (a) civil as well as military aeronautical information publication;
- (b) visual flight rules (VFR) guides;
- (c) commercially available aeronautical publications; and
- (d) non-commercially available publications.

### AMC1 NCC.OP.110 Aerodrome operating minima — general

#### COMMERCIALY AVAILABLE INFORMATION

An acceptable method of specifying aerodrome operating minima is through the use of commercially available information.

**AMC2 NCC.OP.110 Aerodrome operating minima — general**

## GENERAL

- (a) The aerodrome operating minima should not be lower than the values given in NCC.OP.111 or AMC3 NCC.OP.110 (c).
- (b) Whenever practical approaches should be flown as stabilised approaches (SAs). Different procedures may be used for a particular approach to a particular runway.
- (c) Whenever practical, non-precision approaches should be flown using the continuous descent final approach (CDFA) technique. Different procedures may be used for a particular approach to a particular runway.
- (d) For approaches not flown using the CDFA technique: when calculating the minima in accordance with NCC.OP.111, the applicable minimum runway visual range (RVR) should be increased by 200 m for Category A and B aeroplanes and by 400 m for Category C and D aeroplanes, provided the resulting RVR/converted meteorological visibility (CMV) value does not exceed 5 000 m. SAp or CDFA should be used as soon as facilities are improved to allow these techniques.

**AMC3 NCC.OP.110 Aerodrome operating minima — general**

## TAKE-OFF OPERATIONS

- (a) General:
  - (1) Take-off minima should be expressed as visibility (VIS) or RVR limits, taking into account all relevant factors for each aerodrome planned to be used and aircraft characteristics. Where there is a specific need to see and avoid obstacles on departure and/or for a forced landing, additional conditions, e.g. ceiling, should be specified.
  - (2) The pilot-in-command should not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome, unless a weather-permissible take-off alternate aerodrome is available.
  - (3) When the reported meteorological visibility is below that required for take-off and RVR is not reported, a take-off should only be commenced if the pilot-in-command can determine that the visibility along the take-off runway/area is equal to or better than the required minimum.
  - (4) When no reported meteorological visibility or RVR is available, a take-off should only be commenced if the pilot-in-command can determine that the RVR/VIS along the take-off runway/area is equal to or better than the required minimum.
- (b) Visual reference:
  - (1) The take-off minima should be selected to ensure sufficient guidance to control the aircraft in the event of both a rejected take-off in adverse circumstances and a continued take-off after failure of the critical engine.
  - (2) For night operations, ground lights should be available to illuminate the runway/final approach and take-off area (FATO) and any obstacles.
- (c) Required RVR/visibility:
  - (1) Aeroplanes:
    - (i) For aeroplanes, the take-off minima specified by the operator should be expressed as RVR/VIS values not lower than those specified in Table 1.A.

- (ii) When reported RVR or meteorological visibility is not available, the pilot-in-command should not commence take-off unless he/she can determine that the actual conditions satisfy the applicable take-off minima.
- (2) Helicopters:
- (i) For helicopters having a mass where it is possible to reject the take-off and land on the FATO in case of the critical engine failure being recognised at or before the take-off decision point (TDP), the operator should specify an RVR/VIS as take-off minima in accordance with Table 1.H.
- (ii) For all other cases, the pilot-in-command should operate to take-off minima of 800 m RVR/VIS and remain clear of cloud during the take-off manoeuvre until reaching the performance capabilities of (c)(2)(i).
- (iii) Table 5 for converting reported meteorological visibility to RVR should not be used for calculating take-off minima.

**Table 1.A: Take-off — aeroplanes (without low visibility take-off (LVTO) approval)  
RVR/VIS**

Facilities	RVR/VIS (m)*
Day only: Nil**	500
Day: at least runway edge lights or runway centreline markings Night: at least runway edge lights or runway centreline lights and runway end lights	400

\*: The reported RVR/VIS value representative of the initial part of the take-off run can be replaced by pilot assessment.

\*\* : The pilot is able to continuously identify the take-off surface and maintain directional control.

**Table 1.H: Take-off — helicopters (without LVTO approval)  
RVR/Visibility**

<b>Onshore aerodromes with instrument flight rules (IFR) departure procedures</b>	<b>RVR/VIS (m)</b>
No light and no markings (day only)	400 or the rejected take-off distance, whichever is the greater
No markings (night)	800
Runway edge/FATO light and centreline marking	400
Runway edge/FATO light, centreline marking and relevant RVR information	400
<b>Offshore helideck *</b>	
Two-pilot operations	400
Single-pilot operations	500

\*: The take-off flight path to be free of obstacles.

#### **AMC4 NCC.OP.110 Aerodrome operating minima — general**

##### CRITERIA FOR ESTABLISHING RVR/CMV

- (a) In order to qualify for the lowest allowable values of RVR/CMV specified in Table 4.A, the instrument approach should meet at least the following facility requirements and associated conditions:
- (1) Instrument approaches with designated vertical profile up to and including 4.5° for Category A and B aeroplanes, or 3.77° for Category C and D aeroplanes, where the facilities are:
    - (i) instrument landing system (ILS)/microwave landing system (MLS)/GBAS landing system (GLS)/precision approach radar (PAR); or
    - (ii) approach procedure with vertical guidance (APV); and
 where the final approach track is offset by not more than 15° for Category A and B aeroplanes or by not more than 5° for Category C and D aeroplanes.
  - (2) Instrument approach operations flown using the CDFA technique with a nominal vertical profile, up to and including 4.5° for Category A and B aeroplanes, or 3.77° for Category C and D aeroplanes, where the facilities are non-directional beacon (NDB), NDB/distance measuring equipment (DME), VHF omnidirectional radio range (VOR), VOR/DME, localiser (LOC), LOC/DME, VHF direction finder (VDF), surveillance radar approach (SRA) or global navigation satellite system (GNSS)/lateral navigation (LNAV), with a final approach segment of at least 3 NM, which also fulfil the following criteria:
    - (i) the final approach track is offset by not more than 15° for Category A and B aeroplanes or by not more than 5° for Category C and D aeroplanes;

- (ii) the final approach fix (FAF) or another appropriate fix where descent is initiated is available, or distance to threshold (THR) is available by flight management system (FMS)/area navigation (NDB/DME) or DME; and
  - (iii) the missed approach point (MAPt) is determined by timing, the distance from FAF to THR is  $\leq 8$  NM.
- (3) Instrument approaches where the facilities are NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA or GNSS/LNAV, not fulfilling the criteria in (a)(2), or with a minimum descent height (MDH)  $\geq 1\ 200$  ft.
- (b) The missed approach operation, after an approach operation has been flown using the CDFA technique, should be executed when reaching the decision height/altitude (DH/A) or the MAPt, whichever occurs first. The lateral part of the missed approach procedure should be flown via the MAPt unless otherwise stated on the approach chart.

### AMC5 NCC.OP.110 Aerodrome operating minima — general

#### DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, APV, CAT I – AEROPLANES

- (a) The minimum RVR/CMV/VIS should be the highest of the values specified in Table 3 and Table 4.A but not greater than the maximum values specified in Table 4.A, where applicable.
- (b) The values in Table 3 should be derived from the formula below:
- $$\text{required RVR/VIS (m)} = [(DH/MDH \text{ (ft)} \times 0.3048) / \tan\alpha] - \text{length of approach lights (m)};$$
- where  $\alpha$  is the calculation angle, being a default value of  $3.00^\circ$  increasing in steps of  $0.10^\circ$  for each line in Table 3 up to  $3.77^\circ$  and then remaining constant.
- (c) If the approach is flown with a level flight segment at or above MDA/H, 200 m should be added for Category A and B aeroplanes and 400 m for Category C and D aeroplanes to the minimum RVR/CMV/VIS value resulting from the application of Table 3 and Table 4.A.
- (d) An RVR of less than 750 m as indicated in Table 3 may be used:
- (1) for CAT I operations to runways with full approach lighting system (FALS), runway touchdown zone lights (RTZL) and runway centreline lights (RCLL);
  - (2) for CAT I operations to runways without RTZL and RCLL when using an approved head-up guidance landing system (HUDLS), or equivalent approved system, or when conducting a coupled approach or flight-director-flown approach to a DH. The ILS should not be published as a restricted facility; and
  - (3) for APV operations to runways with FALS, RTZL and RCLL when using an approved head-up display (HUD).
- (e) Lower values than those specified in Table 3 may be used for HUDLS and auto-land operations if approved in accordance with Annex V (Part SPA), Subpart E.
- (f) The visual aids should comprise standard runway day markings and approach and runway lights as specified in Table 2. The competent authority may approve that RVR values relevant to a basic approach lighting system (BALS) are used on runways where the approach lights are restricted in length below 210 m due to terrain or water, but where at least one cross-bar is available.
- (g) For night operations or for any operation where credit for runway and approach lights is required, the lights should be on and serviceable, except as provided for in Table 6.
- (h) For single-pilot operations, the minimum RVR/VIS should be calculated in accordance with the following additional criteria:

- (1) an RVR of less than 800 m as indicated in Table 3 may be used for CAT I approaches provided any of the following is used at least down to the applicable DH:
  - (i) a suitable autopilot, coupled to an ILS, MLS or GLS that is not published as restricted; or
  - (ii) an approved HUDLS, including, where appropriate, enhanced vision system (EVS), or equivalent approved system;
- (2) where RTZL and/or RCLL are not available, the minimum RVR/CMV should not be less than 600 m; and
- (3) an RVR of less than 800 m as indicated in Table 3 may be used for APV operations to runways with FALS, RTZL and RCLL when using an approved HUDLS, or equivalent approved system, or when conducting a coupled approach to a DH equal to or greater than 250 ft.

**Table 2: Approach lighting systems**

Class of lighting facility	Length, configuration and intensity of approach lights
FALS	CAT I lighting system (HIALS $\geq$ 720 m) distance coded centreline, Barrette centreline
IALS	Simple approach lighting system (HIALS 420 – 719 m) single source, Barrette
BALS	Any other approach lighting system (HIALS, MIALS or ALS 210 – 419 m)
NALS	Any other approach lighting system (HIALS, MIALS or ALS < 210 m) or no approach lights

*Note:* HIALS: high intensity approach lighting system;  
 MIALS: medium intensity approach lighting system;  
 ALS: approach lighting system.

**Table 3: RVR/CMV vs. DH/MDH**

DH or MDH			Class of lighting facility			
			FALS	IALS	BALS	NALS
			See (d), (e), (h) above for RVR < 750/800 m			
ft			RVR/CMV (m)			
200	-	210	550	750	1 000	1 200
211	-	220	550	800	1 000	1 200
221	-	230	550	800	1 000	1 200
231	-	240	550	800	1 000	1 200

DH or MDH			Class of lighting facility			
			FALS	IALS	BALS	NALS
			See (d), (e), (h) above for RVR < 750/800 m			
ft			RVR/CMV (m)			
241	-	250	550	800	1 000	1 300
251	-	260	600	800	1 100	1 300
261	-	280	600	900	1 100	1 300
281	-	300	650	900	1 200	1 400
301	-	320	700	1 000	1 200	1 400
321	-	340	800	1 100	1 300	1 500
341	-	360	900	1 200	1 400	1 600
361	-	380	1 000	1 300	1 500	1 700
381	-	400	1 100	1 400	1 600	1 800
401	-	420	1 200	1 500	1 700	1 900
421	-	440	1 300	1 600	1 800	2 000
441	-	460	1 400	1 700	1 900	2 100
461	-	480	1 500	1 800	2 000	2 200
481		500	1 500	1 800	2 100	2 300
501	-	520	1 600	1 900	2 100	2 400
521	-	540	1 700	2 000	2 200	2 400
541	-	560	1 800	2 100	2 300	2 500
561	-	580	1 900	2 200	2 400	2 600
581	-	600	2 000	2 300	2 500	2 700
601	-	620	2 100	2 400	2 600	2 800
621	-	640	2 200	2 500	2 700	2 900
641	-	660	2 300	2 600	2 800	3 000

DH or MDH			Class of lighting facility			
			FALS	IALS	BALS	NALS
			See (d), (e), (h) above for RVR < 750/800 m			
ft			RVR/CMV (m)			
661	-	680	2 400	2 700	2 900	3 100
681	-	700	2 500	2 800	3 000	3 200
701	-	720	2 600	2 900	3 100	3 300
721	-	740	2 700	3 000	3 200	3 400
741	-	760	2 700	3 000	3 300	3 500
761	-	800	2 900	3 200	3 400	3 600
801	-	850	3 100	3 400	3 600	3 800
851	-	900	3 300	3 600	3 800	4 000
901	-	950	3 600	3 900	4 100	4 300
951	-	1 000	3 800	4 100	4 300	4 500
1 001	-	1 100	4 100	4 400	4 600	4 900
1 101	-	1 200	4 600	4 900	5 000	5 000
1 201 and above			5 000	5 000	5 000	5 000

**Table 4.A: CAT I, APV, NPA - aeroplanes****Minimum and maximum applicable RVR/CMV (lower and upper cut-off limits)**

Facility/conditions	RVR/CMV (m)	Aeroplane category			
		A	B	C	D
ILS, MLS, GLS, PAR, GNSS/SBAS, GNSS/VNAV	Min	According to Table 3			
	Max	1 500	1 500	2 400	2 400
NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA, GNSS/LNAV with a procedure that fulfils the criteria in AMC4 NCC.OP.110 (a)(2).	Min	750	750	750	750
	Max	1 500	1 500	2 400	2 400
For NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA, GNSS/LNAV: — not fulfilling the criteria in AMC4 NCC.OP.110 (a)(2)., or — with a DH or MDH $\geq$ 1 200 ft	Min	1 000	1 000	1 200	1 200
	Max	According to Table 3 if flown using the CDFA technique, otherwise an add-on of 200/400 m applies to the values in Table 3 but not to result in a value exceeding 5 000 m.			

**AMC6 NCC.OP.110 Aerodrome operating minima — general**

## DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, CAT I — HELICOPTERS

- (a) For non-precision approach (NPA) operations the minima specified in Table 4.1.H should apply:
- (1) where the missed approach point is within  $\frac{1}{2}$  NM of the landing threshold, the approach minima specified for FALS may be used regardless of the length of approach lights available. However, FATO/runway edge lights, threshold lights, end lights and FATO/runway markings are still required;
  - (2) for night operations, ground lights should be available to illuminate the FATO/runway and any obstacles; and
  - (3) for single-pilot operations, the minimum RVR is 800 m or the minima in Table 4.2.H, whichever is higher.
- (b) For CAT I operations, the minima specified in Table 4.2.H should apply:
- (1) for night operations, ground light should be available to illuminate the FATO/runway and any obstacles;
  - (2) for single-pilot operations, the minimum RVR/VIS should be calculated in accordance with the following additional criteria:
    - (i) an RVR of less than 800 m should not be used except when using a suitable autopilot coupled to an ILS, MLS or GLS, in which case normal minima apply; and

- (ii) the DH applied should not be less than 1.25 times the minimum use height for the autopilot.

**Table 4.1.H : Onshore NPA minima**

MDH (ft) *	Facilities vs. RVR/CMV (m) **, ***			
	FALS	IALS	BALS	NALS
250 – 299	600	800	1 000	1 000
300 – 449	800	1 000	1 000	1 000
450 and above	1 000	1 000	1 000	1 000

\*: The MDH refers to the initial calculation of MDH. When selecting the associated RVR, there is no need to take account of a rounding up to the nearest 10 ft, which may be done for operational purposes, e.g. conversion to MDA.

\*\* : The tables are only applicable to conventional approaches with a nominal descent slope of not greater than 4°. Greater descent slopes will usually require that visual glide slope guidance (e.g. precision path approach indicator (PAPI)) is also visible at the MDH.

\*\*\*: FALS comprise FATO/runway markings, 720 m or more of high intensity/medium intensity (HI/MI) approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights to be on.

IALS comprise FATO/runway markings, 420 – 719 m of HI/MI approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights to be on.

BALS comprise FATO/runway markings, < 420 m of HI/MI approach lights, any length of low intensity (LI) approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights to be on.

NALS comprise FATO/runway markings, FATO/runway edge lights, threshold lights, FATO/runway end lights or no lights at all.

**Table 4.2.H: Onshore CAT I minima**

DH (ft) *	Facilities vs. RVR/CMV (m) **, ***			
	FALS	IALS	BALS	NALS
200	500	600	700	1 000
201 – 250	550	650	750	1 000
251 – 300	600	700	800	1 000
301 and above	750	800	900	1 000

\*: The DH refers to the initial calculation of DH. When selecting the associated RVR, there is no need to take account of a rounding up to the nearest 10 ft, which may be done for operational purposes, e.g. conversion to DA.

\*\* : The table is applicable to conventional approaches with a glide slope up to and including 4°.

\*\*\*: FALS comprise FATO/runway markings, 720 m or more of HI/MI approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights to be on.

IALS comprise FATO/runway markings, 420 – 719 m of HI/MI approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights to be on.

BALS comprise FATO/runway markings, < 420 m of HI/MI approach lights, any length of LI approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights to be on.

NALS comprise FATO/runway markings, FATO/runway edge lights, threshold lights, FATO/runway end lights or no lights at all.

### AMC7 NCC.OP.110 Aerodrome operating minima — general

#### VISUAL APPROACH OPERATIONS

For a visual approach operation the RVR should not be less than 800 m.

### AMC8 NCC.OP.110 Aerodrome operating minima — general

#### CONVERSION OF REPORTED METEOROLOGICAL VISIBILITY TO RVR/CMV

- (a) A conversion from meteorological visibility to RVR/CMV should not be used:
- (1) when reported RVR is available;
  - (2) for calculating take-off minima; and
  - (3) for other RVR minima less than 800 m.
- (b) If the RVR is reported as being above the maximum value assessed by the aerodrome operator, e.g. 'RVR more than 1 500 m', it should not be considered as a reported value for (a)(1).
- (c) When converting meteorological visibility to RVR in circumstances other than those in (a), the conversion factors specified in Table 5 should be used.

**Table 5 : Conversion of reported meteorological visibility to RVR/CMV**

Light elements in operation	RVR/CMV = reported meteorological visibility x	
	Day	Night
HI approach and runway lights	1.5	2.0
Any type of light installation other than above	1.0	1.5
No lights	1.0	not applicable

### AMC9 NCC.OP.110 Aerodrome operating minima — general

#### EFFECT ON LANDING MINIMA OF TEMPORARILY FAILED OR DOWNGRADED GROUND EQUIPMENT

- (a) General

These instructions are intended for both pre-flight and in-flight use. It is, however, not expected that the pilot-in-command would consult such instructions after passing 1 000 ft above the

aerodrome. If failures of ground aids are announced at such a late stage, the approach could be continued at the pilot-in-command's discretion. If failures are announced before such a late stage in the approach, their effect on the approach should be considered as described in Table 6 and, if considered necessary, the approach should be abandoned.

(b) Conditions applicable to Table 6:

- (1) multiple failures of runway/FATO lights other than indicated in Table 6 should not be acceptable;
- (2) deficiencies of approach and runway/FATO lights are treated separately; and
- (3) failures other than ILS, MLS affect RVR only and not DH.

**Table 6 : Failed or downgraded equipment — effect on landing minima**

Failed or downgraded equipment	Effect on landing minima	
	CAT I	APV, NPA
ILS/MLS standby transmitter	No effect	
Outer marker	No effect if replaced by height check at 1 000 ft	APV — not applicable
		NPA with FAF: no effect unless used as FAF
		If the FAF cannot be identified (e.g. no method available for timing of descent), non-precision operations cannot be conducted
Middle marker	No effect	No effect unless used as MAPt
RVR Assessment Systems	No effect	
Approach lights	Minima as for NALS	
Approach lights except the last 210 m	Minima as for BALS	
Approach lights except the last 420 m	Minima as for IALS	
Standby power for approach lights	No effect	
Edge lights, threshold lights and runway end lights	Day — no effect Night — not allowed	
Centreline lights	No effect if flight director (F/D), HUDLS or auto-land;	No effect

Failed or downgraded equipment	Effect on landing minima	
	CAT I	APV, NPA
	otherwise RVR 750 m	
Centreline lights spacing increased to 30 m	No effect	
Touchdown zone lights	No effect if F/D, HUDLS or auto-land; otherwise RVR 750 m	No effect
Taxiway lighting system	No effect	

### GM1 NCC.OP.110 Aerodrome operating minima — general

#### AIRCRAFT CATEGORIES

- (a) Aircraft categories should be based on the indicated airspeed at threshold ( $V_{AT}$ ), which is equal to the stalling speed ( $V_{SO}$ ) multiplied by 1.3 or where published 1-g (gravity) stall speed ( $V_{S1g}$ ) multiplied by 1.23 in the landing configuration at the maximum certified landing mass. If both  $V_{SO}$  and  $V_{S1g}$  are available, the higher resulting  $V_{AT}$  should be used.
- (b) The aircraft categories specified in the following table should be used.

**Table 1: Aircraft categories corresponding to  $V_{AT}$  values**

Aircraft category	$V_{AT}$
A	Less than 91 kt
B	from 91 to 120 kt
C	from 121 to 140 kt
D	from 141 to 165 kt
E	from 166 to 210 kt

### GM2 NCC.OP.110 Aerodrome operating minima — general

#### CONTINUOUS DESCENT FINAL APPROACH (CDFA) — AEROPLANES

- (a) Introduction
- (1) Controlled flight into terrain (CFIT) is a major hazard in aviation. Most CFIT accidents occur in the final approach segment of non-precision approaches; the use of stabilised-approach

criteria on a continuous descent with a constant, predetermined vertical path is seen as a major improvement in safety during the conduct of such approaches. Operators should ensure that the following techniques are adopted as widely as possible, for all approaches.

- (2) The elimination of level flight segments at MDA close to the ground during approaches, and the avoidance of major changes in attitude and power/thrust close to the runway that can destabilise approaches, are seen as ways to reduce operational risks significantly.
  - (3) The term CDFA has been selected to cover a flight technique for any type of NPA operation.
  - (4) The advantages of CDFA are as follows:
    - (i) the technique enhances safe approach operations by the utilisation of standard operating practices;
    - (ii) the technique is similar to that used when flying an ILS approach, including when executing the missed approach and the associated missed approach procedure manoeuvre;
    - (iii) the aeroplane attitude may enable better acquisition of visual cues;
    - (iv) the technique may reduce pilot workload;
    - (v) the approach profile is fuel-efficient;
    - (vi) the approach profile affords reduced noise levels;
    - (vii) the technique affords procedural integration with APV operations; and
    - (viii) when used and the approach is flown in a stabilised manner, CDFA is the safest approach technique for all NPA operations.
- (b) CDFA
- (1) Continuous descent final approach is defined in Annex I to the Regulation on Air Operations.
  - (2) An approach is only suitable for application of a CDFA technique when it is flown along a nominal vertical profile; a nominal vertical profile is not forming part of the approach procedure design, but can be flown as a continuous descent. The nominal vertical profile information may be published or displayed on the approach chart to the pilot by depicting the nominal slope or range/distance vs. height. Approaches with a nominal vertical profile are considered to be:
    - (i) NDB, NDB/DME (non-directional beacon/distance measuring equipment);
    - (ii) VOR (VHF omnidirectional radio range), VOR/DME;
    - (iii) LOC (localiser), LOC/DME;
    - (iv) VDF (VHF direction finder), SRA (surveillance radar approach); or
    - (v) GNSS/LNAV (global navigation satellite system/lateral navigation);
  - (3) Stabilised approach (SAp) is defined in Annex I to the Regulation on Air Operations.
    - (i) The control of the descent path is not the only consideration when using the CDFA technique. Control of the aeroplane's configuration and energy is also vital to the safe conduct of an approach.
    - (ii) The control of the flight path, described above as one of the requirements for conducting an SAp, should not be confused with the path requirements for using the CDFA technique. The predetermined path requirements for conducting an SAp are established by the operator and published in the operations manual part B.

- (iii) The predetermined approach slope requirements for applying the CDFA technique are established by the following:
  - (A) the published 'nominal' slope information when the approach has a nominal vertical profile; and
  - (B) the designated final approach segment minimum of 3 NM, and maximum, when using timing techniques, of 8 NM.
- (iv) An SAp will never have any level segment of flight at DA/H or MDA/H, as applicable. This enhances safety by mandating a prompt missed approach procedure manoeuvre at DA/H or MDA/H.
- (v) An approach using the CDFA technique will always be flown as an SAp, since this is a requirement for applying CDFA. However, an SAp does not have to be flown using the CDFA technique, for example a visual approach.

### **GM3 NCC.OP.110 Aerodrome operating minima — general**

#### TAKE-OFF MINIMA — HELICOPTERS

To ensure sufficient control of the helicopter in IMC, the speed, before entering in IMC, should be above the minimum authorised speed in IMC,  $V_{\text{mini}}$ . This is a limitation in the AFM. Therefore, the lowest speed before entering in IMC is the highest of  $V_{\text{toss}}$  (take-off safety speed) and  $V_{\text{mini}}$ .

As example,  $V_{\text{toss}}$  is 45 kt and  $V_{\text{mini}}$  60 kt. In that case, the take-off minima have to include the distance to accelerate to 60 kt. The take-off distance should be increased accordingly.

### **AMC1 NCC.OP.111 Aerodrome operating minima — NPA, APV, CAT I operations**

#### NPA FLOWN WITH THE CDFA TECHNIQUE

The DA/DH used should take into account any add-on to the published minima as identified by the operator's management system and specified in the operations manual (aerodrome operating minima).

### **GM1 NCC.OP.112 Aerodrome operating minima — circling operations with aeroplanes**

#### SUPPLEMENTAL INFORMATION

- (a) The purpose of this Guidance Material is to provide operators with supplemental information regarding the application of aerodrome operating minima in relation to circling approaches.
- (b) Conduct of flight — general:
  - (1) the MDH and obstacle clearance height (OCH) included in the procedure are referenced to aerodrome elevation;
  - (2) the MDA is referenced to mean sea level;
  - (3) for these procedures, the applicable visibility is the meteorological visibility; and
  - (4) operators should provide tabular guidance of the relationship between height above threshold and the in-flight visibility required to obtain and sustain visual contact during the circling manoeuvre.
- (c) Instrument approach followed by visual manoeuvring (circling) without prescribed tracks:

- (1) When the aeroplane is on the initial instrument approach, before visual reference is stabilised, but not below MDA/H — the aeroplane should follow the corresponding instrument approach procedure until the appropriate instrument MAPt is reached.
  - (2) At the beginning of the level flight phase at or above the MDA/H, the instrument approach track determined by the radio navigation aids, RNAV, RNP, ILS, MLS or GLS should be maintained until the pilot:
    - (i) estimates that, in all probability, visual contact with the runway of intended landing or the runway environment will be maintained during the entire circling procedure;
    - (ii) estimates that the aeroplane is within the circling area before commencing circling; and
    - (iii) is able to determine the aeroplane's position in relation to the runway of intended landing with the aid of the appropriate external references.
  - (3) When reaching the published instrument MAPt and the conditions stipulated in (c)(2) are unable to be established by the pilot, a missed approach should be carried out in accordance with that instrument approach procedure.
  - (4) After the aeroplane has left the track of the initial instrument approach, the flight phase outbound from the runway should be limited to an appropriate distance, which is required to align the aeroplane onto the final approach. Such manoeuvres should be conducted to enable the aeroplane:
    - (i) to attain a controlled and stable descent path to the intended landing runway; and
    - (ii) to remain within the circling area and in a such way that visual contact with the runway of intended landing or runway environment is maintained at all times.
  - (5) Flight manoeuvres should be carried out at an altitude/height that is not less than the circling MDA/H.
  - (6) Descent below MDA/H should not be initiated until the threshold of the runway to be used has been appropriately identified. The aeroplane should be in a position to continue with a normal rate of descent and land within the touchdown zone.
- (d) Instrument approach followed by a visual manoeuvring (circling) with prescribed track.
- (1) The aeroplane should remain on the initial instrument approach procedure until one of the following is reached:
    - (i) the prescribed divergence point to commence circling on the prescribed track; or
    - (ii) the MAPt.
  - (2) The aeroplane should be established on the instrument approach track determined by the radio navigation aids, RNAV, RNP, ILS, MLS or GLS in level flight at or above the MDA/H at or by the circling manoeuvre divergence point.
  - (3) If the divergence point is reached before the required visual reference is acquired, a missed approach should be initiated not later than the MAPt and completed in accordance with the initial instrument approach procedure.
  - (4) When commencing the prescribed circling manoeuvre at the published divergence point, the subsequent manoeuvres should be conducted to comply with the published routing and published heights/altitudes.
  - (5) Unless otherwise specified, once the aeroplane is established on the prescribed track(s), the published visual reference does not need to be maintained unless:

- (i) required by the State of the aerodrome; or
    - (ii) the circling MAPt (if published) is reached.
  - (6) If the prescribed circling manoeuvre has a published MAPt and the required visual reference has not been obtained by that point, a missed approach should be executed in accordance with (e)(2) and (e)(3).
  - (7) Subsequent further descent below MDA/H should only commence when the required visual reference has been obtained.
  - (8) Unless otherwise specified in the procedure, final descent should not be commenced from MDA/H until the threshold of the intended landing runway has been identified and the aeroplane is in a position to continue with a normal rate of descent to land within the touchdown zone.
- (e) Missed approach
- (1) Missed approach during the instrument procedure prior to circling:
    - (i) if the missed approach procedure is required to be flown when the aeroplane is positioned on the instrument approach track defined by radio navigation aids; RNAV, RNP, ILS, MLS or GLS, and before commencing the circling manoeuvre, the published missed approach for the instrument approach should be followed; or
    - (ii) if the instrument approach procedure is carried out with the aid of an ILS, MLS or a stabilised approach (SAp), the MAPt associated with an ILS or MLS procedure without glide path (GP-out procedure) or the SAp, where applicable, should be used.
  - (2) If a prescribed missed approach is published for the circling manoeuvre, this overrides the manoeuvres prescribed below.
  - (3) If visual reference is lost while circling to land after the aeroplane has departed from the initial instrument approach track, the missed approach specified for that particular instrument approach should be followed. It is expected that the pilot will make an initial climbing turn toward the intended landing runway to a position overhead of the aerodrome where the pilot will establish the aeroplane in a climb on the instrument missed approach segment.
  - (4) The aeroplane should not leave the visual manoeuvring (circling) area, which is obstacle protected, unless:
    - (i) established on the appropriate missed approach procedure; or
    - (ii) at minimum sector altitude (MSA).
  - (5) All turns should be made in the same direction and the aeroplane should remain within the circling protected area while climbing either:
    - (i) to the altitude assigned to any published circling missed approach manoeuvre if applicable;
    - (ii) to the altitude assigned to the missed approach of the initial instrument approach;
    - (iii) to the MSA;
    - (iv) to the minimum holding altitude (MHA) applicable for transition to a holding facility or fix, or continue to climb to an MSA; or
    - (v) as directed by ATS.

When the missed approach procedure is commenced on the 'downwind' leg of the circling manoeuvre, an 'S' turn may be undertaken to align the aeroplane on the initial instrument approach missed approach path, provided the aeroplane remains within the protected circling area.

The pilot-in-command should be responsible for ensuring adequate terrain clearance during the above-stipulated manoeuvres, particularly during the execution of a missed approach initiated by ATS.

- (6) Because the circling manoeuvre may be accomplished in more than one direction, different patterns will be required to establish the aeroplane on the prescribed missed approach course depending on its position at the time visual reference is lost. In particular, all turns are to be in the prescribed direction if this is restricted, e.g. to the west/east (left or right hand) to remain within the protected circling area.
- (7) If a missed approach procedure is published for a particular runway onto which the aeroplane is conducting a circling approach and the aeroplane has commenced a manoeuvre to align with the runway, the missed approach for this direction may be accomplished. The ATS unit should be informed of the intention to fly the published missed approach procedure for that particular runway.
- (8) The pilot-in-command should advise ATS when any missed approach procedure has been commenced, the height/altitude the aeroplane is climbing to and the position the aeroplane is proceeding towards and/or heading the aeroplane is established on.

#### **AMC1 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

##### PBN OPERATIONS

For operations where a navigation specification for performance-based navigation (PBN) has been prescribed and no specific approval is required in accordance with SPA.PBN.100, the operator should:

- (a) establish operating procedures specifying:
  - (1) normal, abnormal and contingency procedures;
  - (2) electronic navigation database management; and
  - (3) relevant entries in the minimum equipment list (MEL);
- (b) specify the flight crew qualification and proficiency constraints and ensure that the training programme for relevant personnel is consistent with the intended operation; and
- (c) ensure continued airworthiness of the area navigation system.

#### **AMC2 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

##### MONITORING AND VERIFICATION

- (a) Preflight and general considerations
  - (1) At navigation system initialisation, the flight crew should confirm that the navigation database is current and verify that the aircraft position has been entered correctly, if required.
  - (2) The active flight plan, if applicable, should be checked by comparing the charts or other applicable documents with navigation equipment and displays. This includes confirmation of the departing runway and the waypoint sequence, reasonableness of track angles and

distances, any altitude or speed constraints, and, where possible, which waypoints are fly-by and which are fly-over. Where relevant, the RF leg arc radii should be confirmed.

- (3) The flight crew should check that the navigation aids critical to the operation of the intended PBN procedure are available.
  - (4) The flight crew should confirm the navigation aids that should be excluded from the operation, if any.
  - (5) An arrival, approach or departure procedure should not be used if the validity of the procedure in the navigation database has expired.
  - (6) The flight crew should verify that the navigation systems required for the intended operation are operational.
- (b) Departure
- (1) Prior to commencing a take-off on a PBN procedure, the flight crew should check that the indicated aircraft position is consistent with the actual aircraft position at the start of the take-off roll (aeroplanes) or lift-off (helicopters).
  - (2) Where GNSS is used, the signal should be acquired before the take-off roll (aeroplanes) or lift-off (helicopters) commences.
  - (3) Unless automatic updating of the actual departure point is provided, the flight crew should ensure initialisation on the runway or FATO by means of a manual runway threshold or intersection update, as applicable. This is to preclude any inappropriate or inadvertent position shift after take-off.
- (c) Arrival and approach
- (1) The flight crew should verify that the navigation system is operating correctly and the correct arrival procedure and runway (including any applicable transition) are entered and properly depicted.
  - (2) Any published altitude and speed constraints should be observed.
  - (3) The flight crew should check approach procedures (including alternate aerodromes if needed) as extracted by the system (e.g. CDU flight plan page) or presented graphically on the moving map, in order to confirm the correct loading and the reasonableness of the procedure content.
  - (4) Prior to commencing the approach operation (before the IAF), the flight crew should verify the correctness of the loaded procedure by comparison with the appropriate approach charts. This check should include:
    - (i) the waypoint sequence;
    - (ii) reasonableness of the tracks and distances of the approach legs and the accuracy of the inbound course; and
    - (iii) the vertical path angle, if applicable.
- (d) Altimetry settings for RNP APCH operations using Baro VNAV
- (1) Barometric settings
    - (i) The flight crew should set and confirm the correct altimeter setting and check that the two altimeters provide altitude values that do not differ more than 100 ft at the most at or before the FAF.
    - (ii) The flight crew should fly the procedure with:

- (A) a current local altimeter setting source available — a remote or regional altimeter setting source should not be used; and
  - (B) the QNH/QFE, as appropriate, set on the aircraft's altimeters.
- (2) Temperature compensation
- (i) For RNP APCH operations to LNAV/VNAV minima using Baro VNAV:
    - (A) the flight crew should not commence the approach when the aerodrome temperature is outside the promulgated aerodrome temperature limits for the procedure unless the area navigation system is equipped with approved temperature compensation for the final approach;
    - (B) when the temperature is within promulgated limits, the flight crew should not make compensation to the altitude at the FAF and DA/H;
    - (C) since only the final approach segment is protected by the promulgated aerodrome temperature limits, the flight crew should consider the effect of temperature on terrain and obstacle clearance in other phases of flight.
  - (ii) For RNP APCH operations to LNAV minima, the flight crew should consider the effect of temperature on terrain and obstacle clearance in all phases of flight, in particular on any step-down fix.
- (e) Sensor and lateral navigation accuracy selection
- (1) For multi-sensor systems, the flight crew should verify, prior to approach, that the GNSS sensor is used for position computation.
  - (2) Flight crew of aircraft with RNP input selection capability should confirm that the indicated RNP value is appropriate for the PBN operation.

### **AMC3 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

#### MANAGEMENT OF THE NAVIGATION DATABASE

- (a) For RNAV 1, RNAV 2, RNP 1, RNP 2, and RNP APCH, the flight crew should neither insert nor modify waypoints by manual entry into a procedure (departure, arrival or approach) that has been retrieved from the database. User-defined data may be entered and used for waypoint altitude/speed constraints on a procedure where said constraints are not included in the navigation database coding.
- (b) For RNP 4 operations, the flight crew should not modify waypoints that have been retrieved from the database. User-defined data (e.g. for flex-track routes) may be entered and used.
- (c) The lateral and vertical definition of the flight path between the FAF and the missed approach point (MAPt) retrieved from the database should not be revised by the flight crew.

### **AMC4 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

#### DISPLAYS AND AUTOMATION

- (a) For RNAV 1, RNP 1, and RNP APCH operations, the flight crew should use a lateral deviation indicator, and where available, flight director and/or autopilot in lateral navigation mode.
- (b) The appropriate displays should be selected so that the following information can be monitored:
  - (1) the computed desired path;

- (2) aircraft position relative to the lateral path (cross-track deviation) for FTE monitoring;
- (3) aircraft position relative to the vertical path (for a 3D operation).
- (c) The flight crew of an aircraft with a lateral deviation indicator (e.g. CDI) should ensure that lateral deviation indicator scaling (full-scale deflection) is suitable for the navigation accuracy associated with the various segments of the procedure.
- (d) The flight crew should maintain procedure centrelines unless authorised to deviate by ATC or demanded by emergency conditions.
- (e) Cross-track error/deviation (the difference between the area-navigation-system-computed path and the aircraft-computed position) should normally be limited to  $\pm \frac{1}{2}$  time the RNAV/RNP value associated with the procedure. Brief deviations from this standard (e.g. overshoots or undershoots during and immediately after turns) up to a maximum of 1 time the RNAV/RNP value should be allowable.
- (f) For a 3D approach operation, the flight crew should use a vertical deviation indicator and, where required by AFM limitations, a flight director or autopilot in vertical navigation mode.
- (g) Deviations below the vertical path should not exceed 75 ft at any time, or half-scale deflection where angular deviation is indicated, and not more than 75 ft above the vertical profile, or half-scale deflection where angular deviation is indicated, at or below 1 000 ft above aerodrome level. The flight crew should execute a missed approach if the vertical deviation exceeds this criterion, unless the flight crew has in sight the visual references required to continue the approach.

#### **AMC5 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

##### VECTORING AND POSITIONING

- (a) ATC tactical interventions in the terminal area may include radar headings, 'direct to' clearances which bypass the initial legs of an approach procedure, interceptions of an initial or intermediate segments of an approach procedure or the insertion of additional waypoints loaded from the database.
- (b) In complying with ATC instructions, the flight crew should be aware of the implications for the navigation system.
- (c) 'Direct to' clearances may be accepted to the IF provided that it is clear to the flight crew that the aircraft will be established on the final approach track at least 2 NM before the FAF.
- (d) 'Direct to' clearance to the FAF should not be acceptable. Modifying the procedure to intercept the final approach track prior to the FAF should be acceptable for radar-vectorred arrivals or otherwise only with ATC approval.
- (e) The final approach trajectory should be intercepted no later than the FAF in order for the aircraft to be correctly established on the final approach track before starting the descent (to ensure terrain and obstacle clearance).
- (f) 'Direct to' clearances to a fix that immediately precede an RF leg should not be permitted.
- (g) For parallel offset operations en route in RNP 4 and A-RNP, transitions to and from the offset track should maintain an intercept angle of no more than 45° unless specified otherwise by ATC.

**AMC6 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

## ALERTING AND ABORT

- (a) Unless the flight crew has sufficient visual reference to continue the approach operation to a safe landing, an RNP APCH operation should be discontinued if:
  - (1) navigation system failure is annunciated (e.g. warning flag);
  - (2) lateral or vertical deviations exceed the tolerances;
  - (3) loss of the on-board monitoring and alerting system.
- (b) Discontinuing the approach operation may not be necessary for a multi-sensor navigation system that includes demonstrated RNP capability without GNSS in accordance with the AFM.
- (c) Where vertical guidance is lost while the aircraft is still above 1 000 ft AGL, the flight crew may decide to continue the approach to LNAV minima, when supported by the navigation system.

**AMC7 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

## CONTINGENCY PROCEDURES

- (a) The flight crew should make the necessary preparation to revert to a conventional arrival procedure where appropriate. The following conditions should be considered:
  - (1) failure of the navigation system components including navigation sensors, and a failure effecting flight technical error (e.g. failures of the flight director or autopilot);
  - (2) multiple system failures affecting aircraft performance;
  - (3) coasting on inertial sensors beyond a specified time limit; and
  - (4) RAIM (or equivalent) alert or loss of integrity function.
- (b) In the event of loss of PBN capability, the flight crew should invoke contingency procedures and navigate using an alternative means of navigation.
- (c) The flight crew should notify ATC of any problem with PBN capability.
- (d) In the event of communication failure, the flight crew should continue with the operation in accordance with published lost communication procedures.

**AMC8 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

## RNAV 10

- (a) Operating procedures and routes should take account of the RNAV 10 time limit declared for the inertial system, if applicable, considering also the effect of weather conditions that could affect flight duration in RNAV 10 airspace.
- (b) The operator may extend RNAV 10 inertial navigation time by position updating. The operator should calculate, using statistically-based typical wind scenarios for each planned route, points at which updates can be made, and the points at which further updates will not be possible.

**GM1 NCC.OP.116 Performance-based navigation — aeroplanes and helicopters**

## DESCRIPTION

- (a) For both, RNP X and RNAV X designations, the 'X' (where stated) refers to the lateral navigation accuracy (total system error) in NM, which is expected to be achieved at least 95 % of the flight time by the population of aircraft operating within the airspace, route or procedure. For RNP APCH and A-RNP, the lateral navigation accuracy depends on the segment.
- (b) PBN may be required on notified routes, for notified procedures and in notified airspace.

## RNAV 10

- (c) For purposes of consistency with the PBN concept, this Regulation is using the designation 'RNAV 10' because this specification does not include on-board performance monitoring and alerting.
- (d) However, it should be noted that many routes still use the designation 'RNP 10' instead of 'RNAV 10'. 'RNP 10' was used as designation before the publication of the fourth edition of ICAO Doc 9613 in 2013. The terms 'RNP 10' and 'RNAV 10' should be considered equivalent.

**AMC1 NCC.OP.120 Noise abatement procedures**

## NADP DESIGN

- (a) For each aeroplane type two departure procedures should be defined, in accordance with ICAO Doc. 8168 (Procedures for Air Navigation Services, 'PANS-OPS'), Volume I:
  - (1) noise abatement departure procedure one (NADP 1), designed to meet the close-in noise abatement objective; and
  - (2) noise abatement departure procedure two (NADP 2), designed to meet the distant noise abatement objective.
- (b) For each type of NADP (1 and 2), a single climb profile should be specified for use at all aerodromes, which is associated with a single sequence of actions. The NADP 1 and NADP 2 profiles may be identical.

**GM1 NCC.OP.120 Noise abatement procedures**

## TERMINOLOGY

- (a) 'Climb profile' means in this context the vertical path of the NADP as it results from the pilot's actions (engine power reduction, acceleration, slats/flaps retraction).
- (b) 'Sequence of actions' means the order in which these pilot's actions are done and their timing.

## GENERAL

- (c) The rule addresses only the vertical profile of the departure procedure. Lateral track has to comply with the standard instrument departure (SID).

## EXAMPLE

- (d) For a given aeroplane type, when establishing the distant NADP, the operator should choose either to reduce power first and then accelerate, or to accelerate first and then wait until slats/flaps are retracted before reducing power. The two methods constitute two different sequences of actions.

- (e) For an aeroplane type, each of the two departure climb profiles may be defined by one sequence of actions (one for close-in, one for distant) and two above aerodrome level (AAL) altitudes/heights. These are:
- (1) the altitude of the first pilot's action (generally power reduction with or without acceleration). This altitude should not be less than 800 ft AAL; or
  - (2) the altitude of the end of the noise abatement procedure. This altitude should usually not be more than 3 000 ft AAL.

These two altitudes may be runway specific when the aeroplane flight management system (FMS) has the relevant function that permits the crew to change thrust reduction and/or acceleration altitude/height. If the aeroplane is not FMS equipped or the FMS is not fitted with the relevant function, two fixed heights should be defined and used for each of the two NADPs.

### **AMC1 NCC.OP.125 Minimum obstacle clearance altitudes — IFR flights**

#### GENERAL

Commercially available information specifying minimum obstacle clearance altitudes may be used.

### **AMC1 NCC.OP.140 Passenger briefing**

#### TRAINING PROGRAMME

- (a) The operator may replace the briefing/demonstration with a passenger training programme covering all safety and emergency procedures for a given type of aircraft.
- (b) Only passengers who have been trained according to this programme and have flown on the aircraft type within the last 90 days may be carried on board without receiving a briefing/demonstration.

### **GM1 NCC.OP.145(b) Flight preparation**

#### OPERATIONAL FLIGHT PLAN

- (a) Dependent on the length and complexity of the planned flight, an operational flight plan may be completed based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned.
- (b) The operational flight plan used and the entries made during flight may contain the following items:
  - (1) aircraft registration;
  - (2) aircraft type and variant;
  - (3) date of flight;
  - (4) flight identification;
  - (5) names of flight crew members;
  - (6) duty assignment of flight crew members;
  - (7) place of departure;
  - (8) time of departure (actual off-block time, take-off time);

- (9) place of arrival (planned and actual);
- (10) time of arrival (actual landing and on-block time);
- (11) type of operation (VFR, ferry flight, etc.);
- (12) route and route segments with checkpoints/waypoints, distances, time and tracks;
- (13) planned cruising speed and flying times between check-points/waypoints (estimated and actual times overhead);
- (14) safe altitudes and minimum levels;
- (15) planned altitudes and flight levels;
- (16) fuel calculations (records of in-flight fuel checks);
- (17) fuel on board when starting engines;
- (18) alternate(s) for destination and, where applicable, take-off and en-route;
- (19) initial ATS flight plan clearance and subsequent reclearance;
- (20) in-flight replanning calculations; and
- (21) relevant meteorological information.

This AMC is applicable until 01 July 2018, then deleted.

#### **AMC1 NCC.OP.152 Destination alternate aerodromes — helicopters**

##### OFFSHORE ALTERNATE AERODROMES

- (a) Weather-permissible offshore alternate aerodromes may be selected and specified subject to the following:
  - (1) the offshore alternate aerodrome should only be used after passing a point of no return (PNR). Prior to a PNR, onshore alternate aerodromes should be used;
  - (2) mechanical reliability of critical control systems and critical components should be considered and taken into account when determining the suitability of the alternate aerodrome;
  - (3) one-engine-inoperative (OEI) performance capability should be attainable prior to arrival at the alternate;
  - (4) to the extent possible, deck availability should be guaranteed; and
  - (5) weather information should be reliable and accurate.
- (b) Offshore alternate aerodromes should not be used when it is possible to carry enough fuel to have an onshore alternate aerodrome. Offshore alternate aerodromes should not be used in a hostile environment.
- (c) The landing technique specified in the AFM following control system failure may preclude the nomination of certain helidecks as alternate aerodromes.

#### **AMC1 NCC.OP.153 Destination aerodromes — instrument approach operations**

##### PBN OPERATIONS

The pilot-in-command should only select an aerodrome as a destination alternate aerodrome if an instrument approach procedure that does not rely on GNSS is available either at that aerodrome or at the destination aerodrome.

**GM1 NCC.OP.153 Destination aerodromes — instrument approach operations**

## INTENT OF AMC1

- (a) The limitation applies only to destination alternate aerodromes for flights when a destination alternate aerodrome is required. A take-off or en route alternate aerodrome with instrument approach procedures relying on GNSS may be planned without restrictions. A destination aerodrome with all instrument approach procedures relying solely on GNSS may be used without a destination alternate aerodrome if the conditions for a flight without a destination alternate aerodrome are met.
- (b) The term 'available' means that the procedure can be used in the planning stage and complies with planning minima requirements.

**AMC1 NCC.OP.155 Refuelling with passengers embarking, on board or disembarking**

## OPERATIONAL PROCEDURES — GENERAL

- (a) If passengers are on board when refuelling with:
  - (1) other than aviation gasoline (AVGAS); or
  - (2) wide-cut type fuel; or
  - (3) a mixture of these types of fuel,ground servicing activities and work inside the aeroplane, such as catering and cleaning, should be conducted in such a manner that they do not create a hazard and allow emergency evacuation to take place through those aisles and exits intended for emergency evacuation.
- (b) The deployment of integral aircraft stairs or the opening of emergency exits as a prerequisite to refuelling is not necessarily required.

## OPERATIONAL PROCEDURES — AEROPLANES

- (c) Operational procedures should specify that at least the following precautions are taken:
  - (1) one qualified person should remain at a specified location during fuelling operations with passengers on board. This qualified person should be capable of handling emergency procedures concerning fire protection and fire-fighting, handling communications and initiating and directing an evacuation;
  - (2) two-way communication should be established and should remain available by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane; the involved personnel should remain within easy reach of the system of communication;
  - (3) crew members, personnel and passengers should be warned that refuelling will take place;
  - (4) 'fasten seat belts' signs should be off;
  - (5) 'no smoking' signs should be on, together with interior lighting to enable emergency exits to be identified;
  - (6) passengers should be instructed to unfasten their seat belts and refrain from smoking;
  - (7) the minimum required number of cabin crew should be on board and be prepared for an immediate emergency evacuation;

- (8) if the presence of fuel vapour is detected inside the aeroplane, or any other hazard arises during refuelling, fuelling should be stopped immediately;
- (9) the ground area beneath the exits intended for emergency evacuation and slide deployment areas, if applicable, should be kept clear at doors where stairs are not in position for use in the event of evacuation; and
- (10) provision should be made for a safe and rapid evacuation.

#### OPERATIONAL PROCEDURES — HELICOPTERS

- (d) Operational procedures should specify that at least the following precautions are taken:
  - (1) door(s) on the refuelling side of the helicopter remain closed;
  - (2) door(s) on the non-refuelling side of the helicopter remain open, weather permitting;
  - (3) fire fighting facilities of the appropriate scale be positioned so as to be immediately available in the event of a fire;
  - (4) sufficient personnel should be immediately available to move passengers clear of the helicopter in the event of a fire;
  - (5) sufficient qualified personnel be on board and be prepared for an immediate emergency evacuation;
  - (6) if the presence of fuel vapour is detected inside the helicopter, or any other hazard arises during refuelling, fuelling should be stopped immediately;
  - (7) the ground area beneath the exits intended for emergency evacuation be kept clear; and
  - (8) provision should be made for a safe and rapid evacuation.

#### **GM1 NCC.OP.155 Refuelling with passengers embarking, on board or disembarking**

##### AIRCRAFT REFUELLING PROVISIONS AND GUIDANCE ON SAFE REFUELLING PRACTICES

Provisions concerning aircraft refuelling are contained in Volume I (Aerodrome Design and Operations) of ICAO Annex 14 (Aerodromes), and guidance on safe refuelling practices is contained in Parts 1 and 8 of the ICAO Airport Services Manual (Doc 9137).

#### **AMC1 NCC.OP.165 Carriage of passengers**

##### SEATS THAT PERMIT DIRECT ACCESS TO EMERGENCY EXITS

Passengers who occupy seats that permit direct access to emergency exits should appear to be reasonably fit, strong and able to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew.

#### **GM1 NCC.OP.165 Carriage of passengers**

##### MEANING OF DIRECT ACCESS

‘Direct access’ means a seat from which a passenger can proceed directly to the exit without entering an aisle or passing around an obstruction.

**AMC1 NCC.OP.180 Meteorological conditions**

## EVALUATION OF METEOROLOGICAL CONDITIONS

Pilots should carefully evaluate the available meteorological information relevant to the proposed flight, such as applicable surface observations, winds and temperatures aloft, terminal and area forecasts, air meteorological information reports (AIRMETs), significant meteorological information (SIGMET) and pilot reports. The ultimate decision whether, when, and where to make the flight rests with the pilot-in-command. Pilots should continue to re-evaluate changing weather conditions.

**GM1 NCC.OP.180 Meteorological conditions**

## CONTINUATION OF A FLIGHT

In the case of in-flight re-planning, continuation of a flight refers to the point from which a revised flight plan applies.

**GM1 NCC.OP.185 Ice and other contaminants — ground procedures**

## TERMINOLOGY

Terms used in the context of de-icing/anti-icing have the meaning defined in the following subparagraphs.

- (a) 'Anti-icing fluid' includes, but is not limited to, the following:
- (1) Type I fluid if heated to min 60 °C at the nozzle;
  - (2) mixture of water and Type I fluid if heated to min 60 °C at the nozzle;
  - (3) Type II fluid;
  - (4) mixture of water and Type II fluid;
  - (5) Type III fluid;
  - (6) mixture of water and Type III fluid;
  - (7) Type IV fluid;
  - (8) mixture of water and Type IV fluid.

On uncontaminated aircraft surfaces Type II, III and IV anti-icing fluids are normally applied unheated.

- (b) 'Clear ice': a coating of ice, generally clear and smooth, but with some air pockets. It forms on exposed objects, the temperatures of which are at, below or slightly above the freezing temperature, by the freezing of super-cooled drizzle, droplets or raindrops.
- (c) 'Conditions conducive to aircraft icing on the ground' (e.g. freezing fog, freezing precipitation, frost, rain or high humidity (on cold soaked wings), snow or mixed rain and snow).
- (d) 'Contamination', in this context, is understood as being all forms of frozen or semi-frozen moisture, such as frost, snow, slush or ice.
- (e) 'Contamination check': a check of aircraft for contamination to establish the need for de-icing.
- (f) 'De-icing fluid': such fluid includes, but is not limited to, the following:
- (1) heated water;
  - (2) Type I fluid;

- (3) mixture of water and Type I fluid;
- (4) Type II fluid;
- (5) mixture of water and Type II fluid;
- (6) Type III fluid;
- (7) mixture of water and Type III fluid;
- (8) Type IV fluid;
- (9) mixture of water and Type IV fluid.

De-icing fluid is normally applied heated to ensure maximum efficiency.

- (g) 'De-icing/anti-icing': this is the combination of de-icing and anti-icing performed in either one or two steps.
- (h) 'Ground ice detection system (GIDS)': system used during aircraft ground operations to inform the personnel involved in the operation and/or the flight crew about the presence of frost, ice, snow or slush on the aircraft surfaces.
- (i) 'Lowest operational use temperature (LOUT)': the lowest temperature at which a fluid has been tested and certified as acceptable in accordance with the appropriate aerodynamic acceptance test whilst still maintaining a freezing point buffer of not less than:
  - (1) 10 °C for a Type I de-icing/anti-icing fluid; or
  - (2) 7 °C for Type II, III or IV de-icing/anti-icing fluids.
- (j) 'Post-treatment check': an external check of the aircraft after de-icing and/or anti-icing treatment accomplished from suitably elevated observation points (e.g. from the de-icing/anti-icing equipment itself or other elevated equipment) to ensure that the aircraft is free from any frost, ice, snow or slush.
- (k) 'Pre-take-off check': an assessment normally performed by the flight crew, to validate the applied hold-over time (HoT).
- (l) 'Pre-take-off contamination check': a check of the treated surfaces for contamination, performed when the HoT has been exceeded or if any doubt exists regarding the continued effectiveness of the applied anti-icing treatment. It is normally accomplished externally, just before commencement of the take-off run.

#### ANTI-ICING CODES

- (m) The following are examples of anti-icing codes:
  - (1) 'Type I' at (start time) — to be used if anti-icing treatment has been performed with a Type I fluid;
  - (2) 'Type II/100' at (start time) — to be used if anti-icing treatment has been performed with undiluted Type II fluid;
  - (3) 'Type II/75' at (start time) — to be used if anti-icing treatment has been performed with a mixture of 75 % Type II fluid and 25 % water; and
  - (4) 'Type IV/50' at (start time) — to be used if anti-icing treatment has been performed with a mixture of 50 % Type IV fluid and 50 % water.
- (n) When a two-step de-icing/anti-icing operation has been carried out, the anti-icing code should be determined by the second step fluid. Fluid brand names may be included, if desired.

**GM2 NCC.OP.185 Ice and other contaminants — ground procedures**

## DE-ICING/ANTI-ICING — PROCEDURES

- (a) De-icing and/or anti-icing procedures should take into account manufacturer's recommendations, including those that are type-specific, and should cover:
- (1) contamination checks, including detection of clear ice and under-wing frost; limits on the thickness/area of contamination published in the AFM or other manufacturers' documentation should be followed;
  - (2) procedures to be followed if de-icing and/or anti-icing procedures are interrupted or unsuccessful;
  - (3) post-treatment checks;
  - (4) pre-take-off checks;
  - (5) pre-take-off contamination checks;
  - (6) the recording of any incidents relating to de-icing and/or anti-icing; and
  - (7) the responsibilities of all personnel involved in de-icing and/or anti-icing.
- (b) The operator's procedures should ensure the following:
- (1) When aircraft surfaces are contaminated by ice, frost, slush or snow, they are de-iced prior to take-off, according to the prevailing conditions. Removal of contaminants may be performed with mechanical tools, fluids (including hot water), infrared heat or forced air, taking account of aircraft type-specific provisions.
  - (2) Account is taken of the wing skin temperature versus outside air temperature (OAT), as this may affect:
    - (i) the need to carry out aircraft de-icing and/or anti-icing; and/or
    - (ii) the performance of the de-icing/anti-icing fluids.
  - (3) When freezing precipitation occurs or there is a risk of freezing precipitation occurring that would contaminate the surfaces at the time of take-off, aircraft surfaces should be anti-iced. If both de-icing and anti-icing are required, the procedure may be performed in a one or two-step process, depending upon weather conditions, available equipment, available fluids and the desired hold-over time (HoT). One-step de-icing/anti-icing means that de-icing and anti-icing are carried out at the same time, using a mixture of de-icing/anti-icing fluid and water. Two-step de-icing/anti-icing means that de-icing and anti-icing are carried out in two separate steps. The aircraft is first de-iced using heated water only or a heated mixture of de-icing/anti-icing fluid and water. After completion of the de-icing operation a layer of a mixture of de-icing/anti-icing fluid and water, or of de-icing/anti-icing fluid only, is sprayed over the aircraft surfaces. The second step will be applied before the first-step fluid freezes, typically within three minutes and, if necessary, area by area.
  - (4) When an aircraft is anti-iced and a longer HoT is needed/desired, the use of a less diluted Type II or Type IV fluid should be considered.
  - (5) All restrictions relative to OAT and fluid application (including, but not necessarily limited to, temperature and pressure) published by the fluid manufacturer and/or aircraft manufacturer, are followed and procedures, limitations and recommendations to prevent the formation of fluid residues are followed.
  - (6) During conditions conducive to aircraft icing on the ground or after de-icing and/or anti-icing, an aircraft is not dispatched for departure unless it has been given a contamination

check or a post-treatment check by a trained and qualified person. This check should cover all treated surfaces of the aircraft and be performed from points offering sufficient accessibility to these parts. To ensure that there is no clear ice on suspect areas, it may be necessary to make a physical check (e.g. tactile).

- (7) The required entry is made in the technical log.
  - (8) The pilot-in-command continually monitors the environmental situation after the performed treatment. Prior to take-off he/she performs a pre-take-off check, which is an assessment of whether the applied HoT is still appropriate. This pre-take-off check includes, but is not limited to, factors such as precipitation, wind and OAT.
  - (9) If any doubt exists as to whether a deposit may adversely affect the aircraft's performance and/or controllability characteristics, the pilot-in-command should arrange for a pre-take-off contamination check to be performed in order to verify that the aircraft's surfaces are free of contamination. Special methods and/or equipment may be necessary to perform this check, especially at night time or in extremely adverse weather conditions. If this check cannot be performed just before take-off, re-treatment should be applied.
  - (10) When retreatment is necessary, any residue of the previous treatment should be removed and a completely new de-icing/anti-icing treatment should be applied.
  - (11) When a ground ice detection system (GIDS) is used to perform an aircraft surfaces check prior to and/or after a treatment, the use of GIDS by suitably trained personnel should be part of the procedure.
- (c) Special operational considerations
- (1) When using thickened de-icing/anti-icing fluids, the operator should consider a two-step de-icing/anti-icing procedure, the first step preferably with hot water and/or un-thickened fluids.
  - (2) The use of de-icing/anti-icing fluids should be in accordance with the aircraft manufacturer's documentation. This is particularly important for thickened fluids to assure sufficient flow-off during take-off.
  - (3) The operator should comply with any type-specific operational requirement(s), such as an aircraft mass decrease and/or a take-off speed increase associated with a fluid application.
  - (4) The operator should take into account any flight handling procedures (stick force, rotation speed and rate, take-off speed, aircraft attitude, etc.) laid down by the aircraft manufacturer when associated with a fluid application.
  - (5) The limitations or handling procedures resulting from (c)(3) and/or (c)(4) should be part of the flight crew pre-take-off briefing.
- (d) Communications
- (1) Before aircraft treatment. When the aircraft is to be treated with the flight crew on board, the flight and personnel involved in the operation should confirm the fluid to be used, the extent of treatment required and any aircraft type-specific procedure(s) to be used. Any other information needed to apply the HoT tables should be exchanged.
  - (2) Anti-icing code. The operator's procedures should include an anti-icing code, which indicates the treatment the aircraft has received. This code provides the flight crew with the minimum details necessary to estimate an HoT and confirms that the aircraft is free of contamination.

- (3) After treatment. Before reconfiguring or moving the aircraft, the flight crew should receive a confirmation from the personnel involved in the operation that all de-icing and/or anti-icing operations are complete and that all personnel and equipment are clear of the aircraft.
- (e) Hold-over protection
- The operator should publish in the operations manual, when required, the HoTs in the form of a table or a diagram, to account for the various types of ground icing conditions and the different types and concentrations of fluids used. However, the times of protection shown in these tables are to be used as guidelines only and are normally used in conjunction with the pre-take-off check.
- (f) Training
- The operator's initial and recurrent de-icing and/or anti-icing training programmes (including communication training) for flight crew and those of its personnel involved in the operation who are involved in de-icing and/or anti-icing should include additional training if any of the following is introduced:
- (1) a new method, procedure and/or technique;
  - (2) a new type of fluid and/or equipment; or
  - (3) a new type of aircraft.
- (g) Contracting
- When the operator contracts training on de-icing/anti-icing, the operator should ensure that the contractor complies with the operator's training/qualification procedures, together with any specific procedures in respect of:
- (1) de-icing and/or anti-icing methods and procedures;
  - (2) fluids to be used, including precautions for storage and preparation for use;
  - (3) specific aircraft requirements (e.g. no-spray areas, propeller/engine de-icing, auxiliary power unit (APU) operation etc.); and
  - (4) checking and communications procedures.
- (h) Special maintenance considerations
- (1) General
- The operator should take proper account of the possible side effects of fluid use. Such effects may include, but are not necessarily limited to, dried and/or re-hydrated residues, corrosion and the removal of lubricants.
- (2) Special considerations regarding residues of dried fluids
- The operator should establish procedures to prevent or detect and remove residues of dried fluid. If necessary, the operator should establish appropriate inspection intervals based on the recommendations of the airframe manufacturers and/or the operator's own experience:
- (i) Dried fluid residues
- Dried fluid residues could occur when surfaces have been treated and the aircraft has not subsequently been flown and has not been subject to precipitation. The fluid may then have dried on the surfaces.
- (ii) Re-hydrated fluid residues

Repetitive application of thickened de-icing/anti-icing fluids may lead to the subsequent formation/build-up of a dried residue in aerodynamically quiet areas, such as cavities and gaps. This residue may re-hydrate if exposed to high humidity conditions, precipitation, washing, etc., and increase to many times its original size/volume. This residue will freeze if exposed to conditions at or below 0 °C. This may cause moving parts, such as elevators, ailerons, and flap actuating mechanisms to stiffen or jam in-flight. Re-hydrated residues may also form on exterior surfaces, which can reduce lift, increase drag and stall speed. Re-hydrated residues may also collect inside control surface structures and cause clogging of drain holes or imbalances to flight controls. Residues may also collect in hidden areas, such as around flight control hinges, pulleys, grommets, on cables and in gaps.

- (iii) Operators are strongly recommended to obtain information about the fluid dry-out and re-hydration characteristics from the fluid manufacturers and to select products with optimised characteristics.
- (iv) Additional information should be obtained from fluid manufacturers for handling, storage, application and testing of their products.

### **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*).

#### (a) General

- (1) Any deposit of frost, ice, snow or slush on the external surfaces of an aircraft may drastically affect its flying qualities because of reduced aerodynamic lift, increased drag, modified stability and control characteristics. Furthermore, freezing deposits may cause moving parts, such as elevators, ailerons, flap actuating mechanism, etc., to jam and create a potentially hazardous condition. Propeller/engine/APU/systems performance may deteriorate due to the presence of frozen contaminants on blades, intakes and components. Also, engine operation may be seriously affected by the ingestion of snow or ice, thereby causing engine stall or compressor damage. In addition, ice/frost may form on certain external surfaces (e.g. wing upper and lower surfaces, etc.) due to the effects of cold fuel/structures, even in ambient temperatures well above 0 °C.
- (2) Procedures established by the operator for de-icing and/or anti-icing are intended to ensure that the aircraft is clear of contamination so that degradation of aerodynamic characteristics or mechanical interference will not occur and, following anti-icing, to maintain the airframe in that condition during the appropriate HoT.
- (3) Under certain meteorological conditions, de-icing and/or anti-icing procedures may be ineffective in providing sufficient protection for continued operations. Examples of these conditions are freezing rain, ice pellets and hail, heavy snow, high wind velocity, fast dropping OAT or any time when freezing precipitation with high water content is present. No HoT guidelines exist for these conditions.
- (4) Material for establishing operational procedures can be found, for example, in:
  - (i) ICAO Annex 3, Meteorological Service for International Air Navigation;
  - (ii) ICAO Manual of Aircraft Ground De-icing/Anti-icing Operations;

- (iii) International Organization for Standardization (ISO) 11075 Aircraft — De-icing/anti-icing fluids — ISO type I;
- (iv) ISO 11076 Aircraft — De-icing/anti-icing methods with fluids;
- (v) ISO 11077 Aerospace — Self-propelled de-icing/anti-icing vehicles — Functional requirements;
- (vi) ISO 11078 Aircraft — De-icing/anti-icing fluids — ISO types II, III and IV;
- (vii) Association of European Airlines (AEA) 'Recommendations for de-icing/anti-icing of aircraft on the ground';
- (viii) AEA 'Training recommendations and background information for de-icing/anti-icing of aircraft on the ground';
- (ix) EUROCAE ED-104A Minimum Operational Performance Specification for Ground Ice Detection Systems;
- (x) Society of Automotive Engineers (SAE) AS5681 Minimum Operational Performance Specification for Remote On-Ground Ice Detection Systems;
- (xi) SAE ARP4737 Aircraft — De-icing/anti-icing methods;
- (xii) SAE AMS1424 De-icing/anti-icing Fluid, Aircraft, SAE Type I;
- (xiii) SAE AMS1428 Fluid, Aircraft De-icing/anti-icing, Non-Newtonian, (Pseudoplastic), SAE Types II, III, and IV;
- (xiv) SAE ARP1971 Aircraft De-icing Vehicle — Self-Propelled, Large and Small Capacity;
- (xv) SAE ARP5149 Training Programme Guidelines for De-icing/anti-icing of Aircraft on Ground; and
- (xvi) SAE ARP5646 Quality Program Guidelines for De-icing/anti-icing of Aircraft on the Ground.

(b) Fluids

- (1) Type I fluid: Due to its properties, Type I fluid forms a thin, liquid-wetting film on surfaces to which it is applied which, under certain weather conditions, gives a very limited HoT. With this type of fluid, increasing the concentration of fluid in the fluid/water mix does not provide any extension in HoT.
- (2) Type II and Type IV fluids contain thickeners that enable the fluid to form a thicker liquid-wetting film on surfaces to which it is applied. Generally, this fluid provides a longer HoT than Type I fluids in similar conditions. With this type of fluid, the HoT can be extended by increasing the ratio of fluid in the fluid/water mix.
- (3) Type III fluid is a thickened fluid especially intended for use on aircraft with low rotation speeds.
- (4) Fluids used for de-icing and/or anti-icing should be acceptable to the operator and the aircraft manufacturer. These fluids normally conform to specifications such as SAE AMS1424, SAE AMS1428 or equivalent. Use of non-conforming fluids is not recommended due to their characteristics being unknown. The anti-icing and aerodynamic properties of thickened fluids may be seriously degraded by, for example, inappropriate storage, treatment, application, application equipment and age.

- (c) Hold-over protection
- (1) Hold-over protection is achieved by a layer of anti-icing fluid remaining on and protecting aircraft surfaces for a period of time. With a one-step de-icing/anti-icing procedure, the HoT begins at the commencement of de-icing/anti-icing. With a two-step procedure, the HoT begins at the commencement of the second (anti-icing) step. The hold-over protection runs out:
    - (i) at the commencement of the take-off roll (due to aerodynamic shedding of fluid); or
    - (ii) when frozen deposits start to form or accumulate on treated aircraft surfaces, thereby indicating the loss of effectiveness of the fluid.
  - (2) The duration of hold-over protection may vary depending on the influence of factors other than those specified in the HoT tables. Guidance should be provided by the operator to take account of such factors, which may include:
    - (i) atmospheric conditions, e.g. exact type and rate of precipitation, wind direction and velocity, relative humidity and solar radiation; and
    - (ii) the aircraft and its surroundings, such as aircraft component inclination angle, contour and surface roughness, surface temperature, operation in close proximity to other aircraft (jet or propeller blast) and ground equipment and structures.
  - (3) HoTs are not meant to imply that flight is safe in the prevailing conditions if the specified HoT has not been exceeded. Certain meteorological conditions, such as freezing drizzle or freezing rain, may be beyond the certification envelope of the aircraft.

#### **AMC1 NCC.OP.190 Ice and other contaminants — flight procedures**

##### FLIGHT IN EXPECTED OR ACTUAL ICING CONDITIONS

- (a) The procedures to be established by the operator should take account of the design, the equipment, the configuration of the aircraft and the necessary training. For these reasons, different aircraft types operated by the same company may require the development of different procedures. In every case, the relevant limitations are those that are defined in the AFM and other documents produced by the manufacturer.
- (b) The operator should ensure that the procedures take account of the following:
  - (1) the equipment and instruments that should be serviceable for flight in icing conditions;
  - (2) the limitations on flight in icing conditions for each phase of flight. These limitations may be imposed by the aircraft's de-icing or anti-icing equipment or the necessary performance corrections that have to be made;
  - (3) the criteria the flight crew should use to assess the effect of icing on the performance and/or controllability of the aircraft;
  - (4) the means by which the flight crew detects, by visual cues or the use of the aircraft's ice detection system, that the flight is entering icing conditions; and
  - (5) the action to be taken by the flight crew in a deteriorating situation (which may develop rapidly) resulting in an adverse effect on the performance and/or controllability of the aircraft, due to:
    - (i) the failure of the aircraft's anti-icing or de-icing equipment to control a build-up of ice; and/or
    - (ii) ice build-up on unprotected areas.

- (c) Training for dispatch and flight in expected or actual icing conditions. The content of the operations manual should reflect the training, both conversion and recurrent, that flight crew, cabin crew and all other relevant operational personnel require in order to comply with the procedures for dispatch and flight in icing conditions:
- (1) For the flight crew, the training should include:
    - (i) instruction on how to recognise, from weather reports or forecasts that are available before flight commences or during flight, the risks of encountering icing conditions along the planned route and on how to modify, as necessary, the departure and in-flight routes or profiles;
    - (ii) instruction on the operational and performance limitations or margins;
    - (iii) the use of in-flight ice detection, anti-icing and de-icing systems in both normal and abnormal operation; and
    - (iv) instruction on the differing intensities and forms of ice accretion and the consequent action which should be taken.
  - (2) For the cabin crew, the training should include:
    - (i) awareness of the conditions likely to produce surface contamination; and
    - (ii) the need to inform the flight crew of significant ice accretion.

#### **GM1 NCC.OP.215 Ground proximity detection**

##### GUIDANCE MATERIAL FOR TERRAIN AWARENESS WARNING SYSTEM (TAWS) FLIGHT CREW TRAINING PROGRAMMES

- (a) Introduction
- (1) This GM contains performance-based training objectives for TAWS flight crew training.
  - (2) The training objectives cover five areas: theory of operation; pre-flight operations; general in-flight operations; response to TAWS cautions; response to TAWS warnings.
  - (3) The term 'TAWS' in this GM means a ground proximity warning system (GPWS) enhanced by a forward-looking terrain avoidance function. Alerts include both cautions and warnings.
  - (4) The content of this GM is intended to assist operators who are producing training programmes. The information it contains has not been tailored to any specific aircraft or TAWS equipment, but highlights features that are typically available where such systems are installed. It is the responsibility of the individual operator to determine the applicability of the content of this Guidance Material to each aircraft and TAWS equipment installed and their operation. Operators should refer to the AFM and/or aircraft/flight crew operating manual (A/FCOM), or similar documents, for information applicable to specific configurations. If there should be any conflict between the content of this Guidance Material and that published in the other documents described above, then the information contained in the AFM or A/FCOM will take precedence.
- (b) Scope
- (1) The scope of this GM is designed to identify training objectives in the areas of: academic training; manoeuvre training; initial evaluation; recurrent qualification. Under each of these four areas, the training material has been separated into those items that are considered essential training items and those that are considered to be desirable. In each area, objectives and acceptable performance criteria are defined.

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- (2) No attempt is made to define how the training programme should be implemented. Instead, objectives are established to define the knowledge that a pilot operating a TAWS is expected to possess and the performance expected from a pilot who has completed TAWS training. However, the guidelines do indicate those areas in which the pilot receiving the training should demonstrate his/her understanding, or performance, using a real time interactive training device, i.e. a flight simulator. Where appropriate, notes are included within the performance criteria that amplify or clarify the material addressed by the training objective.
- (c) Performance-based training objectives
- (1) TAWS academic training
- (i) This training is typically conducted in a classroom environment. The knowledge demonstrations specified in this section may be completed through the successful completion of written tests or by providing correct responses to non-real-time computer-based training (CBT) questions.
- (ii) Theory of operation. The pilot should demonstrate an understanding of TAWS operation and the criteria used for issuing cautions and warnings. This training should address system operation. Objective: to demonstrate knowledge of how a TAWS functions. Criteria: the pilot should demonstrate an understanding of the following functions:
- (A) Surveillance
- (a) The GPWS computer processes data supplied from an air data computer, a radio altimeter, an instrument landing system (ILS)/microwave landing system (MLS)/multi-mode (MM) receiver, a roll attitude sensor, and actual position of the surfaces and of the landing gear.
- (b) The forward-looking terrain avoidance function utilises an accurate source of known aircraft position, such as that which may be provided by a flight management system (FMS) or global positioning system (GPS), or an electronic terrain database. The source and scope of the terrain, obstacle and airport data, and features such as the terrain clearance floor, the runway picker, and geometric altitude (where provided), should all be described.
- (c) Displays required to deliver TAWS outputs include a loudspeaker for voice announcements, visual alerts (typically amber and red lights) and a terrain awareness display (that may be combined with other displays). In addition, means should be provided for indicating the status of the TAWS and any partial or total failures that may occur.
- (B) Terrain avoidance. Outputs from the TAWS computer provide visual and audio synthetic voice cautions and warnings to alert the flight crew about potential conflicts with terrain and obstacles.
- (C) Alert thresholds. Objective: to demonstrate knowledge of the criteria for issuing cautions and warnings. Criteria: the pilot should be able to demonstrate an understanding of the methodology used by a TAWS to issue cautions and alerts and the general criteria for the issuance of these alerts, including:
- (a) basic GPWS alerting modes specified in the ICAO standard:

- Mode 1: excessive sink rate;
- Mode 2: excessive terrain closure rate;
- Mode 3: descent after take-off or missed approach;
- Mode 4: unsafe proximity to terrain; and
- Mode 5: descent below ILS glide slope (caution only);
- (b) an additional, optional alert mode:
- Mode 6: radio altitude call-out (information only); and
- (c) TAWS cautions and warnings that alert the flight crew to obstacles and terrain ahead of the aircraft in line with or adjacent to its projected flight path (forward-looking terrain avoidance (FLTA) and premature descent alert (PDA) functions).
- (D) TAWS limitations. Objective: to verify that the pilot is aware of the limitations of TAWS. Criteria: the pilot should demonstrate knowledge and an understanding of TAWS limitations identified by the manufacturer for the equipment model installed, such as:
- (a) navigation should not be predicated on the use of the terrain display;
- (b) unless geometric altitude data is provided, use of predictive TAWS functions is prohibited when altimeter subscale settings display 'QFE' (atmospheric pressure at aerodrome elevation/runway threshold);
- (c) nuisance alerts can be issued if the aerodrome of intended landing is not included in the TAWS airport database;
- (d) in cold weather operations, corrective procedures should be implemented by the pilot unless the TAWS has in-built compensation, such as geometric altitude data;
- (e) loss of input data to the TAWS computer could result in partial or total loss of functionality. Where means exist to inform the flight crew that functionality has been degraded, this should be known and the consequences understood;
- (f) radio signals not associated with the intended flight profile (e.g. ILS glide path transmissions from an adjacent runway) may cause false alerts;
- (g) inaccurate or low accuracy aircraft position data could lead to false or non-annunciation of terrain or obstacles ahead of the aircraft; and
- (h) minimum equipment list (MEL) restrictions should be applied in the event of the TAWS becoming partially or completely unserviceable. (It should be noted that basic GPWS has no forward-looking capability.)
- (E) TAWS inhibits. Objective: to verify that the pilot is aware of the conditions under which certain functions of a TAWS are inhibited. Criteria: the pilot should demonstrate knowledge and an understanding of the various TAWS inhibits, including the following means of:
- (a) silencing voice alerts;
- (b) inhibiting ILS glide path signals (as may be required when executing an ILS back beam approach);

- (c) inhibiting flap position sensors (as may be required when executing an approach with the flaps not in a normal position for landing);
  - (d) inhibiting the FLTA and PDA functions; and
  - (e) selecting or deselecting the display of terrain information, together with appropriate annunciation of the status of each selection.
- (2) Operating procedures. The pilot should demonstrate the knowledge required to operate TAWS avionics and to interpret the information presented by a TAWS. This training should address the following topics:
  - (i) Use of controls. Objective: to verify that the pilot can properly operate all TAWS controls and inhibits. Criteria: the pilot should demonstrate the proper use of controls, including the following means by which:
    - (A) before flight, any equipment self-test functions can be initiated;
    - (B) TAWS information can be selected for display; and
    - (C) all TAWS inhibits can be operated and what the consequent annunciations mean with regard to loss of functionality.
  - (ii) Display interpretation. Objective: to verify that the pilot understands the meaning of all information that can be annunciated or displayed by a TAWS. Criteria: the pilot should demonstrate the ability to properly interpret information annunciated or displayed by a TAWS, including the following:
    - (A) knowledge of all visual and aural indications that may be seen or heard;
    - (B) response required on receipt of a caution;
    - (C) response required on receipt of a warning; and
    - (D) response required on receipt of a notification that partial or total failure of the TAWS has occurred (including annunciation that the present aircraft position is of low accuracy).
  - (iii) Use of basic GPWS or use of the FLTA function only. Objective: to verify that the pilot understands what functionality will remain following loss of the GPWS or of the FLTA function. Criteria: the pilot should demonstrate knowledge of how to recognise the following:
    - (A) un-commanded loss of the GPWS function, or how to isolate this function and how to recognise the level of the remaining controlled flight into terrain (CFIT) protection (essentially, this is the FLTA function); and
    - (B) un-commanded loss of the FLTA function, or how to isolate this function and how to recognise the level of the remaining CFIT protection (essentially, this is the basic GPWS).
  - (iv) Crew coordination. Objective: to verify that the pilot adequately briefs other flight crew members on how TAWS alerts will be handled. Criteria: the pilot should demonstrate that the pre-flight briefing addresses procedures that will be used in preparation for responding to TAWS cautions and warnings, including the following:
    - (A) the action to be taken, and by whom, in the event that a TAWS caution and/or warning is issued; and
    - (B) how multi-function displays will be used to depict TAWS information at take-off, in the cruise and for the descent, approach, landing (and any missed

- approach). This will be in accordance with procedures specified by the operator, who will recognise that it may be more desirable that other data is displayed at certain phases of flight and that the terrain display has an automatic 'pop-up' mode in the event that an alert is issued.
- (v) Reporting rules. Objective: to verify that the pilot is aware of the rules for reporting alerts to the controller and other authorities. Criteria: the pilot should demonstrate knowledge of the following:
- (A) when, following recovery from a TAWS alert or caution, a transmission of information should be made to the appropriate ATC unit; and
  - (B) the type of written report that is required, how it is to be compiled and whether any cross-reference should be made in the aircraft technical log and/or voyage report (in accordance with procedures specified by the operator), following a flight in which the aircraft flight path has been modified in response to a TAWS alert, or if any part of the equipment appears not to have functioned correctly.
- (vi) Alert thresholds. Objective: to demonstrate knowledge of the criteria for issuing cautions and warnings. Criteria: the pilot should be able to demonstrate an understanding of the methodology used by a TAWS to issue cautions and warnings and the general criteria for the issuance of these alerts, including awareness of the following:
- (A) modes associated with basic GPWS, including the input data associated with each; and
  - (B) visual and aural annunciations that can be issued by TAWS and how to identify which are cautions and which are warnings.
- (3) TAWS manoeuvre training. The pilot should demonstrate the knowledge required to respond correctly to TAWS cautions and warnings. This training should address the following topics:
- (i) Response to cautions:
- (A) Objective: to verify that the pilot properly interprets and responds to cautions. Criteria: the pilot should demonstrate an understanding of the need, without delay:
    - (a) to initiate action required to correct the condition that has caused the TAWS to issue the caution and to be prepared to respond to a warning, if this should follow; and
    - (b) if a warning does not follow the caution, to notify the controller of the new position, heading and/or altitude/flight level of the aircraft, and what the pilot-in-command intends to do next.
  - (B) The correct response to a caution might require the pilot to:
    - (a) reduce a rate of descent and/or to initiate a climb;
    - (b) regain an ILS glide path from below, or to inhibit a glide path signal if an ILS is not being flown;
    - (c) select more flap, or to inhibit a flap sensor if the landing is being conducted with the intent that the normal flap setting will not be used;
    - (d) select gear down; and/or

- (e) initiate a turn away from the terrain or obstacle ahead and towards an area free of such obstructions if a forward-looking terrain display indicates that this would be a good solution and the entire manoeuvre can be carried out in clear visual conditions.
- (ii) Response to warnings. Objective: to verify that the pilot properly interprets and responds to warnings. Criteria: the pilot should demonstrate an understanding of the following:
  - (A) The need, without delay, to initiate a climb in the manner specified by the operator.
  - (B) The need, without delay, to maintain the climb until visual verification can be made that the aircraft will clear the terrain or obstacle ahead or until above the appropriate sector safe altitude (if certain about the location of the aircraft with respect to terrain) even if the TAWS warning stops. If, subsequently, the aircraft climbs up through the sector safe altitude, but the visibility does not allow the flight crew to confirm that the terrain hazard has ended, checks should be made to verify the location of the aircraft and to confirm that the altimeter subscale settings are correct.
  - (C) When workload permits, that the flight crew should notify the air traffic controller of the new position and altitude/flight level and what the pilot-in-command intends to do next.
  - (D) That the manner in which the climb is made should reflect the type of aircraft and the method specified by the aircraft manufacturer (which should be reflected in the operations manual) for performing the escape manoeuvre. Essential aspects will include the need for an increase in pitch attitude, selection of maximum thrust, confirmation that external sources of drag (e.g. spoilers/speed brakes) are retracted and respect of the stick shaker or other indication of eroded stall margin.
  - (E) That TAWS warnings should never be ignored. However, the pilot's response may be limited to that which is appropriate for a caution, only if:
    - (a) the aircraft is being operated by day in clear, visual conditions; and
    - (b) it is immediately clear to the pilot that the aircraft is in no danger in respect of its configuration, proximity to terrain or current flight path.
- (4) TAWS initial evaluation:
  - (i) The flight crew member's understanding of the academic training items should be assessed by means of a written test.
  - (ii) The flight crew member's understanding of the manoeuvre training items should be assessed in a flight simulation training device (FSTD) equipped with TAWS visual and aural displays and inhibit selectors similar in appearance and operation to those in the aircraft that the pilot will fly. The results should be assessed by a flight simulation training instructor, synthetic flight examiner, type rating instructor or type rating examiner.
  - (iii) The range of scenarios should be designed to give confidence that proper and timely responses to TAWS cautions and warnings will result in the aircraft avoiding a CFIT accident. To achieve this objective, the pilot should demonstrate taking the correct action to prevent a caution developing into a warning and, separately, the escape

manoeuvre needed in response to a warning. These demonstrations should take place when the external visibility is zero, though there is much to be learnt if, initially, the training is given in 'mountainous' or 'hilly' terrain with clear visibility. This training should comprise a sequence of scenarios, rather than be included in line orientated flight training (LOFT).

- (iv) A record should be made, after the pilot has demonstrated competence, of the scenarios that were practised.
- (5) TAWS recurrent training:
  - (i) TAWS recurrent training ensures that pilots maintain the appropriate TAWS knowledge and skills. In particular, it reminds pilots of the need to act promptly in response to cautions and warnings and of the unusual attitude associated with flying the escape manoeuvre.
  - (ii) An essential item of recurrent training is the discussion of any significant issues and operational concerns that have been identified by the operator. Recurrent training should also address changes to TAWS logic, parameters or procedures and to any unique TAWS characteristics of which pilots should be aware.
- (6) Reporting procedures:
  - (i) Verbal reports. Verbal reports should be made promptly to the appropriate ATC unit:
    - (A) whenever any manoeuvre has caused the aircraft to deviate from an air traffic clearance;
    - (B) when, following a manoeuvre that has caused the aircraft to deviate from an air traffic clearance, the aircraft has returned to a flight path that complies with the clearance; and/or
    - (C) when an air traffic control unit issues instructions that, if followed, would cause the pilot to manoeuvre the aircraft towards terrain or obstacle or it would appear from the display that a potential CFIT occurrence is likely to result.
  - (ii) Written reports. Written reports should be submitted in accordance with the operator's occurrence reporting scheme and they also should be recorded in the aircraft technical log:
    - (A) whenever the aircraft flight path has been modified in response to a TAWS alert (false, nuisance or genuine);
    - (B) whenever a TAWS alert has been issued and is believed to have been false; and/or
    - (C) if it is believed that a TAWS alert should have been issued, but was not.
  - (iii) Within this GM, and with regard to reports:
    - (A) the term 'false' means that the TAWS issued an alert that could not possibly be justified by the position of the aircraft in respect to terrain and it is probable that a fault or failure in the system (equipment and/or input data) was the cause;
    - (B) the term 'nuisance' means that the TAWS issued an alert that was appropriate, but was not needed because the flight crew could determine by independent means that the flight path was, at that time, safe;

- (C) the term 'genuine' means that the TAWS issued an alert that was both appropriate and necessary;
- (D) the report terms described in (c)(6)(iii) are only meant to be assessed after the occurrence is over, to facilitate subsequent analysis, the adequacy of the equipment and the programmes it contains. The intention is not for the flight crew to attempt to classify an alert into any of these three categories when visual and/or aural cautions or warnings are annunciated.

### **GM1 NCC.OP.220 Airborne collision avoidance system (ACAS)**

#### GENERAL

- (a) The ACAS operational procedures and training programmes established by the operator should take into account this Guidance Material. It incorporates advice contained in:
  - (1) ICAO Annex 10, Volume IV;
  - (2) ICAO PANS-OPS, Volume 1;
  - (3) ICAO PANS-ATM; and
  - (4) ICAO guidance material 'ACAS Performance-Based Training Objectives' (published under Attachment E of State Letter AN 7/1.3.7.2-97/77).
- (b) Additional guidance material on ACAS may be referred to, including information available from such sources as EUROCONTROL.

#### ACAS FLIGHT CREW TRAINING

- (c) During the implementation of ACAS, several operational issues were identified that had been attributed to deficiencies in flight crew training programmes. As a result, the issue of flight crew training has been discussed within the ICAO, which has developed guidelines for operators to use when designing training programmes.
- (d) This Guidance Material contains performance-based training objectives for ACAS II flight crew training. Information contained here related to traffic advisories (TAs) is also applicable to ACAS I and ACAS II users. The training objectives cover five areas: theory of operation; pre-flight operations; general in-flight operations; response to TAs; and response to resolution advisories (RAs).
- (e) The information provided is valid for version 7 and 7.1 (ACAS II). Where differences arise, these are identified.
- (f) The performance-based training objectives are further divided into the areas of: academic training; manoeuvre training; initial evaluation and recurrent qualification. Under each of these four areas, the training material has been separated into those items which are considered essential training items and those which are considered desirable. In each area, objectives and acceptable performance criteria are defined.
- (g) ACAS academic training
  - (1) This training is typically conducted in a classroom environment. The knowledge demonstrations specified in this section may be completed through the successful completion of written tests or through providing correct responses to non-real-time computer-based training (CBT) questions.
  - (2) Essential items

- (i) Theory of operation. The flight crew member should demonstrate an understanding of ACAS II operation and the criteria used for issuing TAs and RAs. This training should address the following topics:

(A) System operation

Objective: to demonstrate knowledge of how ACAS functions.

Criteria: the flight crew member should demonstrate an understanding of the following functions:

(a) Surveillance

- (1) ACAS interrogates other transponder-equipped aircraft within a nominal range of 14 NM.
- (2) ACAS surveillance range can be reduced in geographic areas with a large number of ground interrogators and/or ACAS II-equipped aircraft.
- (3) If the operator's ACAS implementation provides for the use of the Mode S extended squitter, the normal surveillance range may be increased beyond the nominal 14 NM. However, this information is not used for collision avoidance purposes.

(b) Collision avoidance

- (1) TAs can be issued against any transponder-equipped aircraft that responds to the ICAO Mode C interrogations, even if the aircraft does not have altitude reporting capability.
- (2) RAs can be issued only against aircraft that are reporting altitude and in the vertical plane only.
- (3) RAs issued against an ACAS-equipped intruder are coordinated to ensure complementary RAs are issued.
- (4) Failure to respond to an RA deprives own aircraft of the collision protection provided by own ACAS.
- (5) Additionally, in ACAS-ACAS encounters, failure to respond to an RA also restricts the choices available to the other aircraft's ACAS and thus renders the other aircraft's ACAS less effective than if own aircraft were not ACAS equipped.

(B) Advisory thresholds

Objective: to demonstrate knowledge of the criteria for issuing TAs and RAs.

Criteria: the flight crew member should demonstrate an understanding of the methodology used by ACAS to issue TAs and RAs and the general criteria for the issuance of these advisories, including the following:

- (a) ACAS advisories are based on time to closest point of approach (CPA) rather than distance. The time should be short and vertical separation should be small, or projected to be small, before an advisory can be issued. The separation standards provided by ATS are different from the miss distances against which ACAS issues alerts.
- (b) Thresholds for issuing a TA or an RA vary with altitude. The thresholds are larger at higher altitudes.

- (c) A TA occurs from 15 to 48 seconds and an RA from 15 to 35 seconds before the projected CPA.
  - (d) RAs are chosen to provide the desired vertical miss distance at CPA. As a result, RAs can instruct a climb or descent through the intruder aircraft's altitude.
- (C) ACAS limitations
- Objective: to verify that the flight crew member is aware of the limitations of ACAS.
- Criteria: the flight crew member should demonstrate knowledge and understanding of ACAS limitations, including the following:
- (a) ACAS will neither track nor display non-transponder-equipped aircraft, nor aircraft not responding to ACAS Mode C interrogations.
  - (b) ACAS will automatically fail if the input from the aircraft's barometric altimeter, radio altimeter or transponder is lost.
    - (1) In some installations, the loss of information from other on board systems such as an inertial reference system (IRS) or attitude heading reference system (AHRS) may result in an ACAS failure. Individual operators should ensure that their flight crews are aware of the types of failure which will result in an ACAS failure.
    - (2) ACAS may react in an improper manner when false altitude information is provided to own ACAS or transmitted by another aircraft. Individual operators should ensure that their flight crew are aware of the types of unsafe conditions which can arise. Flight crew members should ensure that when they are advised, if their own aircraft is transmitting false altitude reports, an alternative altitude reporting source is selected, or altitude reporting is switched off.
  - (c) Some aeroplanes within 380 ft above ground level (AGL) (nominal value) are deemed to be 'on ground' and will not be displayed. If ACAS is able to determine an aircraft below this altitude is airborne, it will be displayed.
  - (d) ACAS may not display all proximate transponder-equipped aircraft in areas of high density traffic.
  - (e) The bearing displayed by ACAS is not sufficiently accurate to support the initiation of horizontal manoeuvres based solely on the traffic display.
  - (f) ACAS will neither track nor display intruders with a vertical speed in excess of 10 000 ft/min. In addition, the design implementation may result in some short-term errors in the tracked vertical speed of an intruder during periods of high vertical acceleration by the intruder.
  - (g) Ground proximity warning systems/ground collision avoidance systems (GPWSs/GCASs) warnings and wind shear warnings take precedence over ACAS advisories. When either a GPWS/GCAS or wind shear warning is active, ACAS aural annunciations will be inhibited and ACAS will automatically switch to the 'TA only' mode of operation.
- (D) ACAS inhibits

Objective: to verify that the flight crew member is aware of the conditions under which certain functions of ACAS are inhibited.

Criteria: the flight crew member should demonstrate knowledge and understanding of the various ACAS inhibits, including the following:

- (a) 'Increase Descent' RAs are inhibited below 1 450 ft AGL.
- (b) 'Descend' RAs are inhibited below 1 100 ft AGL.
- (c) All RAs are inhibited below 1 000 ft AGL.
- (d) All TA aural annunciations are inhibited below 500 ft AGL.
- (e) Altitude and configuration under which 'Climb' and 'Increase Climb' RAs are inhibited. ACAS can still issue 'Climb' and 'Increase Climb' RAs when operating at the aeroplane's certified ceiling. (In some aircraft types, 'Climb' or 'Increase Climb' RAs are never inhibited.)

(ii) Operating procedures

The flight crew member should demonstrate the knowledge required to operate the ACAS avionics and interpret the information presented by ACAS. This training should address the following:

(A) Use of controls

Objective: to verify that the pilot can properly operate all ACAS and display controls.

Criteria: demonstrate the proper use of controls, including the following:

- (a) Aircraft configuration required to initiate a self-test.
- (b) Steps required to initiate a self-test.
- (c) Recognising when the self-test was successful and when it was unsuccessful. When the self-test is unsuccessful, recognising the reason for the failure and, if possible, correcting the problem.
- (d) Recommended usage of range selection. Low ranges are used in the terminal area and the higher display ranges are used in the en-route environment and in the transition between the terminal and en-route environment.
- (e) Recognising that the configuration of the display does not affect the ACAS surveillance volume.
- (f) Selection of lower ranges when an advisory is issued, to increase display resolution.
- (g) Proper configuration to display the appropriate ACAS information without eliminating the display of other needed information.
- (h) If available, recommended usage of the above/below mode selector. The above mode should be used during climb and the below mode should be used during descent.
- (i) If available, proper selection of the display of absolute or relative altitude and the limitations of using this display if a barometric correction is not provided to ACAS.

(B) Display interpretation

Objective: to verify that the flight crew member understands the meaning of all information that can be displayed by ACAS. The wide variety of display implementations require the tailoring of some criteria. When the training programme is developed, these criteria should be expanded to cover details for the operator's specific display implementation.

Criteria: the flight crew member should demonstrate the ability to properly interpret information displayed by ACAS, including the following:

- (a) Other traffic, i.e. traffic within the selected display range that is not proximate traffic, or causing a TA or RA to be issued.
  - (b) Proximate traffic, i.e. traffic that is within 6 NM and  $\pm 1\ 200$  ft.
  - (c) Non-altitude reporting traffic.
  - (d) No bearing TAs and RAs.
  - (e) Off-scale TAs and RAs: the selected range should be changed to ensure that all available information on the intruder is displayed.
  - (f) TAs: the minimum available display range that allows the traffic to be displayed should be selected, to provide the maximum display resolution.
  - (g) RAs (traffic display): the minimum available display range of the traffic display that allows the traffic to be displayed should be selected, to provide the maximum display resolution.
  - (h) RAs (RA display): flight crew members should demonstrate knowledge of the meaning of the red and green areas or the meaning of pitch or flight path angle cues displayed on the RA display. Flight crew members should also demonstrate an understanding of the RA display limitations, i.e. if a vertical speed tape is used and the range of the tape is less than 2 500 ft/min, an increase rate RA cannot be properly displayed.
  - (i) If appropriate, awareness that navigation displays oriented on 'Track-Up' may require a flight crew member to make a mental adjustment for drift angle when assessing the bearing of proximate traffic.
- (C) Use of the TA only mode

Objective: to verify that a flight crew member understands the appropriate times to select the TA only mode of operation and the limitations associated with using this mode.

Criteria: the flight crew member should demonstrate the following:

- (a) Knowledge of the operator's guidance for the use of TA only.
- (b) Reasons for using this mode. If TA only is not selected when an airport is conducting simultaneous operations from parallel runways separated by less than 1 200 ft, and to some intersecting runways, RAs can be expected. If, for any reason, TA only is not selected and an RA is received in these situations, the response should comply with the operator's approved procedures.
- (c) All TA aural annunciations are inhibited below 500 ft AGL. As a result, TAs issued below 500 ft AGL may not be noticed unless the TA display is included in the routine instrument scan.

(D) Crew coordination

Objective: to verify that the flight crew member understands how ACAS advisories will be handled.

Criteria: the flight crew member should demonstrate knowledge of the crew procedures that should be used when responding to TAs and RAs, including the following:

- (a) task sharing between the pilot flying and the pilot monitoring;
- (b) expected call-outs; and
- (c) communications with ATC.

(E) Phraseology rules

Objective: to verify that the flight crew member is aware of the rules for reporting RAs to the controller.

Criteria: the flight crew member should demonstrate the following:

- (a) the use of the phraseology contained in ICAO PANS-OPS;
- (b) an understanding of the procedures contained in ICAO PANS-ATM and ICAO Annex 2; and
- (c) the understanding that verbal reports should be made promptly to the appropriate ATC unit:
  - (1) whenever any manoeuvre has caused the aeroplane to deviate from an air traffic clearance;
  - (2) when, subsequent to a manoeuvre that has caused the aeroplane to deviate from an air traffic clearance, the aeroplane has returned to a flight path that complies with the clearance; and/or
  - (3) when air traffic issue instructions that, if followed, would cause the crew to manoeuvre the aircraft contrary to an RA with which they are complying.

(F) Reporting rules

Objective: to verify that the flight crew member is aware of the rules for reporting RAs to the operator.

Criteria: the flight crew member should demonstrate knowledge of where information can be obtained regarding the need for making written reports to various States when an RA is issued. Various States have different reporting rules and the material available to the flight crew member should be tailored to the operator's operating environment. This responsibility is satisfied by the flight crew member reporting to the operator according to the applicable reporting rules.

(3) Non-essential items: advisory thresholds

Objective: to demonstrate knowledge of the criteria for issuing TAs and RAs.

Criteria: the flight crew member should demonstrate an understanding of the methodology used by ACAS to issue TAs and RAs and the general criteria for the issuance of these advisories, including the following:

- (i) The minimum and maximum altitudes below/above which TAs will not be issued.

- (ii) When the vertical separation at CPA is projected to be less than the ACAS-desired separation, a corrective RA that requires a change to the existing vertical speed will be issued. This separation varies from 300 ft at low altitude to a maximum of 700 ft at high altitude.
  - (iii) When the vertical separation at CPA is projected to be just outside the ACAS-desired separation, a preventive RA that does not require a change to the existing vertical speed will be issued. This separation varies from 600 to 800 ft.
  - (iv) RA fixed range thresholds vary between 0.2 and 1.1 NM.
- (h) ACAS manoeuvre training
- (1) Demonstration of the flight crew member's ability to use ACAS displayed information to properly respond to TAs and RAs should be carried out in a full flight simulator equipped with an ACAS display and controls similar in appearance and operation to those in the aircraft. If a full flight simulator is utilised, crew resource management (CRM) should be practised during this training.
  - (2) Alternatively, the required demonstrations can be carried out by means of an interactive CBT with an ACAS display and controls similar in appearance and operation to those in the aircraft. This interactive CBT should depict scenarios in which real-time responses should be made. The flight crew member should be informed whether or not the responses made were correct. If the response was incorrect or inappropriate, the CBT should show what the correct response should be.
  - (3) The scenarios included in the manoeuvre training should include: corrective RAs; initial preventive RAs; maintain rate RAs; altitude crossing RAs; increase rate RAs; RA reversals; weakening RAs; and multi-aircraft encounters. The consequences of failure to respond correctly should be demonstrated by reference to actual incidents such as those publicised in EUROCONTROL ACAS II Bulletins (available on the EUROCONTROL website).
- (i) TA responses
- Objective: to verify that the pilot properly interprets and responds to TAs.
- Criteria: the pilot should demonstrate the following:
- (A) Proper division of responsibilities between the pilot flying and the pilot monitoring. The pilot flying should fly the aircraft using any type-specific procedures and be prepared to respond to any RA that might follow. For aircraft without an RA pitch display, the pilot flying should consider the likely magnitude of an appropriate pitch change. The pilot monitoring should provide updates on the traffic location shown on the ACAS display, using this information to help visually acquire the intruder.
  - (B) Proper interpretation of the displayed information. Flight crew members should confirm that the aircraft they have visually acquired is that which has caused the TA to be issued. Use should be made of all information shown on the display, note being taken of the bearing and range of the intruder (amber circle), whether it is above or below (data tag), and its vertical speed direction (trend arrow).
  - (C) Other available information should be used to assist in visual acquisition, including ATC 'party-line' information, traffic flow in use, etc.
  - (D) Because of the limitations described, the pilot flying should not manoeuvre the aircraft based solely on the information shown on the ACAS display. No

attempt should be made to adjust the current flight path in anticipation of what an RA would advise, except that if own aircraft is approaching its cleared level at a high vertical rate with a TA present, vertical rate should be reduced to less than 1 500 ft/min.

- (E) When visual acquisition is attained, and as long as no RA is received, normal right of way rules should be used to maintain or attain safe separation. No unnecessary manoeuvres should be initiated. The limitations of making manoeuvres based solely on visual acquisition, especially at high altitude or at night, or without a definite horizon should be demonstrated as being understood.

(ii) RA responses

Objective: to verify that the pilot properly interprets and responds to RAs.

Criteria: the pilot should demonstrate the following:

- (A) Proper response to the RA, even if it is in conflict with an ATC instruction and even if the pilot believes that there is no threat present.
- (B) Proper task sharing between the pilot flying and the pilot monitoring. The pilot flying should respond to a corrective RA with appropriate control inputs. The pilot monitoring should monitor the response to the RA and should provide updates on the traffic location by checking the traffic display. Proper CRM should be used.
- (C) Proper interpretation of the displayed information. The pilot should recognise the intruder causing the RA to be issued (red square on display). The pilot should respond appropriately.
- (D) For corrective RAs, the response should be initiated in the proper direction within 5 seconds of the RA being displayed. The change in vertical speed should be accomplished with an acceleration of approximately  $\frac{1}{4}$  g (gravitational acceleration of  $9.81 \text{ m/sec}^2$ ).
- (E) Recognition of the initially displayed RA being modified. Response to the modified RA should be properly accomplished, as follows:
  - (a) For increase rate RAs, the vertical speed change should be started within  $2\frac{1}{2}$  seconds of the RA being displayed. The change in vertical speed should be accomplished with an acceleration of approximately  $\frac{1}{3}$  g.
  - (b) For RA reversals, the vertical speed reversal should be started within  $2\frac{1}{2}$  seconds of the RA being displayed. The change in vertical speed should be accomplished with an acceleration of approximately  $\frac{1}{3}$  g.
  - (c) For RA weakenings, the vertical speed should be modified to initiate a return towards the original clearance.
  - (d) An acceleration of approximately  $\frac{1}{4}$  g will be achieved if the change in pitch attitude corresponding to a change in vertical speed of 1 500 ft/min is accomplished in approximately 5 seconds, and of  $\frac{1}{3}$  g if the change is accomplished in approximately 3 seconds. The change in pitch attitude required to establish a rate of climb or descent of 1 500 ft/min from level flight will be approximately  $6^\circ$  when the true

airspeed (TAS) is 150 kt, 4° at 250 kt, and 2° at 500 kt. (These angles are derived from the formula: 1 000 divided by TAS.).

- (F) Recognition of altitude crossing encounters and the proper response to these RAs.
  - (G) For preventive RAs, the vertical speed needle or pitch attitude indication should remain outside the red area on the RA display.
  - (H) For maintain rate RAs, the vertical speed should not be reduced. Pilots should recognise that a maintain rate RA may result in crossing through the intruder's altitude.
  - (I) When the RA weakens, or when the green 'fly to' indicator changes position, the pilot should initiate a return towards the original clearance, and when 'clear of conflict' is annunciated, the pilot should complete the return to the original clearance.
  - (J) The controller should be informed of the RA as soon as time and workload permit, using the standard phraseology.
  - (K) When possible, an ATC clearance should be complied with while responding to an RA. For example, if the aircraft can level at the assigned altitude while responding to RA (an 'adjust vertical speed' RA (version 7) or 'level off' (version 7.1)), it should be done; the horizontal (turn) element of an ATC instruction should be followed.
  - (L) Knowledge of the ACAS multi-aircraft logic and its limitations, and that ACAS can optimise separations from two aircraft by climbing or descending towards one of them. For example, ACAS only considers intruders that it considers to be a threat when selecting an RA. As such, it is possible for ACAS to issue an RA against one intruder that results in a manoeuvre towards another intruder that is not classified as a threat. If the second intruder becomes a threat, the RA will be modified to provide separation from that intruder.
- (i) ACAS initial evaluation
- (1) The flight crew member's understanding of the academic training items should be assessed by means of a written test or interactive CBT that records correct and incorrect responses to phrased questions.
  - (2) The flight crew member's understanding of the manoeuvre training items should be assessed in a full flight simulator equipped with an ACAS display and controls similar in appearance and operation to those in the aircraft the flight crew member will fly, and the results assessed by a qualified instructor, inspector, or check airman. The range of scenarios should include: corrective RAs; initial preventive RAs; maintain rate RAs; altitude crossing RAs; increase rate RAs; RA reversals; weakening RAs; and multi-threat encounters. The scenarios should also include demonstrations of the consequences of not responding to RAs, slow or late responses, and manoeuvring opposite to the direction called for by the displayed RA.
  - (3) Alternatively, exposure to these scenarios can be conducted by means of an interactive CBT with an ACAS display and controls similar in appearance and operation to those in the aircraft the pilot will fly. This interactive CBT should depict scenarios in which real-time responses should be made and a record made of whether or not each response was correct.

- (j) ACAS recurrent training
- (1) ACAS recurrent training ensures that flight crew members maintain the appropriate ACAS knowledge and skills. ACAS recurrent training should be integrated into and/or conducted in conjunction with other established recurrent training programmes. An essential item of recurrent training is the discussion of any significant issues and operational concerns that have been identified by the operator. Recurrent training should also address changes to ACAS logic, parameters or procedures and to any unique ACAS characteristics which flight crew members should be made aware of.
  - (2) It is recommended that operator's recurrent training programmes using full flight simulators include encounters with conflicting traffic when these simulators are equipped with ACAS. The full range of likely scenarios may be spread over a 2 year period. If a full flight simulator, as described above, is not available, use should be made of an interactive CBT that is capable of presenting scenarios to which pilot responses should be made in real-time.

#### **AMC1 NCC.OP.225 Approach and landing conditions**

##### LANDING DISTANCE/FATO SUITABILITY

The in-flight determination of the landing distance/FATO suitability should be based on the latest available meteorological report.

#### **AMC1 NCC.OP.230 Commencement and continuation of approach**

##### VISUAL REFERENCES FOR INSTRUMENT APPROACH OPERATIONS

- (a) NPA, APV and CAT I operations
- At DH or MDH, at least one of the visual references specified below should be distinctly visible and identifiable to the pilot:
- (1) elements of the approach lighting system;
  - (2) the threshold;
  - (3) the threshold markings;
  - (4) the threshold lights;
  - (5) the threshold identification lights;
  - (6) the visual glide slope indicator;
  - (7) the touchdown zone or touchdown zone markings;
  - (8) the touchdown zone lights;
  - (9) FATO/runway edge lights; or
  - (10) other visual references specified in the operations manual.
- (b) Lower than standard category I (LTS CAT I) operations
- At DH, the visual references specified below should be distinctly visible and identifiable to the pilot:
- (1) a segment of at least three consecutive lights, being the centreline of the approach lights, or touchdown zone lights, or runway centreline lights, or runway edge lights, or a combination of these; and

- (2) this visual reference should include a lateral element of the ground pattern, such as an approach light crossbar or the landing threshold or a barrette of the touchdown zone light unless the operation is conducted utilising an approved HUDLS usable to at least 150 ft.
- (c) CAT II or OTS CAT II operations
- At DH, the visual references specified below should be distinctly visible and identifiable to the pilot:
- (1) a segment of at least three consecutive lights, being the centreline of the approach lights, or touchdown zone lights, or runway centreline lights, or runway edge lights, or a combination of these; and
- (2) this visual reference should include a lateral element of the ground pattern, such as an approach light crossbar or the landing threshold or a barrette of the touchdown zone light unless the operation is conducted utilising an approved HUDLS to touchdown.
- (d) CAT III operations
- (1) For CAT IIIA operations and for CAT IIIB operations conducted either with fail-passive flight control systems or with the use of an approved HUDLS: at DH, a segment of at least three consecutive lights, being the centreline of the approach lights, or touchdown zone lights, or runway centreline lights, or runway edge lights, or a combination of these is attained and can be maintained by the pilot.
- (2) For CAT IIIB operations conducted either with fail-operational flight control systems or with a fail-operational hybrid landing system using a DH: at DH, at least one centreline light is attained and can be maintained by the pilot.
- (3) For CAT IIIB operations with no DH there is no requirement for visual reference with the runway prior to touchdown.
- (e) Approach operations utilising EVS – CAT I operations
- (1) At DH or MDH, the following visual references should be displayed and identifiable to the pilot on the EVS:
- (i) elements of the approach light; or
- (ii) the runway threshold, identified by at least one of the following:
- (A) the beginning of the runway landing surface,
- (B) the threshold lights, the threshold identification lights; or
- (C) the touchdown zone, identified by at least one of the following: the runway touchdown zone landing surface, the touchdown zone lights, the touchdown zone markings or the runway lights.
- (2) At 100 ft above runway threshold elevation at least one of the visual references specified below should be distinctly visible and identifiable to the pilot without reliance on the EVS:
- (i) the lights or markings of the threshold; or
- (ii) the lights or markings of the touchdown zone.
- (f) Approach operations utilising EVS – APV and NPA operations flown with the CDFA technique
- (1) At DH/MDH, visual references should be displayed and identifiable to the pilot on the EVS image as specified under (a).

- (2) At 200 ft above runway threshold elevation, at least one of the visual references specified under (a) should be distinctly visible and identifiable to the pilot without reliance on the EVS.

## SUBPART C: AIRCRAFT PERFORMANCE AND OPERATING LIMITATIONS

### AMC1 NCC.POL.105(a) Mass and balance, loading

#### CENTRE OF GRAVITY LIMITS — OPERATIONAL CG ENVELOPE AND IN-FLIGHT CG

In the Certificate Limitations section of the AFM, forward and aft CG limits are specified. These limits ensure that the certification stability and control criteria are met throughout the whole flight and allow the proper trim setting for take-off. The operator should ensure that these limits are respected by:

- (a) Defining and applying operational margins to the certified CG envelope in order to compensate for the following deviations and errors:
  - (1) Deviations of actual CG at empty or operating mass from published values due, for example, to weighing errors, unaccounted modifications and/or equipment variations.
  - (2) Deviations in fuel distribution in tanks from the applicable schedule.
  - (3) Deviations in the distribution of baggage and cargo in the various compartments as compared with the assumed load distribution as well as inaccuracies in the actual mass of baggage and cargo.
  - (4) Deviations in actual passenger seating from the seating distribution assumed when preparing the mass and balance documentation. Large CG errors may occur when 'free seating', i.e. freedom of passengers to select any seat when entering the aircraft, is permitted. Although in most cases reasonably even longitudinal passenger seating can be expected, there is a risk of an extreme forward or aft seat selection causing very large and unacceptable CG errors, assuming that the balance calculation is done on the basis of an assumed even distribution. The largest errors may occur at a load factor of approximately 50 % if all passengers are seated in either the forward or aft half of the cabin. Statistical analysis indicates that the risk of such extreme seating adversely affecting the CG is greatest on small aircraft.
  - (5) Deviations of the actual CG of cargo and passenger load within individual cargo compartments or cabin sections from the normally assumed mid position.
  - (6) Deviations of the CG caused by gear and flap positions and by application of the prescribed fuel usage procedure, unless already covered by the certified limits.
  - (7) Deviations caused by in-flight movement of cabin crew, galley equipment and passengers.
- (b) Defining and applying operational procedures in order to:
  - (1) ensure an even distribution of passengers in the cabin;
  - (2) take into account any significant CG travel during flight caused by passenger/crew movement; and
  - (3) take into account any significant CG travel during flight caused by fuel consumption/transfer.

**AMC1 NCC.POL.105(b) Mass and balance, loading**

## WEIGHING OF AN AIRCRAFT

- (a) New aircraft that have been weighed at the factory may be placed into operation without reweighing if the mass and balance records have been adjusted for alterations or modifications to the aircraft. Aircraft transferred from one EU operator to another EU operator do not have to be weighed prior to use by the receiving operator, unless the mass and balance cannot be accurately established by calculation.
- (b) The mass and centre of gravity (CG) position of an aircraft should be revised whenever the cumulative changes to the dry operating mass exceed  $\pm 0.5\%$  of the maximum landing mass or for aeroplanes the cumulative change in CG position exceeds  $0.5\%$  of the mean aerodynamic chord. This should be done either by weighing the aircraft or by calculation.
- (c) When weighing an aircraft, normal precautions should be taken, which are consistent with good practices such as:
- (1) checking for completeness of the aircraft and equipment;
  - (2) determining that fluids are properly accounted for;
  - (3) ensuring that the aircraft is clean; and
  - (4) ensuring that weighing is accomplished in an enclosed building.
- (d) Any equipment used for weighing should be properly calibrated, zeroed and used in accordance with the manufacturer's instructions. Each scale should be calibrated either by the manufacturer, by a civil department of weights and measures or by an appropriately authorised organisation within 2 years or within a time period defined by the manufacturer of the weighing equipment, whichever is less. The equipment should enable the mass of the aircraft to be established accurately. One single accuracy criterion for weighing equipment cannot be given. However, the weighing accuracy is considered satisfactory if the accuracy criteria in Table 1 are met by the individual scales/cells of the weighing equipment used:

**Table 1: Accuracy criteria for weighing equipment**

For a scale/cell load	An accuracy of
below 2 000 kg	$\pm 1\%$
from 2 000 kg to 20 000 kg	$\pm 20$ kg
above 20 000 kg	$\pm 0.1\%$

**AMC1 NCC.POL.105(c) Mass and balance, loading**

## DRY OPERATING MASS

- (a) The dry operating mass should include:
- (1) crew and crew baggage;
  - (2) catering and removable passenger service equipment; and
  - (3) tank water and lavatory chemicals.

- (b) The operator should correct the dry operating mass to account for any additional crew baggage. The position of this additional baggage should be accounted for when establishing the centre of gravity of the aircraft.
- (c) The operator should establish a procedure in the operations manual to determine when to select actual or standard masses for crew members.
- (d) When determining the actual mass by weighing, crew members' personal belongings and hand baggage should be included. Such weighing should be conducted immediately prior to boarding the aircraft.

### **AMC1 NCC.POL.105(d) Mass and balance, loading**

#### MASS VALUES FOR PASSENGERS AND BAGGAGE

- (a) The predetermined mass for hand baggage and clothing should be established by the operator on the basis of studies relevant to its particular operation. In any case, it should not be less than:
  - (1) 4 kg for clothing; and
  - (2) 6 kg for hand baggage.

The passengers' stated mass and the mass of passengers' clothing and hand baggage should be checked prior to boarding and adjusted, if necessary. The operator should establish a procedure in the operations manual when to select actual or standard masses and the procedure to be followed when using verbal statements.

- (b) When determining the actual mass by weighing, passengers' personal belongings and hand baggage should be included. Such weighing should be conducted immediately prior to boarding the aircraft.
- (c) When determining the mass of passengers by using standard mass values, provided in Tables 1 and 2 of NCC.POL.105(e), infants occupying separate passenger seats should be considered as children for the purpose of this AMC. When the total number of passenger seats available on an aircraft is 20 or more, the standard masses for males and females in Table 1 of NCC.POL.105(e) should be used. As an alternative, in cases where the total number of passenger seats available is 30 or more, the 'All Adult' mass values in Table 1 of NCC.POL.105(e) may be used.

On aeroplane flights with 19 passenger seats or less and all helicopter flights where no hand baggage is carried in the cabin or where hand baggage is accounted for separately, 6 kg may be deducted from male and female masses in Table 2 of NCC.POL.105(e). Articles such as an overcoat, an umbrella, a small handbag or purse, reading material or a small camera are not considered as hand baggage.

For helicopter operations in which a survival suit is provided to passengers, 3 kg should be added to the passenger mass value.

- (d) Mass values for baggage.

The mass of checked baggage should be checked prior to loading and increased, if necessary.
- (e) On any flight identified as carrying a significant number of passengers whose masses, including hand baggage, are expected to significantly deviate from the standard passenger mass, the operator should determine the actual mass of such passengers by weighing or by adding an adequate mass increment.
- (f) If standard mass values for checked baggage are used and a significant number of passengers' checked baggage is expected to significantly deviate from the standard baggage mass, the

operator should determine the actual mass of such baggage by weighing or by adding an adequate mass increment.

### **GM1 NCC.POL.105(d) Mass and balance, loading**

#### ADJUSTMENT OF STANDARD MASSES

When standard mass values are used, item (e) of AMC1 NCC.POL.105(d) states that the operator should identify and adjust the passenger and checked baggage masses in cases where significant numbers of passengers or quantities of baggage are suspected of significantly deviating from the standard values. Therefore, the operations manual should contain instructions to ensure that:

- (a) check-in, operations and loading personnel as well as cabin and flight crew report or take appropriate action when a flight is identified as carrying a significant number of passengers whose masses, including hand baggage, are expected to significantly deviate from the standard passenger mass, and/or groups of passengers carrying exceptionally heavy baggage; and
- (b) on small aircraft, where the risks of overload and/or CG errors are the greatest, pilots pay special attention to the load and its distribution and make proper adjustments.

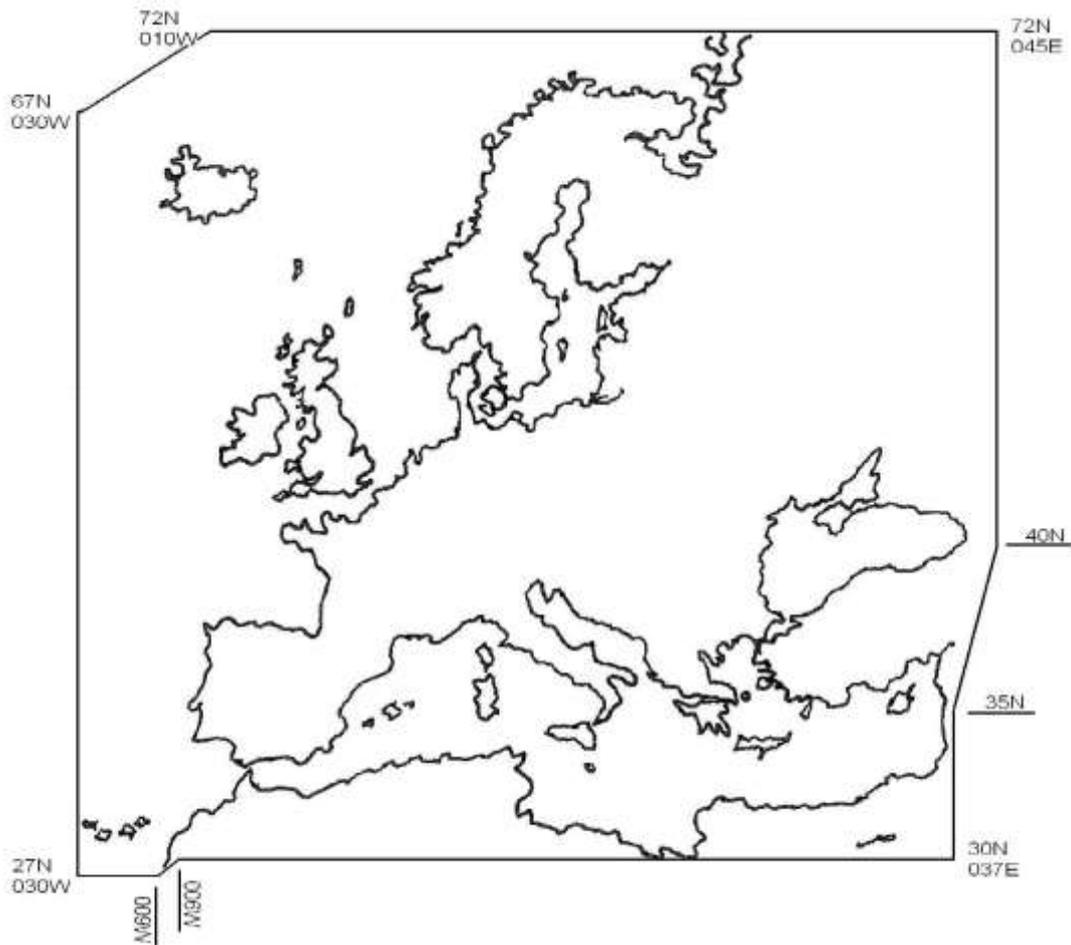
### **GM1 NCC.POL.105(e) Mass and balance, loading**

#### TYPE OF FLIGHTS

- (a) For the purpose of Table 3 of NCC.POL.105(e):
  - (1) domestic flight means a flight with origin and destination within the borders of one State.
  - (2) flights within the European region means flights, other than domestic flights, whose origin and destination are within the area specified in item (b).
  - (3) Intercontinental flight means flights beyond the European region with origin and destination in different continents.
- (b) Flights within the European region are flights conducted within the following area:
  - N7200 E04500
  - N4000 E04500
  - N3500 E03700
  - N3000 E03700
  - N3000 W00600
  - N2700 W00900
  - N2700 W03000
  - N6700 W03000
  - N7200 W01000
  - N7200 E04500

as depicted in Figure 1: European region.

#### **Figure 1: European region**



### GM1 NCC.POL.105(g) Mass and balance, loading

#### FUEL DENSITY

- (a) If the actual fuel density is not known, the operator may use standard fuel density values for determining the mass of the fuel load. Such standard values should be based on current fuel density measurements for the airports or areas concerned.
- (b) Typical fuel density values are:
- |     |  |      |
|-----|--|------|
| (1) | Gasoline (reciprocating engine fuel) – | 0.71 |
| (2) | JET A1 (Jet fuel JP 1) –               | 0.79 |
| (3) | JET B (Jet fuel JP 4) –                | 0.76 |
| (4) | Oil –                                  | 0.88 |

### AMC1 NCC.POL.110(a) Mass and balance data and documentation

#### CONTENTS

The mass and balance documentation should include advice to the pilot-in-command whenever a non-standard method has been used for determining the mass of the load.

**AMC2 NCC.POL.110(b) Mass and balance data and documentation**

## INTEGRITY

The operator should verify the integrity of mass and balance data and documentation generated by a computerised mass and balance system, at intervals not exceeding 6 months. The operator should establish a system to check that amendments of its input data are incorporated properly in the system and that the system is operating correctly on a continuous basis.

**AMC1 NCC.POL.110(c) Mass and balance data and documentation**

## SIGNATURE OR EQUIVALENT

Where a signature by hand is impracticable or it is desirable to arrange the equivalent verification by electronic means, the following conditions should be applied in order to make an electronic signature the equivalent of a conventional hand-written signature:

- (a) electronic 'signing' by entering a personal identification number (PIN) code with appropriate security, etc.;
- (b) entering the PIN code generates a print-out of the individual's name and professional capacity on the relevant document(s) in such a way that it is evident, to anyone having a need for that information, who has signed the document;
- (c) the computer system logs information to indicate when and where each PIN code has been entered;
- (d) the use of the PIN code is, from a legal and responsibility point of view, considered to be fully equivalent to signature by hand;
- (e) the requirements for record keeping remain unchanged; and
- (f) all personnel concerned are made aware of the conditions associated with electronic signature and this is documented.

**AMC2 NCC.POL.110(c) Mass and balance data and documentation**

## MASS AND BALANCE DOCUMENTATION SENT VIA DATA LINK

Whenever the mass and balance documentation is sent to the aircraft via data link, a copy of the final mass and balance documentation as accepted by the pilot-in-command should be available on the ground.

**GM1 NCC.POL.110(b) Mass and balance data and documentation**

## ON-BOARD INTEGRATED MASS AND BALANCE COMPUTER SYSTEM

An on-board integrated mass and balance computer system may be an aircraft installed system capable of receiving input data either from other aircraft systems or from a mass and balance system on the ground, in order to generate mass and balance data as an output.

**GM2 NCC.POL.110(b) Mass and balance data and documentation**

## STAND-ALONE COMPUTERISED MASS AND BALANCE SYSTEM

A stand-alone computerised mass and balance system may be a computer, either as part of an electronic flight bag (EFB) system or solely dedicated to mass and balance purposes, requiring input from the user, in order to generate mass and balance data as an output.

**AMC1 NCC.POL.125 Take-off — aeroplanes**

## TAKE-OFF MASS

The following should be considered for determining the maximum take-off mass:

- (a) the pressure altitude at the aerodrome;
- (b) the ambient temperature at the aerodrome;
- (c) the runway surface condition and the type of runway surface;
- (d) the runway slope in the direction of take-off;
- (e) not more than 50 % of the reported head-wind component or not less than 150 % of the reported tailwind component; and
- (f) the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.

**AMC2 NCC.POL.125 Take-off — aeroplanes**

## CONTAMINATED RUNWAY PERFORMANCE DATA

Wet and contaminated runway performance data, if made available by the manufacturer, should be taken into account. If such data is not made available, the operator should account for wet and contaminated runway conditions by using the best information available.

**AMC3 NCC.POL.125 Take-off — aeroplanes**

## ADEQUATE MARGIN

The adequate margin should be defined in the operations manual.

**GM1 NCC.POL.125 Take-off — aeroplanes**

## RUNWAY SURFACE CONDITION

Operation on runways contaminated with water, slush, snow or ice implies uncertainties with regard to runway friction and contaminant drag and therefore to the achievable performance and control of the aeroplane during take-off or landing, since the actual conditions may not completely match the assumptions on which the performance information is based. In the case of a contaminated runway, the first option for the pilot-in-command is to wait until the runway is cleared. If this is impracticable, he/she may consider a take-off or landing, provided that he/she has applied the applicable performance adjustments, and any further safety measures he/she considers justified under the prevailing conditions. The excess runway length available including the criticality of the overrun area should also be considered.

**GM2 NCC.POL.125 Take-off — aeroplanes**

## ADEQUATE MARGIN

'An adequate margin' is illustrated by the appropriate examples included in Attachment C to ICAO Annex 6, Part I.

**AMC1 NCC.POL.135 Landing — aeroplanes**

## GENERAL

The following should be considered to ensure that an aeroplane is able to land and stop, or a seaplane to come to a satisfactorily low speed, within the landing distance available:

- (a) the pressure altitude at the aerodrome;
- (b) the runway surface condition and the type of runway surface;
- (c) the runway slope in the direction of landing;
- (d) not more than 50 % of the reported head-wind component or not less than 150 % of the reported tailwind component; and
- (e) use of the most favourable runway, in still air;
- (f) use of the runway most likely to be assigned considering the probable wind speed and direction and the ground handling characteristics of the aeroplane, and considering other conditions such as landing aids and terrain.

**AMC2 NCC.POL.135 Landing — aeroplanes**

## ALLOWANCES

The allowances should be stated in the operations manual.

## SUBPART D: INSTRUMENTS, DATA AND EQUIPMENT

### SECTION 1 *Aeroplanes*

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

##### APPLICABLE AIRWORTHINESS REQUIREMENTS

The applicable airworthiness requirements for approval of instruments and equipment required by this Part are the following:

- (a) Regulation (EC) 748/2012<sup>6</sup> for:
  - (1) aeroplanes registered in the EU; and
  - (2) aeroplanes registered outside the EU but manufactured or designed by an EU organisation.
- (b) Airworthiness requirements of the state of registry for aeroplanes registered, designed and manufactured outside the EU.

#### **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(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

- (a) This Guidance Material 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 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));

<sup>6</sup> Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1).

- (2) mission dedicated equipment (e.g. radios); and
- (3) non-installed passenger entertainment equipment. GM1 NCC.IDE.A.100(d) Instruments and equipment — general

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

#### POSITIONING OF INSTRUMENTS

This requirement implies that whenever a single instrument is required in an aeroplane operated in a multi-crew environment, the instrument needs to be visible from each flight crew station.

### **GM1 NCC.IDE.A.110 Spare electrical fuses**

#### FUSES

A spare electrical fuse means a replaceable fuse in the flight crew compartment, not an automatic circuit breaker or circuit breakers in the electric compartments.

### **AMC1 NCC.IDE.A.120&NCC.IDE.A.125 Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

#### INTEGRATED INSTRUMENTS

- (a) Individual equipment requirements may be met by combinations of instruments, by integrated flight systems or by a combination of parameters on electronic displays. The information so available to each required pilot should not be less than that required in the applicable operational requirements, and the equivalent safety of the installation should be approved during type certification of the aeroplane for the intended type of operation.
- (b) The means of measuring and indicating turn and slip, aeroplane attitude and stabilised aeroplane heading may be met by combinations of instruments or by integrated flight director systems, provided that the safeguards against total failure, inherent in the three separate instruments, are retained.

### **AMC2 NCC.IDE.A.120 Operations under VFR — flight and navigational instruments and associated equipment**

#### LOCAL FLIGHTS

For flights that do not exceed 60 minutes' duration, that take off and land at the same aerodrome and that remain within 50 NM of that aerodrome, an equivalent means of complying with NCC.IDE.A.120 (a)(5) & (b)(1)(i) may be:

- (a) a turn and slip indicator;
- (b) a turn coordinator; or
- (c) both an attitude indicator and a slip indicator.

### **AMC1 NCC.IDE.A.120(a)(1)&NCC.IDE.A.125(a)(1) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

#### MEANS OF MEASURING AND DISPLAYING MAGNETIC HEADING

The means of measuring and displaying magnetic heading should be a magnetic compass or equivalent.

**AMC1 NCC.IDE.A.120(a)(2)&NCC.IDE.A.125(a)(2) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## MEANS OF MEASURING AND DISPLAYING THE TIME

An acceptable means of compliance is a clock displaying hours, minutes and seconds, with a sweep-second pointer or digital presentation.

**AMC1 NCC.IDE.A.120(a)(3)&NCC.IDE.A.125(a)(3) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## CALIBRATION OF THE MEANS FOR MEASURING AND DISPLAYING PRESSURE ALTITUDE

The instrument measuring and displaying pressure altitude should be of a sensitive type calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars, adjustable for any barometric pressure likely to be set during flight.

**AMC2 NCC.IDE.A.125(a)(3) Operations under IFR — flight and navigational instruments and associated equipment**

## ALTIMETERS — IFR OR NIGHT OPERATIONS

Except for unpressurised aeroplanes operating below 10 000 ft, the altimeters of aeroplanes operating under IFR or at night should have counter drum-pointer or equivalent presentation.

**AMC1 NCC.IDE.A.120(a)(4)&NCC.IDE.A.125(a)(4) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED

The instrument indicating airspeed should be calibrated in knots (kt).

**AMC1 NCC.IDE.A.120(c)&NCC.IDE.A.125(c) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## MULTI-PILOT OPERATIONS – DUPLICATE INSTRUMENTS

Duplicate instruments include separate displays for each pilot and separate selectors or other associated equipment where appropriate.

**AMC1 NCC.IDE.A.125(a)(9) Operations under IFR — flight and navigational instruments and associated equipment**

## MEANS OF DISPLAYING OUTSIDE AIR TEMPERATURE

- (a) The means of displaying outside air temperature should be calibrated in degrees Celsius.
- (b) The means of displaying outside air temperature may be an air temperature indicator that provides indications that are convertible to outside air temperature.

**AMC1 NCC.IDE.A.125(d) Operations under IFR — flight and navigational instruments and associated equipment**

## MEANS OF PREVENTING MALFUNCTION DUE TO CONDENSATION OR ICING

The means of preventing malfunction due to either condensation or icing of the airspeed indicating system should be a heated pitot tube or equivalent.

**AMC1 NCC.IDE.A.125(f) Operations under IFR — flight and navigational instruments and associated equipment**

## CHART HOLDER

An acceptable means of compliance with the chart holder requirement is to display a pre-composed chart on an electronic flight bag (EFB).

**AMC1 NCC.IDE.A.135 Terrain awareness warning system (TAWS)**

## EXCESSIVE DOWNWARDS GLIDESLOPE DEVIATION WARNING FOR CLASS A TAWS

The requirement for a Class A TAWS to provide a warning to the flight crew for excessive downwards glideslope deviation should apply to all final approach glideslopes with angular vertical navigation (VNAV) guidance, whether provided by the instrument landing system (ILS), microwave landing system (MLS), satellite-based augmentation system approach procedure with vertical guidance (SBAS APV (localiser performance with vertical guidance approach LPV)), ground-based augmentation system (GBAS (GPS landing system, GLS)) or any other systems providing similar guidance. The same requirement should not apply to systems providing vertical guidance based on barometric VNAV.

**GM1 NCC.IDE.A.135 Terrain awareness warning system (TAWS)**

## ACCEPTABLE STANDARD FOR TAWS

An acceptable standard for Class A and Class B TAWS may be the applicable European technical standards order (ETSO) issued by the Agency or equivalent.

**AMC1 NCC.IDE.A.145 Airborne weather detecting equipment**

## GENERAL

The airborne weather detecting equipment should be an airborne weather radar, except for propeller-driven pressurised aeroplanes with an MCTOM not more than 5 700 kg and an MOPSC of not more than nine, for which other equipment capable of detecting thunderstorms and other potentially hazardous weather conditions, regarded as detectable with airborne weather radar equipment, are also acceptable.

**AMC1 NCC.IDE.A.155 Flight crew interphone system**

## TYPE OF FLIGHT CREW INTERPHONE

The flight crew interphone system should not be of a handheld type.

**AMC1 NCC.IDE.A.160 Cockpit voice recorder**

## GENERAL

- (a) The operational performance requirements for cockpit voice recorders (CVRs) should be those laid down in the European Organisation for Civil Aviation Equipment (EUROCAE) Document ED-112 (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems), dated March 2003, including Amendments n°1 and 2, or any later equivalent standard produced by EUROCAE.
- (b) The operational performance requirements for equipment dedicated to the CVR should be those laid down in the European Organisation for Civil Aviation Equipment (EUROCAE) Document ED-56A (Minimum Operational Performance Requirements For Cockpit Voice Recorder Systems) dated December 1993, or EUROCAE Document ED-112 (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems) dated March 2003, including Amendments No°1 and No°2, or any later equivalent standard produced by EUROCAE.

**AMC1 NCC.IDE.A.165 Flight data recorder**

## OPERATIONAL PERFORMANCE REQUIREMENTS FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL CoFA ON OR AFTER 1 JANUARY 2016 AND BEFORE 1 JANUARY 2023

- (a) The operational performance requirements for flight data recorders (FDRs) should be those laid down in EUROCAE Document ED-112 (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems) dated March 2003, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.
- (b) The flight data recorder should record, with reference to a timescale, the list of parameters in Table 1 and Table 2, as applicable.
- (c) The parameters to be recorded should meet the performance specifications (designated ranges, sampling intervals, accuracy limits and minimum resolution in read-out) as defined in the relevant tables of EUROCAE Document ED-112, dated March 2003, including amendments n°1 and 2, or any later equivalent standard produced by EUROCAE.

**Table 1: All Aeroplanes**

No*	Parameter
1a	Time; or
1b	Relative time count
1c	Global navigation satellite system (GNSS) time synchronisation
2	Pressure altitude
3	Indicated airspeed; or calibrated airspeed
4	Heading (primary flight crew reference) - when true or magnetic heading can be selected, the primary heading reference, a discrete indicating selection, should be recorded
5	Normal acceleration
6	Pitch attitude

No*	Parameter
7	Roll attitude
8	Manual radio transmission keying and CVR/FDR synchronisation reference.
9	Engine thrust/power:
9a	Parameters required to determine propulsive thrust/power on each engine
9b	Flight crew compartment thrust/power lever position (for aeroplanes with non-mechanically linked flight crew compartment — engine controls)
14	Total or outside air temperature
16	Longitudinal acceleration (body axis)
17	Lateral acceleration
18	Primary flight control surface and/or primary flight control pilot input (for aeroplanes with control systems in which movement of a control surface will back drive the pilot's control, 'or' applies. For aeroplanes with control systems in which movement of a control surface will not back drive the pilot's control, 'and' applies. For multiple or split surfaces, a suitable combination of inputs is acceptable instead of recording each surface separately. For aeroplanes that have a flight control break-away capability that allows either pilot to operate the controls independently, record both inputs):
18a	Pitch axis
18b	Roll axis
18c	Yaw axis
19	Pitch trim surface position
23	Marker beacon passage
24	Warnings — in addition to the master warning each 'red' warning (including smoke warnings from other compartments) should be recorded when the warning condition cannot be determined from other parameters or from the CVR
25	Each navigation receiver frequency selection
27	Air—ground status. Air—ground status (and a sensor of each landing gear if installed)

\* The number in the left hand column reflects the serial number depicted in EUROCAE ED-112.

**Table 2: Aeroplanes for which the data source for the parameter is either used by aeroplane systems or is available on the instrument panel for use by the flight crew to operate the aeroplane**

No*	Parameter
10	Flaps

No*	Parameter
10a	Trailing edge flap position
10b	Flight crew compartment control selection
11	Slats
11a	Leading edge flap (slat) position
11b	Flight crew compartment control selection
12	Thrust reverse status
13	Ground spoiler and speed brake:
13a	Ground spoiler position
13b	Ground spoiler selection
13c	Speed brake position
13d	Speed brake selection
15	Autopilot, autothrottle, automatic flight control system (AFCS) mode and engagement status
20	Radio altitude. For auto-land/Category III operations, each radio altimeter should be recorded.
21	Vertical deviation — (the approach aid in use should be recorded. For auto-land/CAT III operations, each system should be recorded.):
21a	ILS/GPS/GLS glide path
21b	MLS elevation
21c	Integrated approach navigation (IAN)/integrated area navigation (IRNAV), vertical deviation
22	Horizontal deviation — (the approach aid in use should be recorded. For auto-land/CAT III operations, each system should be recorded. It is acceptable to arrange them so that at least one is recorded every second):
22a	ILS/GPS/GLS localiser
22b	MLS azimuth
22c	GNSS approach path/IRNAV lateral deviation
26	Distance measuring equipment (DME) 1 and 2 distances:
26a	Distance to runway threshold (GLS)
	Distance to missed approach -
26b	Point (IRNAV/IAN)
28	Ground proximity warning system (GPWS)/TAWS/ground collision avoidance system (GCAS) status:

No*	Parameter
28a	Selection of terrain display mode, including pop-up display status
28b	Terrain alerts, including cautions and warnings and advisories
28c	On/off switch position
29	Angle of attack
30	Low pressure warning (each system):
30a	Hydraulic pressure
30b	Pneumatic pressure
31	Ground speed
32	Landing gear:
32a	Landing gear position
32b	Gear selector position
33	Navigation data:
33a	Drift angle
33b	Wind speed
33c	Wind direction
33d	Latitude
33e	Longitude
33f	GNSS augmentation in use
34	Brakes:
34a	Left and right brake pressure
34b	Left and right brake pedal position
35	Additional engine parameters (if not already recorded in parameter 9 of Table 1 of AMC1 NCC.IDE.A.165 and if the aeroplane is equipped with a suitable data source):
35a	Engine pressure ratio (EPR)
35b	N <sub>1</sub>
35c	Indicated vibration level
35d	N <sub>2</sub>
35e	Exhaust gas temperature (EGT)
35f	Fuel flow
35g	Fuel cut-off lever position
35h	N <sub>3</sub>

No*	Parameter
36	Traffic alert and collision avoidance system (TCAS)/ACAS — a suitable combination of discrettes should be recorded to determine the status of the system:
36a	Combined control
36b	Vertical control
36c	Up advisory
36d	Down advisory
36e	Sensitivity level
37	Wind shear warning
38	Selected barometric setting:
38a	Pilot
38b	Co-pilot
39	Selected altitude (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
40	Selected speed (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
41	Selected Mach (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
42	Selected vertical speed (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
43	Selected heading (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
44	Selected flight path (All pilot selectable modes of operation) - to be recorded for the aeroplane where the parameter is displayed electronically:
44a	Course/desired track (DSTRK)
44b	Path angle
44c	Coordinates of final approach path (IRNAV/IAN)
45	Selected decision height - to be recorded for the aeroplane where the parameter is displayed electronically
46	Electronic flight instrument system (EFIS) display format:
46a	Pilot
46b	Co-pilot
47	Multi-function/engine/alerts display format

No*	Parameter
48	AC electrical bus status — each bus
49	DC electrical bus status — each bus
50	Engine bleed valve position
51	Auxiliary power unit (APU) bleed valve position
52	Computer failure (all critical flight and engine control systems)
53	Engine thrust command
54	Engine thrust target
55	Computed centre of gravity (CG)
56	Fuel quantity in CG trim tank
57	Head-up display in use
58	Para visual display on
59	Operational stall protection, stick shaker and pusher activation
60	Primary navigation system reference:
60a	GNSS
60b	Inertial navigational system (INS)
60c	VHF omnidirectional radio range (VOR)/DME
60d	MLS
60e	Loran C
60f	ILS
61	Ice detection
62	Engine warning — each engine vibration
63	Engine warning — each engine over temperature
64	Engine warning — each engine oil pressure low
65	Engine warning — each engine over speed
66	Yaw trim surface position
67	Roll trim surface position
68	Yaw or sideslip angle

No*	Parameter
69	De-icing and/or anti-icing systems selection
70	Hydraulic pressure — each system
71	Loss of cabin pressure
72	Trim control input position in the flight crew compartment, pitch — when mechanical means for control inputs are not available, displayed trim position or trim command should be recorded
73	Trim control input position in the flight crew compartment, roll — when mechanical means for control inputs are not available, displayed trim position or trim command should be recorded
74	Trim control input position in the flight crew compartment, yaw — when mechanical means for control inputs are not available, displayed trim position or trim command should be recorded
75	All flight control input forces (for fly-by-wire flight control systems, where control surface position is a function of the displacement of the control input device only, it is not necessary to record this parameter):
75a	Control wheel
75b	Control column
75c	Rudder pedal
76	Event marker
77	Date
78	Actual navigation performance (ANP) or estimate of position error (EPE) or estimate of position uncertainty (EPU)

\* The number in the left hand column reflects the serial number depicted in EUROCAE ED-112.

### AMC2 NCC.IDE.A.165 Flight data recorder

OPERATIONAL PERFORMANCE REQUIREMENTS FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL CofA ON OR AFTER 1 JANUARY 2023

- (a) The operational performance requirements for flight data recorders (FDRs) should be those laid down in EUROCAE Document 112A (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems) dated September 2013, or any later equivalent standard produced by EUROCAE.
- (b) The FDR should, with reference to a timescale, record:
- (1) the list of parameters in Table 1 below;

- (2) the additional parameters listed in Table 2 below, when the information data source for the parameter is used by aeroplane systems or is available on the instrument panel for use by the flight crew to operate the aeroplane; and
- (3) any dedicated parameters related to novel or unique design or operational characteristics of the aeroplane as determined by the Agency.
- (c) The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document 112A, or any later equivalent standard produced by EUROCAE.

**Table 1: FDR — All aeroplanes**

No*	Parameter
1a	Time; or
1b	Relative time count
1c	Global navigation satellite system (GNSS) time synchronisation
2	Pressure altitude (including altitude values displayed on each flight crew member's primary flight display)
3	Indicated airspeed or calibrated airspeed (including values of indicated airspeed or calibrated airspeed displayed on each flight crew member's primary flight display)
4	Heading (primary flight crew reference) — when true or magnetic heading can be selected, the primary heading reference, a discrete indicating selection should be recorded.
5	Normal acceleration
6	Pitch attitude — pitch attitude values displayed on each flight crew member's primary flight display should be recorded, unless the aeroplane is type certified before 1 January 2023 and recording the values displayed at the captain position or the first officer position would require extensive modification.
7	Roll attitude — roll attitude values displayed on each flight crew member's primary flight display should be recorded, unless the aeroplane is type certified before 1 January 2023 and recording the values displayed at the captain position or the first officer position would require extensive modification.
8	Manual radio transmission keying and CVR/FDR synchronisation reference
9	Engine thrust/power:
9a	Parameters required to determine propulsive thrust/power on each engine, in both normal and reverse thrust
9b	Flight crew compartment thrust/power lever position (for aeroplanes with non-mechanically linked engine controls in the flight crew compartment)
14	Total or outside air temperature
16	Longitudinal acceleration (body axis)

No*	Parameter
17	Lateral acceleration
18	Primary flight control surface and/or primary flight control pilot input (For aeroplanes with control systems in which the movement of a control surface will back drive the pilot's control, 'or' applies. For aeroplanes with control systems in which the movement of a control surface will not back drive the pilot's control, 'and' applies. For multiple or split surfaces, a suitable combination of inputs is acceptable in lieu of recording each surface separately. For aeroplanes that have a flight control break-away capability that allows either pilot to operate the controls independently, record both inputs):
18a	Pitch axis
18b	Roll axis
18c	Yaw axis
19	Pitch trim surface position
23	Marker beacon passage
24	Warnings — in addition to the master warning, each 'red' warning that cannot be determined from other parameters or from the CVR and each smoke warning from other compartments should be recorded.
25	Each navigation receiver frequency selection
27	Air-ground status. Air-ground status and a sensor of each landing gear if installed

\* The number in the left-hand column reflects the serial number depicted in EUROCAE 112A.

**Table 2: FDR — Aeroplanes for which the data source for the parameter is either used by the aeroplane systems or is available on the instrument panel for use by the flight crew to operate the aeroplane**

No*	Parameter
10	Flaps:
10a	Trailing edge flap position
10b	Flight crew compartment control selection
11	Slats:
11a	Leading edge flap (slat) position
11b	Flight crew compartment control selection
12	Thrust reverse status

No*	Parameter
13 13a 13b 13c 13d	Ground spoiler and speed brake: Ground spoiler position Ground spoiler selection Speed brake position Speed brake selection
15	Autopilot, autothrottle and automatic flight control system (AFCS): mode and engagement status (showing which systems are engaged and which primary modes are controlling the flight path and speed of the aircraft)
20	Radio altitude. For auto-land/category III operations, each radio altimeter should be recorded.
21 21a 21b 21c	Vertical deviation — the approach aid in use should be recorded. For auto-land/category III operations, each system should be recorded: ILS/GPS/GLS glide path MLS elevation Integrated approach navigation (IAN) /Integrated Area Navigation, vertical deviation
22 22a 22b 22c	Horizontal deviation — the approach aid in use should be recorded. For auto-land/category III operations, each system should be recorded: ILS/GPS/GLS localiser MLS azimuth GNSS approach path/IRNAV lateral deviation
26 26a 26b	Distance measuring equipment (DME) 1 and 2 distances: Distance to runway threshold (GLS) Distance to missed approach point (IRNAV/IAN)
28 28a 28b 28c	Ground proximity warning system (GPWS)/terrain awareness warning system (TAWS)/ground collision avoidance system (GCAS) status — a suitable combination of discrettes unless recorder capacity is limited in which case a single discrete for all modes is acceptable: Selection of terrain display mode, including pop-up display status Terrain alerts, including cautions and warnings and advisories On/off switch position
29	Angle of attack
30 30a 30b	Low pressure warning (each system): Hydraulic pressure Pneumatic pressure

No*	Parameter
31	Ground speed
32	Landing gear:
32a	Landing gear position
32b	Gear selector position
33	Navigation data:
33a	Drift angle
33b	Wind speed
33c	Wind direction
33d	Latitude
33e	Longitude
33f	GNSS augmentation in use
34	Brakes:
34a	Left and right brake pressure
34b	Left and right brake pedal position
35	Additional engine parameters (if not already recorded in parameter 9 of Table 1, and if the aeroplane is equipped with a suitable data source):
35a	Engine pressure ratio (EPR)
35b	N1
35c	Indicated vibration level
35d	N2
35e	Exhaust gas temperature (EGT)
35f	Fuel flow
35g	Fuel cut-off lever position
35h	N3
35i	Engine fuel metering valve position (or equivalent parameter from the system that directly controls the flow of fuel into the engine) — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
36	Traffic alert and collision avoidance system (TCAS)/airborne collision avoidance system (ACAS) — a suitable combination of discretes should be recorded to determine the status of the system:
36a	Combined control
36b	Vertical control
36c	Up advisory

No*	Parameter
36d	Down advisory
36e	Sensitivity level
37	Wind shear warning
38	Selected barometric setting — to be recorded for the aeroplane where the parameter is displayed electronically:
38a	Pilot selected barometric setting
38b	Co-pilot selected barometric setting
39	Selected altitude (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
40	Selected speed (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
41	Selected Mach (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
42	Selected vertical speed (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
43	Selected heading (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically
44	Selected flight path (all pilot selectable modes of operation) — to be recorded for the aeroplane where the parameter is displayed electronically:
44a	Course/desired track (DSTRK)
44b	Path angle
44c	Coordinates of final approach path (IRNAV/IAN)
45	Selected decision height — to be recorded for the aeroplane where the parameter is displayed electronically
46	Electronic flight instrument system (EFIS) display format, showing the display system status:
46a	Pilot
46b	Co-pilot
47	Multi-function/engine/alerts display format, showing the display system status
48	Alternating current (AC) electrical bus status — each bus
49	Direct current (DC) electrical bus status — each bus
50	Engine bleed valve(s) position

No*	Parameter
51	Auxiliary power unit (APU) bleed valve(s) position
52	Computer failure — all critical flight and engine control systems
53	Engine thrust command
54	Engine thrust target
55	Computed centre of gravity (CG)
56	Fuel quantity in CG trim tank
57	Head-up display in use
58	Paravisual display on
59	Operational stall protection, stick shaker and pusher activation
60 60a 60b 60c 60d 60e 60f	Primary navigation system reference: GNSS Inertial navigational system (INS) VHF omnidirectional radio range (VOR)/distance measuring equipment (DME) MLS Loran C ILS
61	Ice detection
62	Engine warning — each engine vibration
63	Engine warning — each engine over temperature
64	Engine warning — each engine oil pressure low
65	Engine warning — each engine overspeed
66	Yaw trim surface position
67	Roll trim surface position
68	Yaw or sideslip angle
69	De-icing and/or anti-icing systems selection
70	Hydraulic pressure — each system
71	Loss of cabin pressure

No*	Parameter
72	Trim control input position in the flight crew compartment, pitch — when mechanical means for control inputs are not available, displayed trim position or trim command should be recorded.
73	Trim control input position in the flight crew compartment, roll — when mechanical means for control inputs are not available, displayed trim position or trim command should be recorded.
74	Trim control input position in the flight crew compartment, yaw — when mechanical means for control inputs are not available, displayed trim position or trim command should be recorded.
75	All flight control input forces (for fly-by-wire flight control systems, where control surface position is a function of the displacement of the control input device only, it is not necessary to record this parameter):
75a	Control wheel input forces
75b	Control column input forces
75c	Rudder pedal input forces
76	Event marker
77	Date
78	Actual navigation performance (ANP) or estimate of position error (EPE) or estimate of position uncertainty (EPU)
79	Cabin pressure altitude — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
80	Aeroplane computed weight — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
81	Flight director command:
81a	Left flight director pitch command — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
81b	Left flight director roll command — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
81c	Right flight director pitch command — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
81d	Right flight director roll command — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
82	Vertical speed — for aeroplanes type certified before 1 January 2023, to be recorded only if this does not require extensive modification.

\* The number in the left-hand column reflects the serial number depicted in EUROCAE Document 112A.

**AMC1 NCC.IDE.A.170 Data link recording**

## GENERAL

- (a) As a means of compliance with NCC.IDE.A.170 (a) the recorder on which the data link messages are recorded may be:
- (1) the CVR;
  - (2) the FDR;
  - (3) a combination recorder when NCC.IDE.A.175 is applicable; or
  - (4) a dedicated flight recorder. In that case, the operational performance requirements for this recorder should be those laid down in EUROCAE Document ED-112 (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems), dated March 2003, including amendments No 1 and 2, or any later equivalent standard produced by EUROCAE.
- (b) As a means of compliance with NCC.IDE.A.170 (a)(2) the operator should enable correlation by providing information that allows an accident investigator to understand what data was provided to the aircraft and, when the provider identification is contained in the message, by which provider.
- (c) The timing information associated with the data link communications messages required to be recorded by NCC.IDE.A.170 (a)(3) should be capable of being determined from the airborne-based recordings. This timing information should include at least the following:
- (1) the time each message was generated;
  - (2) the time any message was available to be displayed by the flight crew;
  - (3) the time each message was actually displayed or recalled from a queue; and
  - (4) the time of each status change.
- (d) The message priority should be recorded when it is defined by the protocol of the data link communication message being recorded.
- (e) The expression ‘taking into account the system’s architecture’, in NCC.IDE.A.170 (a)(3), means that the recording of the specified information may be omitted if the existing source systems involved would require a major upgrade. The following should be considered:
- (1) the extent of the modification required;
  - (2) the down-time period; and
  - (3) equipment software development.
- (f) Data link communications messages that support the applications in Table 1 below should be recorded.
- (g) Further details on the recording requirements can be found in the recording requirement matrix in Appendix D.2 of EUROCAE Document ED-93 (Minimum Aviation System Performance Specification for CNS/ATM Recorder Systems), dated November 1998.

**Table 1: Data link recording**

Item No.	Application Type	Application Description	Required Recording Content

Item No.	Application Type	Application Description	Required Recording Content
1	Data link initiation	This includes any application used to log on to, or initiate, a data link service. In future air navigation system (FANS)-1/A and air traffic navigation (ATN), these are ATS facilities notification (AFN) and context management (CM), respectively.	C
2	Controller/pilot communication	This includes any application used to exchange requests, clearances, instructions and reports between the flight crew and controllers on the ground. In FANS-1/A and ATN, this includes the controller pilot data link communications (CPDLC) application.  It also includes applications used for the exchange of oceanic clearances (OCL) and departure clearances (DCL), as well as data link delivery of taxi clearances.	C
3	Addressed surveillance	This includes any surveillance application in which the ground sets up contracts for delivery of surveillance data.  In FANS-1/A and ATN, this includes the automatic dependent surveillance-contract (ADS-C) application.	C, F2
4	Flight information	This includes any application used for delivery of flight information data to specific aeroplanes. This includes for example digital automatic terminal information service (D ATIS), data link operational terminal information service (D OTIS), digital weather information services (data link-meteorological aerodrome or aeronautical report (D-METAR) or terminal weather information for pilots (TWIP)), data link flight information service (D-FIS), and Notice to Airmen (electronic NOTAM) delivery.	C
5	Broadcast surveillance	This includes elementary and enhanced surveillance systems, as well as automatic dependent surveillance-broadcast (ADS-B) output data.	M*, F2
6	Aeronautical operational control (AOC) data	This includes any application transmitting or receiving data used for AOC purposes (in accordance with the ICAO definition of AOC). Such	M*

Item No.	Application Type	Application Description	Required Recording Content
		systems may also process aeronautical administrative communication (AAC) messages, but there is no requirement to record AAC messages	
7	Graphics	This includes any application receiving graphical data to be used for operational purposes (i.e. excluding applications that are receiving such things as updates to manuals).	M* F1

### GM1 NCC.IDE.A.170 Data link recording

#### GENERAL

- (a) The letters and expressions in Table 1 of AMC1 NCC.IDE.A.170 have the following meaning:
- (1) C: complete contents recorded.
  - (2) M: information that enables correlation with any associated records stored separately from the aeroplane.
  - (3) \*: applications that are to be recorded only as far as is practicable, given the architecture of the system.
  - (4) F1: graphics applications may be considered as AOC messages when they are part of a data link communications application service run on an individual basis by the operator itself in the framework of the operational control.
  - (5) F2: where parametric data sent by the aeroplane, such as Mode S, is reported within the message, it should be recorded unless data from the same source is recorded on the FDR.
- (b) The definitions of the applications type in Table 1 of AMC1 NCC.IDE.A.170 are described in Table 1 below.

**Table 1: Definitions of the applications type**

Item No.	Application Type	Messages	Comments
1	CM		CM is an ATN service
2	AFN		AFN is a FANS 1/A service
3	CPDLC		All implemented up and downlink messages to be recorded
4	ADS-C	ADS-C reports	All contract requests and reports recorded
		Position reports	Only used within FANS 1/A. Mainly used in oceanic and remote areas.

Item No.	Application Type	Messages	Comments
5	ADS-B	Surveillance data	Information that enables correlation with any associated records stored separately from the aeroplane.
6	D-FIS		D-FIS is an ATN service. All implemented up and downlink messages to be recorded
7	TWIP	TWIP messages	Terminal weather information for pilots
8	D-ATIS	ATIS messages	Refer to EUROCAE ED-89A, dated December 2003: Data Link Application System Document (DLASD) for the 'ATIS' data link service
9	OCL	OCL messages	Refer to EUROCAE ED-106A, dated March 2004: Data Link Application System Document (DLASD) for 'Oceanic Clearance' (OCL) data link service
10	DCL	DCL messages	Refer to EUROCAE ED-85A, dated December 2005: Data Link Application System Document (DLASD) for 'Departure Clearance' data link service
11	Graphics	Weather maps & other graphics	Graphics exchanged in the framework of procedures within the operational control, as specified in Part-ORO.  Information that enables correlation with any associated records stored separately from the aeroplane.
12	AOC	Aeronautical operational control messages	Messages exchanged in the framework of procedures within the operational control, as specified in Part-ORO.  Information that enables correlation with any associated records stored separately from the aeroplane. Definition in EUROCAE ED-112, dated March 2003.
13	Surveillance	Downlinked aircraft parameters (DAP)	As defined in ICAO Annex 10 Volume IV (Surveillance systems and ACAS).

AAC aeronautical administrative communications

ADS-B automatic dependent surveillance - broadcast

ADS-C	automatic dependent surveillance – contract
AFN	aircraft flight notification
AOC	aeronautical operational control
ATIS	automatic terminal information service
ATSC	air traffic service communication
CAP	controller access parameters
CPDLC	controller pilot data link communications
CM	configuration/context management
D-ATIS	digital ATIS
D-FIS	data link flight information service
D-METAR	data link meteorological airport report
DCL	departure clearance
FANS	Future Air Navigation System
FLIPCY	flight plan consistency
OCL	oceanic clearance
SAP	system access parameters
TWIP	terminal weather information for pilots

### **GM1 NCC.IDE.A.170(a) Data link recording**

#### APPLICABILITY OF THE DATA LINK RECORDING REQUIREMENT

- (a) If it is certain that the aeroplane cannot use data link communication messages for ATS communications corresponding to any application designated by NCC.IDE.A.170(a)(1), then the data link recording requirement does not apply.
- (b) Examples where the aeroplane cannot use data link communication messages for ATS communications include but are not limited to the cases where:
  - (1) the aeroplane data link communication capability is disabled permanently and in a way that it cannot be enabled again during the flight;
  - (2) data link communications are not used to support air traffic service (ATS) in the area of operation of the aeroplane; and
  - (3) the aeroplane data link communication equipment cannot communicate with the equipment used by ATS in the area of operation of the aeroplane.

### **AMC1 NCC.IDE.A.175 Flight data and cockpit voice combination recorder**

#### GENERAL

When two flight data and cockpit voice combination recorders are installed, one should be located near the flight crew compartment in order to minimise the risk of data loss due to a failure of the wiring that gathers data to the recorder. The other should be located at the rear section of the aeroplane in order to minimise the risk of data loss due to recorder damage in the case of a crash.

**GM1 NCC.IDE.A.175 Flight data and cockpit voice combination recorder**

## GENERAL

- (a) A flight data and cockpit voice combination recorder is a flight recorder that records:
- (1) all voice communications and the aural environment required by NCC.IDE.A.160; and
  - (2) all parameters required by NCC.IDE.A.165,
- with the same specifications required by NCC.IDE.A.160 and NCC.IDE.A.165.
- (b) In addition, a flight data and cockpit voice combination recorder may record data link communication messages and related information required by NCC.IDE.A.170.

**AMC1 NCC.IDE.A.180 Seats, seat safety belts, restraint systems and child restraint devices**

## CHILD RESTRAINT DEVICES (CRDS)

- (a) A CRD is considered to be acceptable if:
- (1) it is a 'supplementary loop' belt manufactured with the same techniques and the same materials as the approved safety belts; or
  - (2) it complies with (b).
- (b) Provided the CRD can be installed properly on the respective aircraft seat, the following CRDs are considered acceptable:
- (1) CRDs approved for use in aircraft by a competent authority on the basis of a technical standard and marked accordingly.
  - (2) CRDs approved for use in motor vehicles according to the UN standard ECE R 44, -03 or later series of amendments.
  - (3) CRDs approved for use in motor vehicles and aircraft according to Canadian CMVSS 213/213.1.
  - (4) CRDs approved for use in motor vehicles and aircraft according to US FMVSS No 213 and manufactured to these standards on or after February 26, 1985. US approved CRDs manufactured after this date should bear the following labels in red letters:
    - (i) 'THIS CHILD RESTRAINT SYSTEM CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS'; and
    - (ii) 'THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT';
  - (5) CRDs qualified for use in aircraft according to the German 'Qualification Procedure for Child Restraint Systems for Use in Aircraft' (TÜV Doc. TÜV/958-01/2001); and
  - (6) Devices approved for use in cars, manufactured and tested to standards equivalent to those listed above. The device should be marked with an associated qualification sign, which shows the name of the qualification organisation and a specific identification number, related to the associated qualification project. The qualifying organisation should be a competent and independent organisation that is acceptable to the competent authority.
- (c) Location
- (1) Forward facing CRDs may be installed on both forward and rearward facing passenger seats but only when fitted in the same direction as the passenger seat on which they are positioned. Rearward facing CRDs should only be installed on forward facing passenger seats. A CRD may not be installed within the radius of action of an airbag, unless it is obvious that the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag.
  - (2) An infant in a CRD should be located as near to a floor level exit as feasible.
  - (3) An infant in a CRD should not hinder evacuation for any passenger.
  - (4) An infant in a CRD should neither be located in the row (where rows are existing) leading to an emergency exit nor located in a row immediately forward or aft of an emergency exit. A window passenger seat is the preferred location. An aisle passenger seat or a cross aisle passenger seat that forms part of the evacuation route to exits is not recommended. Other locations may be acceptable provided the access of neighbour passengers to the nearest aisle is not obstructed by the CRD.

- (5) In general, only one CRD per row segment is recommended. More than one CRD per row segment is allowed if the infants are from the same family or travelling group provided the infants are accompanied by a responsible adult sitting next to them.
  - (6) A row segment is the fraction of a row separated by two aisles or by one aisle and the aeroplane fuselage.
- (d) Installation
- (1) CRDs should only be installed on a suitable aircraft seat with the type of connecting device they are approved or qualified for. E.g., CRDs to be connected by a three point harness only (most rearward facing baby CRDs currently available) should not be attached to an aeroplane seat with a lap belt only; a CRD designed to be attached to a vehicle seat by means of rigid bar lower anchorages (ISO-FIX or US equivalent) only, should only be used on aeroplane seats that are equipped with such connecting devices and should not be attached by the aeroplane seat lap belt. The method of connecting should be the one shown in the manufacturer's instructions provided with each CRD.
  - (2) All safety and installation instructions should be followed carefully by the responsible adult accompanying the infant. Crew members should prohibit the use of any inadequately installed CRD or not qualified seat.
  - (3) If a forward facing CRD with a rigid backrest is to be fastened by a lap belt, the restraint device should be fastened when the backrest of the passenger seat on which it rests is in a reclined position. Thereafter, the backrest is to be positioned upright. This procedure ensures better tightening of the CRD on the aircraft seat if the aircraft seat is reclinable.
  - (4) The buckle of the adult safety belt should be easily accessible for both opening and closing, and should be in line with the seat belt halves (not canted) after tightening.
  - (5) Forward facing restraint devices with an integral harness must not be installed such that the adult safety belt is secured over the infant.
- (e) Operation
- (1) Each CRD should remain secured to a passenger seat during all phases of flight, unless it is properly stowed when not in use.
  - (2) Where a CRD is adjustable in recline, it should be in an upright position for all occasions when passenger restraint devices are required.

#### **AMC2 NCC.IDE.A.180 Seats, seat safety belts, restraint systems and child restraint devices**

##### UPPER TORSO RESTRAINT SYSTEM

- (a) A restraint system including a seat belt, two shoulder straps and additional straps is deemed to be compliant with the requirement for restraint systems with two shoulder straps.
- (b) An upper torso restraint system which restrains permanently the torso of the occupant is deemed to be compliant with the requirement for an upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration.
- (c) The use of the upper torso restraint independently from the use of the seat belt is intended as an option for the comfort of the occupant of the seat in those phases of flight where only the seat belt is required to be fastened. A restraint system including a seat belt and an upper torso restraint that both remain permanently fastened is also acceptable.

## SEAT BELT

A seat belt with a diagonal shoulder strap (three anchorage points) is deemed to be compliant with the requirement for a seat belt (two anchorage points).

### **AMC3 NCC.IDE.A.180 Seats, seat safety belts, restraint systems and child restraint devices**

#### SEATS FOR MINIMUM REQUIRED CABIN CREW

- (a) Seats for the minimum required cabin crew members should be located near required floor level emergency exits, except if the emergency evacuation of passengers would be enhanced by seating cabin crew members elsewhere. In this case, other locations are acceptable.
- (b) Such seats should be forward or rearward facing within 15° of the longitudinal axis of the aeroplane.

### **GM1 NCC.IDE.A.180 Seats, seat safety belts, restraint systems and child restraint devices**

#### EMERGENCY LANDING DYNAMIC CONDITIONS

Emergency landing dynamic conditions are defined in 23.562 of CS-23 or equivalent and in 25.562 of CS-25 or equivalent.

### **AMC1 NCC.IDE.A.190 First-aid kit**

#### CONTENT OF FIRST-AID KITS

- (a) First-aid kits should be equipped with appropriate and sufficient medications and instrumentation. However, these kits should be amended by the operator according to the characteristics of the operation (scope of operation, flight duration, number and demographics of passengers, etc.).
- (b) The following should be included in the FAKs:
  - (1) Equipment:
    - (i) bandages (assorted sizes);
    - (ii) burns dressings (unspecified);
    - (iii) wound dressings (large and small);
    - (iv) adhesive dressings (assorted sizes);
    - (v) adhesive tape;
    - (vi) adhesive wound closures;
    - (vii) safety pins;
    - (viii) safety scissors;
    - (ix) antiseptic wound cleaner;
    - (x) disposable resuscitation aid;
    - (xi) disposable gloves;
    - (xii) tweezers: splinter; and
    - (xiii) thermometers (non-mercury).
  - (2) Medications:

- (i) simple analgesic (may include liquid form);
  - (ii) antiemetic;
  - (iii) nasal decongestant;
  - (iv) gastrointestinal antacid, in the case of aeroplanes carrying more than nine passengers;
  - (v) anti-diarrhoeal medication, in the case of aeroplanes carrying more than nine passengers; and
  - (vi) antihistamine.
- (3) Other:
- (i) a list of contents in at least two languages (English and one other). This should include information on the effects and side effects of medications carried;
  - (ii) first-aid handbook, current edition;
  - (iii) medical incident report form; and
  - (iv) biohazard disposal bags.
- (4) An eye irrigator, although not required to be carried in the FAK, should, where possible, be available for use on the ground.

#### **AMC2 NCC.IDE.A.190 First-aid kit**

##### MAINTENANCE OF FIRST-AID KITS

To be kept up to date first-aid kits should be:

- (a) inspected periodically to confirm, to the extent possible, that contents are maintained in the condition necessary for their intended use;
- (b) replenished at regular intervals, in accordance with instructions contained on their labels, or as circumstances warrant; and
- (c) replenished after use in-flight at the first opportunity where replacement items are available.

#### **AMC1 NCC.IDE.A.195 Supplemental oxygen — pressurised aeroplanes**

##### DETERMINATION OF OXYGEN

- (a) In the determination of the amount of oxygen required for the routes to be flown, it is assumed that the aeroplane will descend in accordance with the emergency procedures specified in the operations manual, without exceeding its operating limitations, to a flight altitude that will allow the flight to be completed safely (i.e. flight altitudes ensuring adequate terrain clearance, navigational accuracy, hazardous weather avoidance, etc.).
- (b) The amount of oxygen should be determined on the basis of cabin pressure altitude and flight duration, and on the assumption that a cabin pressurisation failure will occur at the pressure altitude or point of flight that is most critical from the standpoint of oxygen need.
- (c) Following a cabin pressurisation failure, the cabin pressure altitude should be considered to be the same as the aeroplane pressure altitude, unless it can be demonstrated to the competent authority that no probable failure of the cabin or pressurisation system will result in a cabin pressure altitude equal to the aeroplane pressure altitude. Under these circumstances, the

demonstrated maximum cabin pressure altitude may be used as a basis for determination of oxygen supply.

### **GM1 NCC.IDE.A.195(c)(2) Supplemental oxygen – pressurised aeroplanes**

#### QUICK DONNING MASKS

A quick donning mask is a type of mask that:

- (a) can be placed on the face from its ready position, properly secured, sealed and supplying oxygen upon demand, with one hand and within 5 seconds and will thereafter remain in position, both hands being free;
- (b) can be donned without disturbing eye glasses and without delaying the flight crew member from proceeding with assigned emergency duties;
- (c) once donned, does not prevent immediate communication between the flight crew members and other crew members over the aircraft intercommunication system; and
- (d) does not inhibit radio communications.

### **AMC1 NCC.IDE.A.200 Supplemental oxygen — non-pressurised aeroplanes**

#### DETERMINATION OF OXYGEN

- (a) On routes where the oxygen is necessary to be carried for 10 % of the passengers for the flight time between 10 000 ft and 13 000 ft, the oxygen may be provided by:
  - (1) a plug-in or drop-out oxygen system with sufficient outlets and dispensing units uniformly distributed throughout the cabin so as to provide oxygen to each passenger at his/her own discretion when seated on his/her assigned seat; or
  - (2) portable bottles, when a cabin crew member is required for the flight.
- (b) The amount of supplemental oxygen for sustenance for a particular operation should be determined on the basis of flight altitudes and flight duration, consistent with the operating procedures, including emergency procedures, established for each operation and the routes to be flown, as specified in the operations manual.

### **AMC1 NCC.IDE.A.205 Hand fire extinguishers**

#### NUMBER, LOCATION AND TYPE

- (a) The number and location of hand fire extinguishers should be such as to provide adequate availability for use, account being taken of the number and size of the passenger compartments, the need to minimise the hazard of toxic gas concentrations and the location of toilets, galleys, etc. These considerations may result in the number of fire extinguishers being greater than the minimum required.
- (b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this should be suitable for fighting both flammable fluid and electrical equipment fires. Additional hand fire extinguishers may be required for the protection of other compartments accessible to the crew in flight. Dry chemical fire extinguishers should not be used in the flight crew compartment, or in any compartment not separated by a partition from the flight crew compartment, because of the adverse effect on vision during discharge and, if conductive, interference with electrical contacts by the chemical residues.

- (c) Where only one hand fire extinguisher is required in the passenger compartments, it should be located near the cabin crew member's station, where provided.
- (d) Where two or more hand fire extinguishers are required in the passenger compartments and their location is not otherwise dictated by consideration of (a), an extinguisher should be located near each end of the cabin with the remainder distributed throughout the cabin as evenly as is practicable.
- (e) Unless an extinguisher is clearly visible, its location should be indicated by a placard or sign. Appropriate symbols may also be used to supplement such a placard or sign.

#### **AMC1 NCC.IDE.A.210 Marking of break-in points**

##### MARKINGS – COLOUR AND CORNERS

- (a) The colour of the markings should be red or yellow and, if necessary, should be outlined in white to contrast with the background.
- (b) If the corner markings are more than 2 m apart, intermediate lines 9 cm x 3 cm should be inserted so that there is no more than 2 m between adjacent markings.

#### **AMC1 NCC.IDE.A.215 Emergency locator transmitter (ELT)**

##### ELT BATTERIES

Batteries used in the ELTs should be replaced (or recharged, if the battery is rechargeable) when the equipment has been in use for more than 1 cumulative hour, and also when 50 % of their useful life (or for rechargeable, 50 % of their useful life of charge), as established by the equipment manufacturer, has expired. The new expiry date for the replacement (or recharged) battery should be legibly marked on the outside of the equipment. The battery useful life (or useful life of charge) requirements of this paragraph do not apply to batteries (such as water-activated batteries) that are essentially unaffected during probable storage intervals.

#### **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 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 crash impact, the automatic ELT 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) Any ELT carried should operate in accordance with the relevant provisions of ICAO Annex 10, Volume III and should be registered with the national agency responsible for initiating search and rescue or other nominated agency.

**AMC1 NCC.IDE.A.220 Flight over water**

## ACCESSIBILITY OF LIFE-JACKETS

The life-jacket should be accessible from the seat or berth of the person for whose use it is provided, with a safety belt or restraint system fastened.

## ELECTRIC ILLUMINATION OF LIFE-JACKETS

The means of electric illumination should be a survivor locator light as defined in the applicable ETSO issued by the Agency or equivalent.

## RISK ASSESSMENT

- (a) When conducting the risk assessment, the pilot-in-command should base his/her decision, as far as is practicable, on the Implementing Rules and AMCs applicable to the operation of the aeroplane.
- (b) The pilot-in-command should, for determining the risk, take the following operating environment and conditions into account:
  - (1) sea state;
  - (2) sea and air temperatures;
  - (3) the distance from land suitable for making an emergency landing; and
  - (4) the availability of search and rescue facilities.

**AMC2 NCC.IDE.A.220 Flight over water**

## LIFE-RAFTS AND EQUIPMENT FOR MAKING DISTRESS SIGNALS

- (a) The following should be readily available with each life-raft:
  - (1) means for maintaining buoyancy;
  - (2) a sea anchor;
  - (3) life-lines and means of attaching one life-raft to another;
  - (4) paddles for life-rafts with a capacity of six or less;
  - (5) means of protecting the occupants from the elements;
  - (6) a water-resistant torch;
  - (7) signalling equipment to make the pyrotechnic distress signals described in ICAO Annex 2, Rules of the Air;
  - (8) 100 g of glucose tablets for each four, or fraction of four, persons that the life-raft is designed to carry;
  - (9) at least 2 litres of drinkable water provided in durable containers or means of making sea water drinkable or a combination of both; and
  - (10) first-aid equipment.
- (b) As far as practicable, items listed in (a) should be contained in a pack.

**GM1 NCC.IDE.A.220 Flight over water**

## SEAT CUSHIONS

Seat cushions are not considered to be flotation devices.

**AMC1 NCC.IDE.A.230(a)(2) Survival equipment**

## SURVIVAL ELT

An ELT(AP) may be used to replace one required ELT(S) provided that it meets the ELT(S) requirements. A water-activated ELT(S) is not an ELT(AP).

**AMC1 NCC.IDE.A.230(a)(3) Survival equipment**

## ADDITIONAL SURVIVAL EQUIPMENT

- (a) The following additional survival equipment should be carried when required:
- (1) 500 ml of water for each four, or fraction of four, persons on board;
  - (2) one knife;
  - (3) first-aid equipment; and
  - (4) one set of air/ground codes.
- (b) In addition, when polar conditions are expected, the following should be carried:
- (1) a means of melting snow;
  - (2) one snow shovel and one ice saw;
  - (3) sleeping bags for use by 1/3 of all persons on board and space blankets for the remainder or space blankets for all passengers on board; and
  - (4) one arctic/polar suit for each crew member carried.
- (c) If any item of equipment contained in the above list is already carried on board the aircraft in accordance with another requirement, there is no need for this to be duplicated.

**AMC1 NCC.IDE.A.230(b)(2) Survival equipment**

## APPLICABLE AIRWORTHINESS STANDARD

The applicable airworthiness standard should be CS-25 or equivalent.

**GM1 NCC.IDE.A.230 Survival equipment**

## SIGNALLING EQUIPMENT

The signalling equipment for making distress signals is described in ICAO Annex 2, Rules of the Air.

**GM2 NCC.IDE.A.230 Survival equipment**

## AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT

The expression 'areas in which search and rescue would be especially difficult' should be interpreted, in this context, as meaning:

- (a) areas so designated by the competent authority responsible for managing search and rescue; or
- (b) areas that are largely uninhabited and where:
  - (1) the authority referred to in (a) has not published any information to confirm whether search and rescue would be or would not be especially difficult; and
  - (2) the authority referred to in (a) does not, as a matter of policy, designate areas as being especially difficult for search and rescue.

#### **AMC1 NCC.IDE.A.240 Headset**

##### GENERAL

- (a) A headset consists of a communication device that includes two earphones to receive and a microphone to transmit audio signals to the aeroplane's communication system. To comply with the minimum performance requirements, the earphones and microphone should match the communication system's characteristics and the flight crew compartment environment. The headset should be adequately adjustable in order to fit the flight crew's head. Headset boom microphones should be of the noise cancelling type.
- (b) If the intention is to utilise noise cancelling earphones, the operator should ensure that the earphones do not attenuate any aural warnings or sounds necessary for alerting the flight crew on matters related to the safe operation of the aeroplane.

#### **GM1 NCC.IDE.A.240 Headset**

##### GENERAL

The term 'headset' includes any aviation helmet incorporating headphones and microphone worn by a flight crew member.

#### **GM1 NCC.IDE.A.245 Radio communication equipment**

##### APPLICABLE AIRSPACE REQUIREMENTS

For aeroplanes being operated under European air traffic control, the applicable airspace requirements include the Single European Sky legislation.

#### **GM1 NCC.IDE.A.250 Navigation equipment**

##### AIRCRAFT ELIGIBILITY FOR PBN SPECIFICATION NOT REQUIRING SPECIFIC APPROVAL

- (a) The performance of the aircraft is usually stated in the AFM.
- (b) Where such a reference cannot be found in the AFM, other information provided by the aircraft manufacturer as TC holder, the STC holder or the design organisation having a privilege to approve minor changes may be considered.
- (c) The following documents are considered acceptable sources of information:
  - (1) AFM, supplements thereto, and documents directly referenced in the AFM;
  - (2) FCOM or similar document;
  - (3) Service Bulletin or Service Letter issued by the TC holder or STC holder;
  - (4) approved design data or data issued in support of a design change approval;

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- (5) any other formal document issued by the TC or STC holders stating compliance with PBN specifications, AMC, Advisory Circulars (AC) or similar documents issued by the State of Design; and
  - (6) written evidence obtained from the State of Design.
- (d) Equipment qualification data, in itself, is not sufficient to assess the PBN capabilities of the aircraft, since the latter depend on installation and integration.
- (e) As some PBN equipment and installations may have been certified prior to the publication of the PBN Manual and the adoption of its terminology for the navigation specifications, it is not always possible to find a clear statement of aircraft PBN capability in the AFM. However, aircraft eligibility for certain PBN specifications can rely on the aircraft performance certified for PBN procedures and routes prior to the publication of the PBN Manual.
- (f) Below, various references are listed which may be found in the AFM or other acceptable documents (see listing above) in order to consider the aircraft's eligibility for a specific PBN specification if the specific term is not used.
- (g) RNAV 5
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNAV 5 operations.
    - (i) B-RNAV;
    - (ii) RNAV 1;
    - (iii) RNP APCH;
    - (iv) RNP 4;
    - (v) A-RNP;
    - (vi) AMC 20-4;
    - (vii) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 2 (TGL 2);
    - (viii) JAA AMJ 20X2;
    - (ix) FAA AC 20-130A for en route operations;
    - (x) FAA AC 20-138 for en route operations; and
    - (xi) FAA AC 90-96.
- (h) RNAV 1/RNAV 2
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNAV 1/RNAV 2 operations.
    - (i) RNAV 1;
    - (ii) PRNAV;
    - (iii) US RNAV type A;
    - (iv) FAA AC 20-138 for the appropriate navigation specification;
    - (v) FAA AC 90-100A;
    - (vi) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 10 Rev1 (TGL 10); and

- (vii) FAA AC 90-100.
- (2) However, if position determination is exclusively computed based on VOR-DME, the aircraft is not eligible for RNAV 1/RNAV 2 operations.
- (i) RNP 1/RNP 2 continental
  - (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP 1/RNP 2 continental operations.
    - (i) A-RNP;
    - (ii) FAA AC 20-138 for the appropriate navigation specification; and
    - (iii) FAA AC 90-105.
  - (2) Alternatively, if a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above and position determination is primarily based on GNSS, the aircraft is eligible for RNP 1/RNP 2 continental operations.

However, in the cases mentioned in:

    - (i) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 10 (TGL 10) (any revision); and
    - (ii) FAA AC 90-100,loss of GNSS implies loss of RNP 1/RNP 2 capability.
- (j) RNP APCH — LNAV minima
  - (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LNAV operations.
    - (i) A-RNP;
    - (ii) AMC 20-27;
    - (iii) AMC 20-28;
    - (iv) FAA AC 20-138 for the appropriate navigation specification; and
    - (v) FAA AC 90-105 for the appropriate navigation specification.
  - (2) Alternatively, if a statement of compliance with RNP 0.3 GNSS approaches in accordance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LNAV operations. Any limitation such as ‘within the US National Airspace’ may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world.
    - (i) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 3 (TGL 3);
    - (ii) AMC 20-4;
    - (iii) FAA AC 20-130A; and
    - (iv) FAA AC 20-138.
- (k) RNP APCH — LNAV/VNAV minima
  - (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LNAV/VNAV operations.

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- (i) A-RNP;
  - (ii) AMC 20-27 with Baro VNAV;
  - (iii) AMC 20-28;
  - (iv) FAA AC 20-138; and
  - (v) FAA AC 90-105 for the appropriate navigation specification.
- (2) Alternatively, if a statement of compliance with FAA AC 20-129 is found in the acceptable documentation as listed above, and the aircraft complies with the requirements and limitations of EASA SIB 2014-047, the aircraft is eligible for RNP APCH — LNAV/VNAV operations. Any limitation such as ‘within the US National Airspace’ may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world.
- (l) RNP APCH — LPV minima
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LPV operations.
- (i) AMC 20-28;
  - (ii) FAA AC 20-138 for the appropriate navigation specification; and
  - (iii) FAA AC 90-107.
- (2) For aircraft that have a TAWS Class A installed and do not provide Mode-5 protection on an LPV approach, the DH is limited to 250 ft.
- (m) RNAV 10
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNAV 10 operations.
- (i) RNP 10;
  - (ii) FAA AC 20-138 for the appropriate navigation specification;
  - (iii) AMC 20-12;
  - (iv) FAA Order 8400.12 (or later revision); and
  - (v) FAA AC 90-105.
- (n) RNP 4
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP 4 operations.
- (i) FAA AC 20-138B or later, for the appropriate navigation specification;
  - (ii) FAA Order 8400.33; and
  - (iii) FAA AC 90-105 for the appropriate navigation specification.
- (o) RNP 2 oceanic

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<sup>7</sup> <http://ad.easa.europa.eu/ad/2014-04>

- (1) If a statement of compliance with FAA AC 90-105 for the appropriate navigation specification is found in the acceptable documentation as listed above, the aircraft is eligible for RNP 2 oceanic operations.
  - (2) If the aircraft has been assessed eligible for RNP 4, the aircraft is eligible for RNP 2 oceanic.
- (p) Special features
- (1) RF in terminal operations (used in RNP 1 and in the initial segment of the RNP APCH)
    - (i) If a statement of demonstrated capability to perform an RF leg, certified in accordance with any of the following specifications or standards, is found in the acceptable documentation as listed above, the aircraft is eligible for RF in terminal operations.
      - (A) AMC 20-26; and
      - (B) FAA AC 20-138B or later.
    - (ii) If there is a reference to RF and a reference to compliance with AC 90-105, then the aircraft is eligible for such operations.
- (q) Other considerations
- (1) In all cases, the limitations in the AFM need to be checked, in particular the use of AP or FD which can be required to reduce the FTE primarily for RNP APCH, RNAV 1, and RNP 1.
  - (2) Any limitation such as 'within the US National Airspace' may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world.

## **GM2 NCC.IDE.A.250 Navigation equipment**

### GENERAL

- (a) The PBN specifications for which the aircraft complies with the relevant airworthiness criteria are set out in the AFM, together with any limitations to be observed.
- (b) Because functional and performance requirements are defined for each navigation specification, an aircraft approved for an RNP specification is not automatically approved for all RNAV specifications. Similarly, an aircraft approved for an RNP or RNAV specification having a stringent accuracy requirement (e.g. RNP 0.3 specification) is not automatically approved for a navigation specification having a less stringent accuracy requirement (e.g. RNP 4).

### RNP 4

- (c) For RNP 4, at least two LRNSs, capable of navigating to RNP 4, and listed in the AFM, may be operational at the entry point of the RNP 4 airspace. If an item of equipment required for RNP 4 operations is unserviceable, then the flight crew may consider an alternate route or diversion for repairs. For multi-sensor systems, the AFM may permit entry if one GNSS sensor is lost after departure, provided one GNSS and one inertial sensor remain available.

## **AMC1 NCC.IDE.A.255 Transponder**

### SSR TRANSPONDER

- (a) The secondary surveillance radar (SSR) transponders of aeroplanes being operated under European air traffic control should comply with any applicable Single European Sky legislation.

- (b) If the Single European Sky legislation is not applicable, the SSR transponders should operate in accordance with the relevant provisions of Volume IV of ICAO Annex 10.

### 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.

This AMC is applicable until 01/01/2019, then it will be replaced by the AMC below.

### AMC1 NCC.IDE.A.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.

This AMC will replace the AMC above as of 01 Jan. 2019.

### 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 Procedures, or any Working Arrangements between EASA and the competent authority of a third country.

This GM is applicable until 01/01/2019, then it will be replaced by the GM below.

**GM1 NCC.IDE.A.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.

This GM will replace the GM above as of 01 Jan. 2019.

**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.

GM2 is applicable as of 01 Jan. 2019.

**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.

GM3 is applicable as of 01 Jan. 2019.

**SECTION 2**  
**Helicopters****GM1 NCC.IDE.H.100(a) Instruments and equipment — general**

## APPLICABLE AIRWORTHINESS REQUIREMENTS

The applicable airworthiness requirements for approval of instruments and equipment required by this Part are the following:

- (a) Regulation (EC) 748/2012 for:
  - (1) helicopters registered in the EU; and
  - (2) helicopters registered outside the EU but manufactured or designed by an EU organisation.
- (b) Airworthiness requirements of the state of registry for helicopters registered, designed and manufactured outside the EU.

**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(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

- (a) This Guidance Material 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 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) some aerial work equipment (e.g. some mission dedicated radios, wire cutters); and
  - (3) non-installed passenger entertainment equipment.

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

## POSITIONING OF INSTRUMENTS

This requirement implies that whenever a single instrument is required in a helicopter operated in a multi-crew environment, the instrument needs to be visible from each flight crew station.

**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.

**AMC1 NCC.IDE.H.120&NCC.IDE.H.125 Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## INTEGRATED INSTRUMENTS

- (a) Individual equipment requirements may be met by combinations of instruments or by integrated flight systems or by a combination of parameters on electronic displays. The information so available to each required pilot should not be less than that required in the applicable operational requirements, and the equivalent safety of the installation should be approved during type certification of the helicopter for the intended type of operation.
- (b) The means of measuring and indicating slip, helicopter attitude and stabilised helicopter heading may be met by combinations of instruments or by integrated flight director systems, provided that the safeguards against total failure, inherent in the three separate instruments, are retained.

**AMC1 NCC.IDE.H.120(a)(1)&NCC.IDE.H.125(a)(1) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## MEANS OF MEASURING AND DISPLAYING MAGNETIC HEADING

The means of measuring and displaying magnetic heading should be a magnetic compass or equivalent.

**AMC1 NCC.IDE.H.120(a)(2)&NCC.IDE.H.125(a)(2) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## MEANS FOR MEASURING AND DISPLAYING THE TIME

An acceptable means of compliance is be a clock displaying hours, minutes and seconds, with a sweep-second pointer or digital presentation.

**AMC1 NCC.IDE.H.120(a)(3)&NCC.IDE.H.125(a)(3) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## CALIBRATION OF THE MEANS FOR MEASURING AND DISPLAYING PRESSURE ALTITUDE

The instrument measuring and displaying pressure altitude should be of a sensitive type calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars, adjustable for any barometric pressure likely to be set during flight.

**AMC1 NCC.IDE.H.120(a)(4)&NCC.IDE.H.125(a)(4) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED

The instrument indicating airspeed should be calibrated in knots (kt).

**AMC1 NCC.IDE.H.120(b)(1)(iii)&NCC.IDE.H.125(a)(8) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## STABILISED HEADING

Stabilised heading should be achieved for VFR flights by a gyroscopic heading indicator, whereas for IFR flights this should be achieved through a magnetic gyroscopic heading indicator.

**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.

**AMC1 NCC.IDE.H.125(a)(9) Operations under IFR — flight and navigational instruments and associated equipment**

## OUTSIDE AIR TEMPERATURE

- (a) The means of displaying outside air temperature should be calibrated in degrees Celsius.
- (b) The means of displaying outside air temperature may be an air temperature indicator that provides indications that are convertible to outside air temperature.

**AMC1 NCC.IDE.H.120(c)&NCC.IDE.H.125(c) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## MULTI-PILOT OPERATIONS — DUPLICATE INSTRUMENTS

Duplicate instruments include separate displays for each pilot and separate selectors or other associated equipment where appropriate.

**AMC1 NCC.IDE.H.125(d) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment**

## MEANS OF PREVENTING MALFUNCTION DUE TO CONDENSATION OR ICING

The means of preventing malfunction due to either condensation or icing of the airspeed indicating system should be a heated pitot tube or equivalent.

**AMC1 NCC.IDE.H.125(f) Operations under IFR — flight and navigational instruments and associated equipment**

## CHART HOLDER

An acceptable means of compliance with the chart holder requirement is to display a pre-composed chart on an electronic flight bag (EFB).

**AMC1 NCC.IDE.H.145 Airborne weather detecting equipment**

## GENERAL

The airborne weather detecting equipment should be an airborne weather radar.

**AMC1 NCC.IDE.H.155 Flight crew interphone system**

## TYPE OF FLIGHT CREW INTERPHONE

The flight crew interphone system should not be of a handheld type.

**AMC1 NCC.IDE.H.160 Cockpit voice recorder**

## GENERAL

- (a) The operational performance requirements for cockpit voice recorders (CVRs) should be those laid down in EUROCAE Document ED-112 Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems, March 2003, including Amendments No°1 and No°2, or any later equivalent standard produced by EUROCAE.
- (b) The operational performance requirements for equipment dedicated to the CVR should be those laid down in the European Organisation for Civil Aviation Equipment (EUROCAE) Document ED-56A (Minimum Operational Performance Requirements For Cockpit Voice Recorder Systems) dated December 1993, or EUROCAE Document ED-112 (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems) dated March 2003, including Amendments No°1 and No°2, or any later equivalent standard produced by EUROCAE.

**AMC1 NCC.IDE.H.165 Flight data recorder**

OPERATIONAL PERFORMANCE REQUIREMENTS FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL CofA ON OR AFTER 1 JANUARY 2016 AND BEFORE 1 JANUARY 2023

- (a) The operational performance requirements for flight data recorders (FDRs) should be those laid down in EUROCAE Document ED-112 (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems) dated March 2003, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.
- (b) The FDR should record, with reference to a timescale, the list of parameters in Table 1 and Table 2, as applicable.
- (c) The parameters recorded by the FDR should meet, as far as practicable, the performance specifications (designated ranges, sampling intervals, accuracy limits and minimum resolution in read-out) defined in EUROCAE ED-112, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.

- (d) FDR systems for which some recorded parameters do not meet the performance specifications of EUROCAE Document ED-112 may be acceptable to the Agency.

**Table 1: FDR parameters — All helicopters**

No*	Parameter
1	Time or relative time count
2	Pressure altitude
3	Indicated airspeed
4	Heading
5	Normal acceleration
6	Pitch attitude
7	Roll attitude
8	Manual radio transmission keying CVR/FDR synchronisation reference
9	Power on each engine:
9a	Free power turbine speed ( $N_F$ )
9b	Engine torque
9c	Engine gas generator speed ( $N_G$ )
9d	Flight crew compartment power control position
9e	Other parameters to enable engine power to be determined
10	Rotor:
10a	Main rotor speed
10b	Rotor brake (if installed)
11	Primary flight controls — Pilot input and/or control output position (if applicable):
11a	Collective pitch
11b	Longitudinal cyclic pitch
11c	Lateral cyclic pitch
11d	Tail rotor pedal
11e	Controllable stabilator (if applicable)
11f	Hydraulic selection
12	Hydraulics low pressure (each system should be recorded.)
13	Outside air temperature
18	Yaw rate or yaw acceleration

No*	Parameter
20	Longitudinal acceleration (body axis)
21	Lateral acceleration
25	Marker beacon passage
26	Warnings — a discrete should be recorded for the master warning, gearbox low oil pressure and stability augmentation system as failure. Other 'red' warnings should be recorded where the warning condition cannot be determined from other parameters or from the cockpit voice recorder.
27	Each navigation receiver frequency selection
37	Engine control modes

\* The number in the left hand column reflects the serial number depicted in EUROCAE ED-112.

**Table 2: FDR parameters — Helicopters for which the data source for the parameter is either used by helicopter systems or is available on the instrument panel for use by the flight crew to operate the helicopter**

No*	Parameter
14	AFCS mode and engagement status
15	Stability augmentation system engagement (each system should be recorded)
16	Main gear box oil pressure
17	Gear box oil temperature:
17a	Main gear box oil temperature
17b	Intermediate gear box oil temperature
17c	Tail rotor gear box oil temperature
19	Indicated sling load force (if signals readily available)
22	Radio altitude
23	Vertical deviation — the approach aid in use should be recorded:
23a	ILS glide path
23b	MLS elevation
23c	GNSS approach path
24	Horizontal deviation — the approach aid in use should be recorded:
24a	ILS localiser
24b	MLS azimuth

No*	Parameter
24c	GNSS approach path
28	DME 1 & 2 distances
29	Navigation data:
29a	Drift angle
29b	Wind speed
29c	Wind direction
29d	Latitude
29e	Longitude
29f	Ground speed
30	Landing gear or gear selector position
31	Engine exhaust gas temperature (T <sub>4</sub> )
32	Turbine inlet temperature (TIT/ITT)
33	Fuel contents
34	Altitude rate (vertical speed) - only necessary when available from cockpit instruments
35	Ice detection
36	Helicopter health and usage monitor system (HUMS):
36a	Engine data
36b	Chip detector
36c	Track timing
36d	Exceedance discretets
36e	Broadband average engine vibration
38	Selected barometric setting — to be recorded for helicopters where the parameter is displayed electronically:
38a	Pilot
38b	Co-pilot
39	Selected altitude (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically
40	Selected speed (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically
41	Not used (selected Mach)
42	Selected vertical speed (all pilot selectable modes of operation) — to be recorded for

No*	Parameter
	the helicopters where the parameter is displayed electronically
43	Selected heading (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically
44	Selected flight path (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically
45	Selected decision height (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically
46	EFIS display format
47	Multi-function/engine/alerts display format
48	Event marker

\* The number in the left hand column reflects the serial number depicted in EUROCAE ED-112.

#### AMC2 NCC.IDE.H.165 Flight data recorder

OPERATIONAL PERFORMANCE REQUIREMENTS FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL CofA ON OR AFTER 1 JANUARY 2023

- (a) The operational performance requirements for flight data recorders (FDRs) should be those laid down in EUROCAE Document 112A (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems) dated September 2013, or any later equivalent standard produced by EUROCAE.
- (b) The FDR should, with reference to a timescale, record:
- (1) the list of parameters in Table 1 below;
  - (2) the additional parameters listed in Table 2 below, when the information data source for the parameter is used by helicopter systems or is available on the instrument panel for use by the flight crew to operate the helicopter; and
  - (3) any dedicated parameters related to novel or unique design or operational characteristics of the helicopter as determined by the Agency.
- (c) The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document 112A, or any later equivalent standard produced by EUROCAE.

**Table 1: FDR — All helicopters**

No*	Parameter
1	Time or relative time count
2	Pressure altitude
3	Indicated airspeed or calibrated airspeed

No*	Parameter
4	Heading
5	Normal acceleration
6	Pitch attitude
7	Roll attitude
8	Manual radio transmission keying CVR/FDR synchronisation reference
9	Power on each engine:
9a	Free power turbine speed ( $N_F$ )
9b	Engine torque
9c	Engine gas generator speed ( $N_G$ )
9d	Flight crew compartment power control position
9e	Other parameters to enable engine power to be determined
10	Rotor:
10a	Main rotor speed
10b	Rotor brake (if installed)
11	Primary flight controls — pilot input or control output position if it is possible to derive either the control input or the control movement (one from the other) for all modes of operation and flight regimes. Otherwise, pilot input and control output position
11a	Collective pitch
11b	Longitudinal cyclic pitch
11c	Lateral cyclic pitch
11d	Tail rotor pedal
11e	Controllable stabilator (if applicable)
11f	Hydraulic selection
12	Hydraulics low pressure (each system should be recorded)
13	Outside air temperature
18	Yaw rate or yaw acceleration
20	Longitudinal acceleration (body axis)
21	Lateral acceleration
25	Marker beacon passage

No*	Parameter
26	Warnings — including master warning, gearbox low oil pressure and stability augmentation system failure, and other 'red' warnings where the warning condition cannot be determined from other parameters or from the cockpit voice recorder
27	Each navigation receiver frequency selection
37	Engine control modes

\* The number in the left-hand column reflects the serial numbers depicted in EUROCAE Document 112A.

**Table 2: Helicopters for which the data source for the parameter is either used by the helicopter systems or is available on the instrument panel for use by the flight crew to operate the helicopter**

No*	Parameter
14	AFCS mode and engagement status (showing which systems are engaged and which primary modes are controlling the flight path)
15	Stability augmentation system engagement (each system should be recorded)
16	Main gear box oil pressure
17	Gear box oil temperature:
17a	Main gear box oil temperature
17b	Intermediate gear box oil temperature
17c	Tail rotor gear box oil temperature
19	Indicated sling load force (if signals readily available)
22	Radio altitude
23	Vertical deviation — the approach aid in use should be recorded:
23a	ILS glide path
23b	MLS elevation
23c	GNSS approach path
24	Horizontal deviation — the approach aid in use should be recorded:
24a	ILS localiser
24b	MLS azimuth
24c	GNSS approach path
28	DME 1 & 2 distances
29	Navigation data:

No*	Parameter
29a	Drift angle
29b	Wind speed
29c	Wind direction
29d	Latitude
29e	Longitude
29f	Ground speed
30	Landing gear or gear selector position
31	Engine exhaust gas temperature ( $T_4$ )
32	Turbine inlet temperature (TIT)/interstage turbine temperature (ITT)
33	Fuel contents
34	Altitude rate (vertical speed) — only necessary when available from cockpit instruments
35	Ice detection
36	Helicopter health and usage monitor system (HUMS):
36a	Engine data
36b	Chip detector
36c	Track timing
36d	Exceedance discretets
36e	Broadband average engine vibration
38	Selected barometric setting — to be recorded for helicopters where the parameter is displayed electronically:
38a	Pilot
38b	Co-pilot
39	Selected altitude (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically.
40	Selected speed (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically.
41	Selected Mach (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically.
42	Selected vertical speed (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically.
43	Selected heading (all pilot selectable modes of operation) — to be recorded for the

No*	Parameter
	helicopters where the parameter is displayed electronically.
44	Selected flight path (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically.
45	Selected decision height (all pilot selectable modes of operation) — to be recorded for the helicopters where the parameter is displayed electronically.
46	EFIS display format (showing the display system status):
46a	Pilot
46b	First officer
47	Multi-function/engine/alerts display format (showing the display system status)
48	Event marker
49	Status of ground proximity warning system (GPWS)/terrain awareness warning system (TAWS)/ground collision avoidance system (GCAS):
49a	Selection of terrain display mode including pop-up display status — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
49b	Terrain alerts, both cautions and warnings, and advisories — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification
49c	On/off switch position — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification
50	Traffic alert and collision avoidance system (TCAS)/airborne collision avoidance system (ACAS):
50a	Combined control — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
50b	Vertical control — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
50c	Up advisory — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
50d	Down advisory — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
50e	Sensitivity level — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
51	Primary flight controls — pilot input forces:
51a	Collective pitch — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification
51b	Longitudinal cyclic pitch — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification. Lateral cyclic pitch — for helicopters type certified before 1 January 2023, to be recorded only

<b>No*</b>	<b>Parameter</b>
51c  51d	if this does not require extensive modification.  Tail rotor pedal — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
52	Computed centre of gravity — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.
53	Helicopter computed weight — for helicopters type certified before 1 January 2023, to be recorded only if this does not require extensive modification.

\* The number in the left-hand column reflects the serial numbers depicted in EUROCAE Document 112A.

**AMC1 NCC.IDE.H.170 Data link recording**

## GENERAL

- (a) As a means of compliance with NCC.IDE.H.170, the recorder on which the data link messages are recorded should be:
- (1) the CVR;
  - (2) the FDR;
  - (3) a combination recorder when NCC.IDE.H.175 is applicable; or
  - (4) a dedicated flight recorder. In such a case, the operational performance requirements for this recorder should be those laid down in EUROCAE Document ED-112 (Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems), dated March 2003, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.
- (b) As a means of compliance with NCC.IDE.H.170 (a)(2), the operator should enable correlation by providing information that allows an accident investigator to understand what data was provided to the aircraft and, when the provider identification is contained in the message, by which provider.
- (c) The timing information associated with the data link communications messages required to be recorded by NCC.IDE.H.170(a)(3) should be capable of being determined from the airborne-based recordings. This timing information should include at least the following:
- (1) the time each message was generated;
  - (2) the time any message was available to be displayed by the flight crew;
  - (3) the time each message was actually displayed or recalled from a queue; and
  - (4) the time of each status change.
- (d) The message priority should be recorded when it is defined by the protocol of the data link communication message being recorded.
- (e) The expression 'taking into account the system's architecture', in NCC.IDE.H.170 (a)(3), means that the recording of the specified information may be omitted if the existing source systems involved would require a major upgrade. The following should be considered:
- (1) the extent of the modification required;
  - (2) the down-time period; and
  - (3) equipment software development.
- (f) Data link communications messages that support the applications in Table 1 should be recorded.
- (g) Further details on the recording requirements can be found in the recording requirement matrix in Appendix D.2 of EUROCAE Document ED-93 (Minimum Aviation System Performance Specification for CNS/ATM Recorder Systems), dated November 1998.

**Table 1: Data link recording**

Item No	Application Type	Application Description	Required Recording Content
1	Data link initiation	This includes any application used to log on to, or initiate, a data link service. In future air navigation system (FANS)-1/A and air traffic navigation (ATN), these are ATS facilities notification (AFN) and context management (CM), respectively.	C
2	Controller/pilot communication	This includes any application used to exchange requests, clearances, instructions and reports between the flight crew and controllers on the ground. In FANS-1/A and ATN, this includes the controller pilot data link communications (CPDLC) application.  It also includes applications used for the exchange of oceanic clearances (OCL) and departure clearances (DCL), as well as data link delivery of taxi clearances.	C
3	Addressed surveillance	This includes any surveillance application in which the ground sets up contracts for delivery of surveillance data.  In FANS-1/A and ATN, this includes the automatic dependent surveillance-contract (ADS-C) application.	C, F2
4	Flight information	This includes any application used for delivery of flight information data to specific helicopters. This includes for example digital automatic terminal information service (D-ATIS), data link operational terminal information service (D-OTIS), digital weather information services (D-METAR or TWIP), data link-flight information service (D-FIS) and Notice to Airmen (electronic NOTAM) delivery.	C
5	Broadcast surveillance	This includes elementary and enhanced surveillance systems, as well as automatic dependent surveillance-broadcast (ADS-B) output data.	M*, F2
6	AOC data	This includes any application transmitting or receiving data used for AOC purposes (in accordance with the ICAO definition of AOC). Such systems may also process AAC messages, but there	M*

Item No	Application Type	Application Description	Required Recording Content
		is no requirement to record AAC messages	
7	Graphics	This includes any application receiving graphical data to be used for operational purposes (i.e. excluding applications that are receiving such things as updates to manuals).	M* F1

### GM1 NCC.IDE.H.170 Data link recording

#### GENERAL

- (a) The letters and expressions in Table 1 of AMC1 NCC.IDE.H.170 have the following meaning:
- (1) C: complete contents recorded.
  - (2) M: information that enables correlation with any associated records stored separately from the helicopter.
  - (3) \*: applications that are to be recorded only as far as is practicable, given the architecture of the system.
  - (4) F1: graphics applications may be considered as AOC messages when they are part of a data link communications application service run on an individual basis by the operator itself in the framework of the operational control.
  - (5) F2: where parametric data sent by the helicopter, such as Mode S, is reported within the message, it should be recorded unless data from the same source is recorded on the FDR.
- (b) The definitions of the applications type in Table 1 of AMC1 NCC.IDE.H.170 are described in Table 1 below.

**Table 1: Definitions of the applications type**

Item No	Application Type	Messages	Comments
1	CM		CM is an ATN service
2	AFN		AFN is a FANS 1/A service
3	CPDLC		All implemented up and downlink messages to be recorded
4	ADS-C	ADS-C reports	All contract requests and reports recorded
		Position reports	Only used within FANS 1/A. Mainly used in oceanic and remote areas.
5	ADS-B	Surveillance data	Information that enables correlation with any associated records stored separately from the helicopter.

Item No	Application Type	Messages	Comments
6	D-FIS		D-FIS is an ATN service. All implemented up and downlink messages to be recorded
7	TWIP	TWIP messages	Terminal weather information for pilots
8	D ATIS	ATIS messages	Refer to EUROCAE ED-89A, dated December 2003: Data Link Application System Document (DLASD) for the 'ATIS' data link service
9	OCL	OCL messages	Refer to EUROCAE ED-106A, dated March 2004: Data Link Application System Document (DLASD) for 'Oceanic Clearance' (OCL) data link service
10	DCL	DCL messages	Refer to EUROCAE ED-85A, dated March 2003: Data Link Application System Document (DLASD) for 'Departure Clearance' data link service
11	Graphics	Weather maps & other graphics	Graphics exchanged in the framework of procedures within the operational control, as specified in Part-ORO.  Information that enables correlation with any associated records stored separately from the helicopter.
12	AOC	Aeronautical operational control messages	Messages exchanged in the framework of procedures within the operational control, as specified in Part-ORO.  Information that enables correlation with any associated records stored separately from the helicopter. Definition in EUROCAE ED-112, dated March 2003.
13	Surveillance	Downlinked Aircraft Parameters (DAP)	As defined in ICAO Annex 10 Volume IV (Surveillance systems and ACAS).

AAC	aeronautical administrative communications
ADS-B	automatic dependent surveillance - broadcast
ADS-C	automatic dependent surveillance – contract
AFN	aircraft flight notification
AOC	aeronautical operational control
ATIS	automatic terminal information service
ATSC	air traffic service communication

CAP	controller access parameters
CPDLC	controller pilot data link communications
CM	configuration/context management
D-ATIS	digital ATIS
D-FIS	data link flight information service
D-METAR	data link meteorological airport report
DCL	departure clearance
FANS	Future Air Navigation System
FLIPCY	flight plan consistency
OCL	oceanic clearance
SAP	system access parameters
TWIP	terminal weather information for pilots

### **GM1 NCC.IDE.H.170(a) Data link recording**

#### APPLICABILITY OF THE DATA LINK RECORDING REQUIREMENT

- (a) If it is certain that the helicopter cannot use data link communication messages for ATS communications corresponding to any application designated by NCC.IDE.H.170(a)(1), then the data link recording requirement does not apply.
- (b) Examples where the helicopter cannot use data link communication messages for ATS communications include but are not limited to the cases where:
  - (1) the helicopter data link communication capability is disabled permanently and in a way that it cannot be enabled again during the flight;
  - (2) data link communications are not used to support air traffic service (ATS) in the area of operation of the helicopter; and
  - (3) the helicopter data link communication equipment cannot communicate with the equipment used by ATS in the area of operation of the helicopter.

### **GM1 NCC.IDE.H.175 Flight data and cockpit voice combination recorder**

#### COMBINATION RECORDERS

- (a) A flight data and cockpit voice combination recorder is a flight recorder that records:
  - (1) all voice communications and the aural environment required by NCC.IDE.H.160; and
  - (2) all parameters required by NCC.IDE.H.165,with the same specifications required by NCC.IDE.H.160 and NCC.IDE.H.165.
- (b) In addition, a flight data and cockpit voice combination recorder may record data link communication messages and related information required by the NCC.IDE.H.170.

**AMC1 NCC.IDE.H.180 Seats, seat safety belts, restraint systems and child restraint devices**

## CHILD RESTRAINT DEVICES (CRDS)

- (a) A CRD is considered to be acceptable if:
- (1) it is a supplementary loop belt manufactured with the same techniques and the same materials of the approved safety belts; or
  - (2) it complies with (b).
- (b) Provided the CRD can be installed properly on the respective helicopter seat, the following CRDs are considered acceptable:
- (1) CRDs approved for use in aircraft by a competent authority on the basis of a technical standard and marked accordingly.
  - (2) CRDs approved for use in motor vehicles according to the UN standard ECE R 44, -03 or later series of amendments.
  - (3) CRDs approved for use in motor vehicles and aircraft according to Canadian CMVSS 213/213.1.
  - (4) CRDs approved for use in motor vehicles and aircraft according to US FMVSS No 213 and manufactured to these standards on or after February 26, 1985. US approved CRDs manufactured after this date should bear the following labels in red letters:
    - (i) 'THIS CHILD RESTRAINT SYSTEM CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS'; and
    - (ii) 'THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT';
  - (5) CRDs qualified for use in aircraft according to the German 'Qualification Procedure for Child Restraint Systems for Use in Aircraft' (TÜV Doc.: TÜV/958-01/2001); and
  - (6) Devices approved for use in cars, manufactured and tested to standards equivalent to those listed above. The device should be marked with an associated qualification sign, which shows the name of the qualification organisation and a specific identification number, related to the associated qualification project. The qualifying organisation should be a competent and independent organisation that is acceptable to the competent authority.
- (c) Location
- (1) Forward facing CRDs may be installed on both forward and rearward facing passenger seats but only when fitted in the same direction as the passenger seat on which they are positioned. Rearward facing CRDs should only be installed on forward facing passenger seats. A CRD may not be installed within the radius of action of an airbag, unless it is obvious that the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag.
  - (2) An infant in a CRD should be located as near to a floor level exit as feasible.
  - (3) An infant in a CRD should not hinder evacuation for any passenger.
  - (4) An infant in a CRD should neither be located in the row (where rows are existing) leading to an emergency exit nor located in a row immediately forward or aft of an emergency exit. A window passenger seat is the preferred location. An aisle passenger seat or a cross aisle passenger seat that forms part of the evacuation route to exits is not recommended. Other locations may be acceptable provided the access of neighbour passengers to the nearest aisle is not obstructed by the CRD.

- (5) In general, only one CRD per row segment is recommended. More than one CRD per row segment is allowed if the infants are from the same family or travelling group provided the infants are accompanied by a responsible adult sitting next to them.
  - (6) A row segment is the fraction of a row separated by two aisles or by one aisle and the helicopter fuselage.
- (d) Installation
- (1) CRDs should only be installed on a suitable helicopter seat with the type of connecting device they are approved or qualified for. E.g., CRDs to be connected by a three point harness only (most rearward facing baby CRDs currently available) should not be attached to a helicopter seat with a lap belt only; a CRD designed to be attached to a vehicle seat by means of rigid bar lower anchorages (ISO-FIX or US equivalent) only, should only be used on helicopter seats that are equipped with such connecting devices and should not be attached by the helicopter seat lap belt. The method of connecting should be the one shown in the manufacturer's instructions provided with each CRD.
  - (2) All safety and installation instructions should be followed carefully by the responsible person accompanying the infant. Cabin crew should prohibit the use of any inadequately installed CRD or not qualified seat.
  - (3) If a forward facing CRD with a rigid backrest is to be fastened by a lap belt, the restraint device should be fastened when the backrest of the passenger seat on which it rests is in a reclined position. Thereafter, the backrest is to be positioned upright. This procedure ensures better tightening of the CRD on the aircraft seat if the aircraft seat is reclinable.
  - (4) The buckle of the adult safety belt should be easily accessible for both opening and closing, and should be in line with the seat belt halves (not canted) after tightening.
  - (5) Forward facing restraint devices with an integral harness should not be installed such that the adult safety belt is secured over the infant.
- (e) Operation
- (1) Each CRD should remain secured to a passenger seat during all phases of flight, unless it is properly stowed when not in use.
  - (2) Where a CRD is adjustable in recline, it should be in an upright position for all occasions when passenger restraint devices are required.

## **AMC2 NCC.IDE.H.180 Seats, seat safety belts, restraint systems and child restraint devices**

### UPPER TORSO RESTRAINT SYSTEM

An upper torso restraint system having three straps is deemed to be compliant with the requirement for restraint systems with two shoulder straps.

### SAFETY BELT

A safety belt with a diagonal shoulder strap (three anchorage points) is deemed to be compliant with the requirement for safety belts (two anchorage points).

**AMC3 NCC.IDE.H.180 Seats, seat safety belts, restraint systems and child restraint devices**

## SEATS FOR MINIMUM REQUIRED CABIN CREW

- (a) Seats for the minimum required cabin crew members should be located near required floor level emergency exits, except if the emergency evacuation of passengers would be enhanced by seating the cabin crew members elsewhere. In this case other locations are acceptable. This criterion should also apply if the number of required cabin crew members exceeds the number of floor level emergency exits.
- (b) Seats for cabin crew member(s) should be forward or rearward facing within 15° of the longitudinal axis of the helicopter.

**AMC1 NCC.IDE.H.190 First-aid kit**

## CONTENT OF FIRST-AID KIT

- (a) First-aid kits should be equipped with appropriate and sufficient medications and instrumentation. However, these kits should be amended by the operator according to the characteristics of the operation (scope of operation, flight duration, number and demographics of passengers, etc.).
- (b) The following should be included in the FAKs:
  - (1) Equipment:
    - (i) bandages (assorted sizes);
    - (ii) burns dressings (unspecified);
    - (iii) wound dressings (large and small);
    - (iv) adhesive dressings (assorted sizes);
    - (v) adhesive tape;
    - (vi) adhesive wound closures;
    - (vii) safety pins;
    - (viii) safety scissors;
    - (ix) antiseptic wound cleaner;
    - (x) disposable resuscitation aid;
    - (xi) disposable gloves;
    - (xii) tweezers: splinter; and
    - (xiii) thermometers (non-mercury).
  - (2) Medications:
    - (i) simple analgesic (may include liquid form);
    - (ii) antiemetic;
    - (iii) nasal decongestant;
    - (iv) gastrointestinal antacid, in the case of helicopters carrying more than nine passengers;
    - (v) anti-diarrhoeal medication in the case of helicopters carrying more than nine passengers; and

- (vi) antihistamine.
- (3) Other:
- (i) a list of contents in at least two languages (English and one other). This should include information on the effects and side effects of medications carried;
  - (ii) first-aid handbook;
  - (iii) medical incident report form; and
  - (iv) biohazard disposal bags.
- (4) An eye irrigator, although not required to be carried in the FAK, should, where possible, be available for use on the ground.

#### **AMC2 NCC.IDE.H.190 First-aid kit**

##### MAINTENANCE OF FIRST-AID KITS

To be kept up to date, first-aid kits should be:

- (a) inspected periodically to confirm, to the extent possible, that contents are maintained in the condition necessary for their intended use;
- (b) replenished at regular intervals, in accordance with instructions contained on their labels, or as circumstances warrant; and
- (c) replenished after use in-flight at the first opportunity where replacement items are available.

#### **AMC1 NCC.IDE.H.200 Supplemental oxygen — non-pressurised helicopters**

##### DETERMINATION OF OXYGEN

The amount of supplemental oxygen required for a particular operation should be determined on the basis of flight altitudes and flight duration, consistent with the operating procedures, including emergency procedures, established for each operation and the routes to be flown as specified in the operations manual.

#### **AMC1 NCC.IDE.H.205 Hand fire extinguishers**

##### NUMBER, LOCATION AND TYPE

- (a) The number and location of hand fire extinguishers should be such as to provide adequate availability for use, account being taken of the number and size of the passenger compartments, the need to minimise the hazard of toxic gas concentrations and the location of toilets, galleys, etc. These considerations may result in the number of fire extinguishers being greater than the minimum required.
- (b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this should be suitable for fighting both flammable fluid and electrical equipment fires. Additional hand fire extinguishers may be required for the protection of other compartments accessible to the crew in flight. Dry chemical fire extinguishers should not be used in the flight crew compartment, or in any compartment not separated by a partition from the flight crew compartment, because of the adverse effect on vision during discharge and, if conductive, interference with electrical contacts by the chemical residues.

- (c) Where only one hand fire extinguisher is required in the passenger compartments, it should be located near the cabin crew member's station, where provided.
- (d) Where two or more hand fire extinguishers are required in the passenger compartments and their location is not otherwise dictated by consideration of (a), an extinguisher should be located near each end of the cabin with the remainder distributed throughout the cabin as evenly as is practicable.
- (e) Unless an extinguisher is clearly visible, its location should be indicated by a placard or sign. Appropriate symbols may also be used to supplement such a placard or sign.

#### **AMC1 NCC.IDE.H.210 Marking of break-in points**

##### MARKINGS – COLOUR AND CORNERS

- (a) The colour of the markings should be red or yellow and, if necessary, should be outlined in white to contrast with the background.
- (b) If the corner markings are more than 2 m apart, intermediate lines 9 cm x 3 cm should be inserted so that there is no more than 2 m between adjacent markings.

#### **AMC1 NCC.IDE.H.215 Emergency locator transmitter (ELT)**

##### ELT BATTERIES

Batteries used in the ELTs should be replaced (or recharged, if the battery is rechargeable) when the equipment has been in use for more than 1 cumulative hour, and also when 50% of their useful life (or for rechargeable, 50% of their useful life of charge), as established by the equipment manufacturer, has expired. The new expiry date for the replacement (or recharged) battery should be legibly marked on the outside of the equipment. The battery useful life (or useful life of charge) requirements of this paragraph do not apply to batteries (such as water-activated batteries) that are essentially unaffected during probable storage intervals.

#### **AMC2 NCC.IDE.H.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 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 crash impact, the automatic ELT 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) Any ELT carried should operate in accordance with the relevant provisions of ICAO Annex 10, Volume III and should be registered with the national agency responsible for initiating search and rescue or other nominated agency.

#### **AMC1 NCC.IDE.H.225(a) Life-jackets**

##### ACCESSIBILITY

The life-jacket should be accessible from the seat or berth of the person for whose use it is provided, with a safety belt or restraint system fastened.

#### **AMC1 NCC.IDE.H.225(b) Life-jackets**

##### ELECTRIC ILLUMINATION

The means of electric illumination should be a survivor locator light as defined in the applicable ETSO issued by the Agency or equivalent.

#### **GM1 NCC.IDE.H.225 Life-jackets**

##### SEAT CUSHIONS

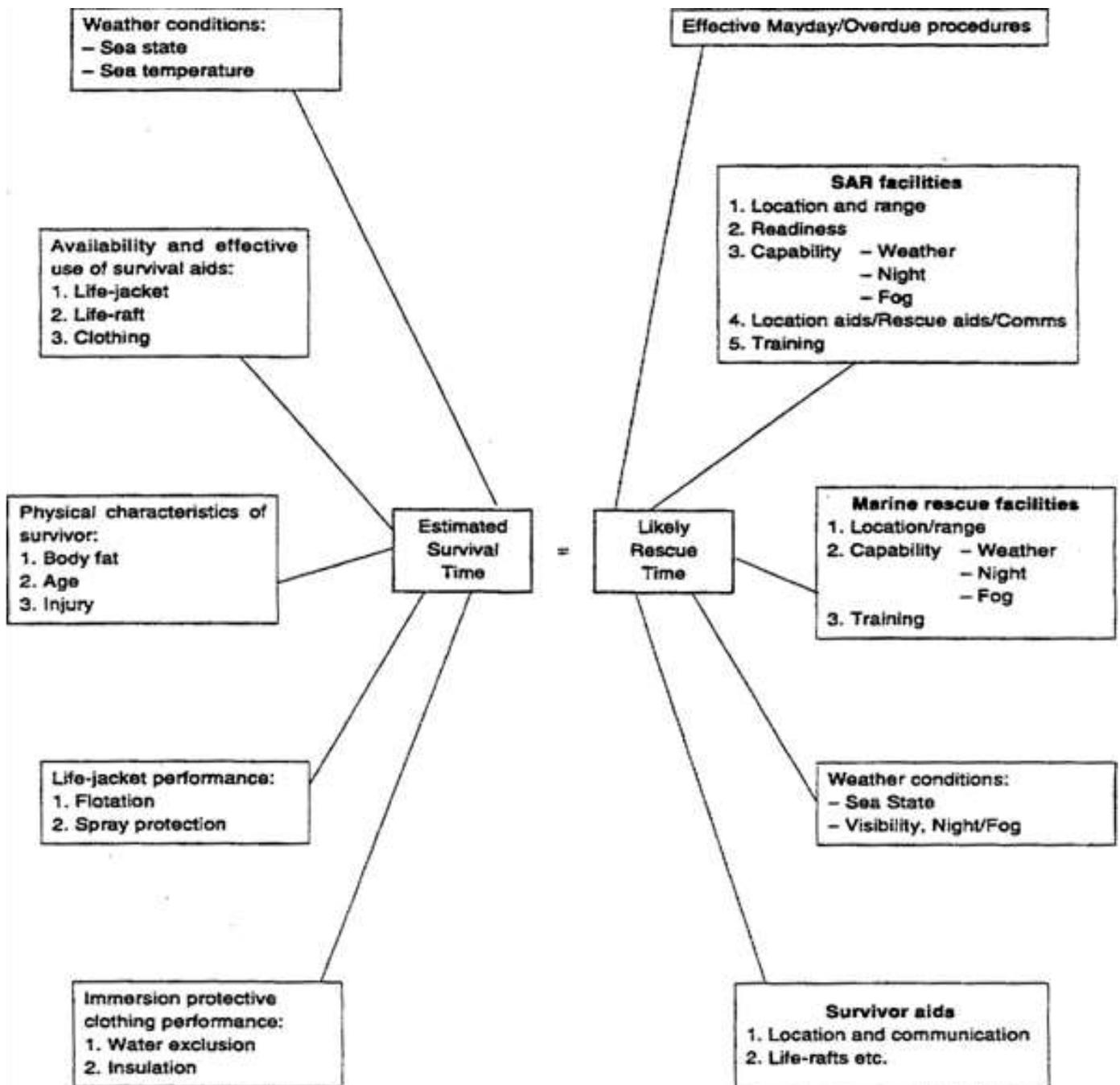
Seat cushions are not considered to be flotation devices.

#### **GM1 NCC.IDE.H.226 Crew survival suits**

##### ESTIMATING SURVIVAL TIME

- (a) Introduction
  - (1) A person accidentally immersed in cold seas (typically offshore Northern Europe) will have a better chance of survival if he/she is wearing an effective survival suit in addition to a life-jacket. By wearing the survival suit, he/she can slow down the rate which his/her body temperature falls and, consequently, protect himself/herself from the greater risk of drowning brought about by incapacitation due to hypothermia.
  - (2) The complete survival suit system — suit, life-jacket and clothes worn under the suit — should be able to keep the wearer alive long enough for the rescue services to find and recover him/her. In practice the limit is about 3 hours. If a group of persons in the water cannot be rescued within this time, they are likely to have become so scattered and separated that location will be extremely difficult, especially in the rough water typical of Northern European sea areas. If it is expected that in water protection could be required for periods greater than 3 hours, improvements should, rather, be sought in the search and rescue procedures than in the immersion suit protection.
- (b) Survival times
  - (1) The aim should be to ensure that a person in the water can survive long enough to be rescued, i.e. the survival time should be greater than the likely rescue time. The factors

affecting both times are shown in Figure 1. The figure emphasises that survival time is influenced by many factors, physical and human. Some of the factors are relevant to survival in cold water and some are relevant in water at any temperature.



**Figure 1: The survival equation**

- (2) Broad estimates of likely survival times for the thin individual offshore are given in Table 1 below. As survival time is significantly affected by the prevailing weather conditions at the time of immersion, the Beaufort wind scale has been used as an indicator of these surface conditions.

**Table 1: Timescale within which the most vulnerable individuals are likely to succumb to the prevailing conditions.**

Clothing assembly	Beaufort wind force	Times within which the most vulnerable individuals are likely to drown	
		(water temp 5 °C)	(water temp 13 °C)
Working clothes (no immersion suit)	0 – 2	Within ¾ hour	Within 1 ¼ hours
	3 – 4	Within ½ hour	Within ½ hour
	5 and above	Significantly less than ½ hour	Significantly less than ½ hour
Immersion suit worn over working clothes (with leakage inside suit)	0 – 2	May well exceed 3 hours	May well exceed 3 hours
	3 – 4	Within 2 ¾ hours	May well exceed 3 hours
	5 and above	Significantly less than 2 ¾ hours. May well exceed 1 hour	May well exceed 3 hours

- (3) Consideration should also be given to escaping from the helicopter itself should it submerge or invert in the water. In this case, escape time is limited to the length of time the occupants can hold their breath. The breath holding time can be greatly reduced by the effect of cold shock. Cold shock is caused by the sudden drop in skin temperature on immersion, and is characterised by a gasp reflex and uncontrolled breathing. The urge to breath rapidly becomes overwhelming and, if still submerged, the individual will inhale water resulting in drowning. Delaying the onset of cold shock by wearing an immersion suit will extend the available escape time from a submerged helicopter.
- (4) The effects of water leakage and hydrostatic compression on the insulation quality of clothing are well recognised. In a nominally dry system the insulation is provided by still air trapped within the clothing fibres and between the layers of suit and clothes. It has been observed that many systems lose some of their insulating capacity either because the clothes under the 'waterproof' survival suit get wet to some extent or because of hydrostatic compression of the whole assembly. As a result of water leakage and compression, survival times will be shortened. The wearing of warm clothing under the suit is recommended.
- (5) Whatever type of survival suit and other clothing is provided, it should not be forgotten that significant heat loss can occur from the head.

### **AMC1 NCC.IDE.H.227 Life-rafts, survival ELTs and survival equipment on extended overwater flights**

#### LIFE-RAFTS AND EQUIPMENT FOR MAKING DISTRESS SIGNALS

- (a) Each required life-raft should conform to the following specifications:
- (1) be of an approved design and stowed so as to facilitate their ready use in an emergency;
  - (2) be radar conspicuous to standard airborne radar equipment;
  - (3) when carrying more than one life-raft on board, at least 50 % of the rafts should be able to be deployed by the crew while seated at their normal station, where necessary by remote control; and

- (4) life-rafts that are not deployable by remote control or by the crew should be of such weight as to permit handling by one person. 40 kg should be considered a maximum weight.
- (b) Each required life-raft should contain at least the following:
- (1) one approved survivor locator light;
  - (2) one approved visual signalling device;
  - (3) one canopy (for use as a sail, sunshade or rain catcher) or other means to protect occupants from the elements;
  - (4) one radar reflector;
  - (5) one 20 m retaining line designed to hold the life-raft near the helicopter but to release it if the helicopter becomes totally submerged;
  - (6) one sea anchor; and
  - (7) one survival kit, appropriately equipped for the route to be flown, which should contain at least the following:
    - (i) one life-raft repair kit;
    - (ii) one bailing bucket;
    - (iii) one signalling mirror;
    - (iv) one police whistle;
    - (v) one buoyant raft knife;
    - (vi) one supplementary means of inflation;
    - (vii) sea sickness tablets;
    - (viii) one first-aid kit;
    - (ix) one portable means of illumination;
    - (x) 500 ml of pure water and one sea water desalting kit; and
    - (xi) one comprehensive illustrated survival booklet in an appropriate language.

#### **AMC1 NCC.IDE.H.230 Survival equipment**

##### ADDITIONAL SURVIVAL EQUIPMENT

- (a) The following additional survival equipment should be carried when required:
- (1) 500 ml of water for each four, or fraction of four, persons on board;
  - (2) one knife;
  - (3) first-aid equipment; and
  - (4) one set of air/ground codes.
- (b) In addition, when polar conditions are expected, the following should be carried:
- (1) a means of melting snow;
  - (2) one snow shovel and one ice saw;
  - (3) sleeping bags for use by 1/3 of all persons on board and space blankets for the remainder or space blankets for all passengers on board; and

- (4) one arctic/polar suit for each crew member carried.
- (c) If any item of equipment contained in the above list is already carried on board the aircraft in accordance with another requirement, there is no need for this to be duplicated.

**AMC2 NCC.IDE.H.230 Survival equipment**

## SURVIVAL ELT

An ELT(AP) may be used to replace one required ELT(S) provided that it meets the ELT(S) requirements. A water-activated ELT(S) is not an ELT(AP).

**GM1 NCC.IDE.H.230 Survival equipment**

## SIGNALLING EQUIPMENT

The signalling equipment for making distress signals is described in ICAO Annex 2, Rules of the Air.

**GM2 NCC.IDE.H.230 Survival equipment**

## AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT

The expression 'areas in which search and rescue would be especially difficult' should be interpreted, in this context, as meaning:

- (a) areas so designated by the competent authority responsible for managing search and rescue; or
- (b) areas that are largely uninhabited and where:
- (1) the authority referred to in (a) has not published any information to confirm whether search and rescue would be or would not be especially difficult; and
  - (2) the authority referred to in (a) does not, as a matter of policy, designate areas as being especially difficult for search and rescue.

This AMC is applicable until 01 July 2018, then deleted.

**AMC1 NCC.IDE.H.231 Additional requirements for helicopters conducting offshore operations in a hostile sea area**

## INSTALLATION OF THE LIFE-RAFT

- (a) Projections on the exterior surface of the helicopter that are located in a zone delineated by boundaries that are 1.22 m (4 ft) above and 0.61 m (2 ft) below the established static water line could cause damage to a deployed life-raft. Examples of projections which need to be considered are aerials, overboard vents, unprotected split-pin tails, guttering and any projection sharper than a three dimensional right angled corner.
- (b) While the boundaries specified in (a) are intended as a guide, the total area that should be considered should also take into account the likely behaviour of the life-raft after deployment in all sea states up to the maximum in which the helicopter is capable of remaining upright.
- (c) Wherever a modification or alteration is made to a helicopter within the boundaries specified, the need to prevent the modification or alteration from causing damage to a deployed life-raft should be taken into account in the design.
- (d) Particular care should also be taken during routine maintenance to ensure that additional hazards are not introduced by, for example, leaving inspection panels with sharp corners proud of the

surrounding fuselage surface, or allowing door sills to deteriorate to a point where sharp edges become a hazard.

### **GM1 NCC.IDE.H.232 Helicopters certificated for operating on water — Miscellaneous equipment**

#### INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

International Regulations for Preventing Collisions at Sea are those that were published by the International Maritime Organisation (IMO) in 1972.

### **AMC1 NCC.IDE.H.235 All helicopters on flight over water - ditching**

The same considerations of AMC1 NCC.IDE.H.231 should apply in respect of emergency flotation equipment AMC1 NCC.IDE.H.240 Headset

**The considerations of AMC1 SPA.HOFO.165(d) should apply in respect of emergency flotation equipment.**

#### GENERAL

- (a) A headset consists of a communication device that includes two earphones to receive and a microphone to transmit audio signals to the helicopter's communication system. To comply with the minimum performance requirements, the earphones and microphone should match the communication system's characteristics and the flight crew compartment environment. The headset should be adequately adjustable in order to fit the flight crew's head. Headset boom microphones should be of the noise cancelling type.
- (b) If the intention is to utilise noise cancelling earphones, the operator should ensure that the earphones do not attenuate any aural warnings or sounds necessary for alerting the flight crew on matters related to the safe operation of the helicopter.

### **GM1 NCC.IDE.H.240 Headset**

#### GENERAL

The term 'headset' includes any aviation helmet incorporating headphones and microphone worn by a flight crew member.

### **GM1 NCC.IDE.H.245 Radio communication equipment**

#### APPLICABLE AIRSPACE REQUIREMENTS

For helicopters being operated under European air traffic control, the applicable airspace requirements include the Single European Sky legislation.

### **GM1 NCC.IDE.H.250 Navigation equipment**

#### AIRCRAFT ELIGIBILITY FOR PBN SPECIFICATION NOT REQUIRING SPECIFIC APPROVAL

- (a) The performance of the aircraft is usually stated in the AFM.
- (b) Where such a reference cannot be found in the AFM, other information provided by the aircraft manufacturer as TC holder, the STC holder or the design organisation having a privilege to approve minor changes may be considered.

- (c) The following documents are considered acceptable sources of information:
- (1) AFM, supplements thereto and documents directly referenced in the AFM;
  - (2) FCOM or similar document;
  - (3) Service Bulletin or Service Letter issued by the TC holder or STC holder;
  - (4) approved design data or data issued in support of a design change approval;
  - (5) any other formal document issued by the TC or STC holders stating compliance with PBN specifications, AMC, Advisory Circulars (AC) or similar documents issued by the State of Design; and
  - (6) written evidence obtained from the State of Design.
- (d) Equipment qualification data, in itself, is not sufficient to assess the PBN capabilities of the aircraft, since the latter depend on installation and integration.
- (e) As some PBN equipment and installations may have been certified prior to the publication of the PBN Manual and the adoption of its terminology for the navigation specifications, it is not always possible to find a clear statement of aircraft PBN capability in the AFM. However, aircraft eligibility for certain PBN specifications can rely on the aircraft performance certified for PBN procedures and routes prior to the publication of the PBN Manual.
- (f) Below, various references are listed which may be found in the AFM or other acceptable documents (see listing above) in order to consider the aircraft's eligibility for a specific PBN specification if the specific term is not used.
- (g) RNAV 5
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNAV 5 operations.
    - (i) B-RNAV;
    - (ii) RNAV 1;
    - (iii) RNP APCH;
    - (iv) RNP 4;
    - (v) A-RNP;
    - (vi) AMC 20-4;
    - (vii) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 2 (TGL 2);
    - (viii) JAA AMJ 20X2;
    - (ix) FAA AC 20-130A for en route operations;
    - (x) FAA AC 20-138 for en route operations; and
    - (xi) FAA AC 90-96.
- (h) RNAV 1/RNAV 2
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNAV 1/RNAV 2 operations.
    - (i) RNAV 1;

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- (ii) PRNAV;
  - (iii) US RNAV type A;
  - (iv) FAA AC 20-138 for the appropriate navigation specification;
  - (v) FAA AC 90-100A;
  - (vi) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 10 Rev1 (TGL 10); and
  - (vii) FAA AC 90-100.
- (2) However, if position determination is exclusively computed based on VOR-DME, the aircraft is not eligible for RNAV 1/RNAV 2 operations.
- (i) RNP 1/RNP 2 continental
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP 1/RNP 2 continental operations.
- (i) A-RNP;
  - (ii) FAA AC 20-138 for the appropriate navigation specification; and
  - (iii) FAA AC 90-105.
- (2) Alternatively, if a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above and position determination is primarily based on GNSS, the aircraft is eligible for RNP 1/RNP 2 continental operations. However, in these cases, loss of GNSS implies loss of RNP 1/RNP 2 capability.
- (i) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 10 (TGL 10) (any revision); and
  - (ii) FAA AC 90-100.
- (j) RNP APCH — LNAV minima
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LNAV operations.
- (i) A-RNP;
  - (ii) AMC 20-27;
  - (iii) AMC 20-28;
  - (iv) FAA AC 20-138 for the appropriate navigation specification; and
  - (v) FAA AC 90-105 for the appropriate navigation specification.
- (2) Alternatively, if a statement of compliance with RNP 0.3 GNSS approaches in accordance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LNAV operations. Any limitation such as ‘within the US National Airspace’ may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world.
- (i) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 3 (TGL 3);
  - (ii) AMC 20-4;
  - (iii) FAA AC 20-130A; and

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- (iv) FAA AC 20-138.
- (k) RNP APCH — LNAV/VNAV minima
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LNAV/VNAV operations.
- (i) A-RNP;
- (ii) AMC 20-27 with Baro VNAV;
- (iii) AMC 20-28;
- (iv) FAA AC 20-138; and
- (v) FAA AC 90-105 for the appropriate navigation specification.
- (2) Alternatively, if a statement of compliance with FAA AC 20-129 is found in the acceptable documentation as listed above, and the aircraft complies with the requirements and limitations of EASA SIB 2014-04<sup>8</sup>, the aircraft is eligible for RNP APCH — LNAV/VNAV operations. Any limitation such as ‘within the US National Airspace’ may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world.
- (l) RNP APCH — LPV minima
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LPV operations.
- (i) AMC 20-28;
- (ii) FAA AC 20-138 for the appropriate navigation specification; and
- (iii) FAA AC 90-107.
- (2) For aircraft that have a TAWS Class A installed and do not provide Mode-5 protection on an LPV approach, the DH is limited to 250 ft.
- (m) RNAV 10
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNAV 10 operations.
- (i) RNP 10;
- (ii) FAA AC 20-138 for the appropriate navigation specification;
- (iii) AMC 20-12;
- (iv) FAA Order 8400.12 (or later revision); and
- (v) FAA AC 90-105.
- (n) RNP 4
- (1) If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP 4 operations.

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<sup>8</sup> <http://ad.easa.europa.eu/ad/2014-04>

- (i) FAA AC 20-138B or later, for the appropriate navigation specification;
  - (ii) FAA Order 8400.33; and
  - (iii) FAA AC 90-105 for the appropriate navigation specification.
- (o) RNP 2 oceanic
- (1) If a statement of compliance with FAA AC 90-105 for the appropriate navigation specification is found in the acceptable documentation as listed above, the aircraft is eligible for RNP 2 oceanic operations.
  - (2) If the aircraft has been assessed eligible for RNP 4, the aircraft is eligible for RNP 2 oceanic.
- (p) Special features
- (1) RF in terminal operations (used in RNP 1 and in the initial segment of the RNP APCH)
    - (i) If a statement of demonstrated capability to perform an RF leg, certified in accordance with any of the following specifications or standards, is found in the acceptable documentation as listed above, the aircraft is eligible for RF in terminal operations.
      - (A) AMC 20-26; and
      - (B) FAA AC 20-138B or later.
    - (ii) If there is a reference to RF and a reference to compliance with AC 90-105, then the aircraft is eligible for such operations.
- (q) Other considerations
- (1) In all cases, the limitations in the AFM need to be checked, in particular the use of AP or FD which can be required to reduce the FTE primarily for RNP APCH, RNAV 1, and RNP 1.
  - (2) Any limitation such as 'within the US National Airspace' may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world.

## **GM2 NCC.IDE.H.250 Navigation equipment**

### GENERAL

- (a) The PBN specifications for which the aircraft complies with the relevant airworthiness criteria are set out in the AFM, together with any limitations to be observed.
- (b) Because functional and performance requirements are defined for each navigation specification, an aircraft approved for an RNP specification is not automatically approved for all RNAV specifications. Similarly, an aircraft approved for an RNP or RNAV specification having a stringent accuracy requirement (e.g. RNP 0.3 specification) is not automatically approved for a navigation specification having a less stringent accuracy requirement (e.g. RNP 4).

### RNP 4

- (c) For RNP 4, at least two LRNSs, capable of navigating to RNP 4, and listed in the AFM, may be operational at the entry point of the RNP 4 airspace. If an item of equipment required for RNP 4 operations is unserviceable, then the flight crew may consider an alternate route or diversion for repairs. For multi-sensor systems, the AFM may permit entry if one GNSS sensor is lost after departure, provided one GNSS and one inertial sensor remain available.

**AMC1 NCC.IDE.H.255 Transponder**

## SSR TRANSPONDER

- (a) The secondary surveillance radar (SSR) transponders of helicopters being operated under European air traffic control should comply with any applicable Single European Sky legislation.
- (b) If the Single European Sky legislation is not applicable, the SSR transponders should operate in accordance with the relevant provisions of Volume IV of ICAO Annex 10.

AMC1 is applicable as of 01 Jan 2019.

**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.

GM1 is applicable as of 01 Jan 2019.

**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.

GM2 is applicable as of 01 Jan 2019.

**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.

GM3 is applicable as of 01 Jan 2019.

**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.