REPUBLIC OF MAURITIUS

DEPARTMENT OF CIVIL AVIATION

Sir Seewoosagur Ramgoolam International Airport, Plaine Magnien

MAURITIUS CIVIL AVIATION REQUIREMENTS

MCAR PART - DAT

Specific Requirements for Providers of Data Services

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26 May 2025

Foreword

The Director of Civil Aviation (hereinafter referred to as the 'Authority') is the competent Authority responsible for the regulation of Civil Aviation in the Republic of Mauritius.

This MCAR-Part-DAT "Specific Requirements for Providers of Data Services" Issue 1, Rev 0 is issued under the provisions of Regulation 135 of the Civil Aviation Regulations.

The purpose of this MCAR-Part-DAT is to establish a framework for ensuring data quality, safety, and efficient oversight of Air Traffic Management (ATM) and Air Navigation Services (ANS) systems and data service organisations within Mauritius .

This MCAR-Part-DAT provides the specific organisation requirements and responsibilities for DAT providers, including associated technical requirements for providing data services.

This MCAR-Part-DAT will be effective as from 01 June 2025.

I POKHUN
Director of Civil Aviation

Record of Revisions

Revision Number.	Date of issue	Entered by
Issue 1 Rev 0	26 May 2025	DCA

NOTE

The content of this document is arranged as follows: the cover regulation (recitals and articles) with the implementing requirement (IR) or delegated act (DA) points, as regulation, appears first, followed by the related acceptable means of compliance (AMC) and guidance material (GM) paragraph(s).

All elements (i.e. cover regulation, regulation, AMC, and GM) are colour-coded and can be identified according to the illustration below.

Regulation

Acceptable means of compliance

Guidance material

Table of Contents

SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF DATA SERVICES (DAT.OR)

SECTION 1 — GENERAL REQUIREMENTS

DAT.OR.100 Aeronautical data and information

(a) The DAT provider shall receive, assemble, translate, select, format, distribute and/or integrate aeronautical data and information that is released by an authoritative source for use in aeronautical databases on certified aircraft application/equipment.

In specific cases, if aeronautical data is not provided in the aeronautical information publication (AIP) or by an authoritative source or does not meet the applicable data quality requirements (DQRs), that aeronautical data may be originated by the DAT provider itself and/or by other DAT providers. In this context, that aeronautical data shall be validated by the DAT provider originating it.

(b) When so requested by its customers, the DAT provider may process tailored data provided by the aircraft operator or originating from other DAT providers for use by that aircraft operator.

The responsibility for this data and its subsequent update shall remain with the aircraft operator.

AMC1 DAT.OR.100 Aeronautical data and information

GENERAL

(a) Aeronautical data and information in this context should consist of:

(1) Integrated Aeronautical Information Package (IAIP); and/or

(2) obstacle data; and/or

(3) terrain data; and/or

(4) Aerodrome Mapping Data (AMD); and/or

(5) other data and information that is validated by the DAT provider for the purpose of provision of its services.

(b) Aeronautical databases should be databases, used on certified aircraft application/equipment, that support the flight operation where incorrect data leads to failures having at least minor or higher failure effect.

(c) The scope should not include databases that are approved as part of the type design of the aircraft or engine (e.g. engine power settings (take-off, climb, maximum continuous thrust (MCT), cruise) and aircraft performance data (e.g. take-off distance, V speeds)).

GM1 DAT.OR.100 Aeronautical data and information

GENERAL

(a) In the context of this MCAR, aeronautical databases should include databases, used on certified aircraft applications, that support the flight operation of aircraft for the purpose of primary communication, navigation and surveillance (CNS) or supplementing CNS.

(1) Database used in primary CNS applications (e.g. flight management system (FMS)).

(2) Database used in supplementary CNS applications including but not limited to systems generating alerts and used for awareness having the following databases:

(i) database for synthetic vision systems;

(ii) terrain database (TAWS);

(iii) obstacle database (TAWS);

(iv) aerodrome mapping database (AMDB);

(v) brake assistance to vacate; and

(vi) surface indication and alert system.

(b) Databases for which the DAT provider is not required to be certified in accordance with this MCAR include but are not limited to:

(1) databases provided and/or used by the operator of the aircraft that are monitored under the operator's responsibility and not loaded into certified aircraft applications (e.g. airport moving map used in electronic flight bags (EFBs), take-off and landing performance used in EFBs);

(2) databases not having any safety affect (e.g. used for passenger in-flight entertainment (IFE) systems outside the flight deck, etc.); and

(3) databases for systems applications/equipment installed on aircraft certified for visual flight rules (VFR) operation only, except those used for primary navigation to meet the airspace usage requirements.

AMC1 DAT.OR.100(a) Aeronautical data and information

DATA SOURCE

The DAT provider should use data coming from authoritative sources. If such data is not formally made available by an authoritative source or does not meet the applicable data quality requirements, but is required by end users, the DAT provider may use data from other (non-authoritative) sources, provided these have been verified and validated by the DAT provider itself and/or other DAT providers to conform with the relevant standards and data quality requirements.

If a non-authoritative source is used for the data release, the DAT provider should issue a statement at its discretion.

GM1 to AMC1 DAT.OR.100(a) Aeronautical data and information

NON-AUTHORITATIVE SOURCE

(a) For the purpose of this MCAR, 'authoritative source' means:

(i) the Authority; or

(ii) an organisation formally recognised by the State of the Authority to originate and/or publish data which meets the data quality requirements (DQRs) as specified by the State.

(b) A non-authoritative source may be an organisation other than those defined in point (a), but providing and/or publishing data derived from data gathering or measuring performed (e.g. by aircraft operators, air crew, DAT providers, or other similar operational organisations, or a combination thereof), transformation of various sources to provide aeronautical data which conform with relevant standards and data quality requirements as specified by the airspace end users.

(c) When validating data from a non-authoritative source, the DAT provider should proceed by using either additional information sources to validate this data (like satellite imagery, data or manuals from other providers, users, military, etc.), or data which has been tested and confirmed through operations.

GM2 to AMC1 DAT.OR.100(a) Aeronautical data and information

DATA SOURCE

The first known DAT provider that uses data coming from other (non-authoritative) sources in the aeronautical data chain, accepts the responsibility of the data originator (i.e. ensuring that the data meets the data quality requirements).

GM3 to AMC1 DAT.OR.100(a) Aeronautical data and information

END USER

For the purpose of this MCAR, "Airspace users" means all aircraft operated as general air traffic.

In the context of this MCAR, the end users should be considered the ‘airspace users’.

GM1 DAT.OR.100(a) Aeronautical data and information

VALIDATION OF AERONAUTICAL DATA

The processes of validating the aeronautical data by DAT provider should meet the standards specified in EUROCAE ED-76A/RTCA DO-200B ‘Standards for Processing Aeronautical Data’, dated June 2015, especially Section 2.4.1 (6) and Appendix C, in particular points C.2.1 and C.2.2. EUROCAE ED-76/RTCA DO-200A may be also used for the demonstration of compliance.

GM1 DAT.OR.100(b) Aeronautical data and information

GENERAL

(a) The full responsibility for the origination and provision of tailored data and its subsequent updates, as required, should lie with the aircraft operator.

(b) The origination and provision of tailored data by an aircraft operator or on the aircraft operator’s behalf for the purpose of air operation is not part of the DAT provider’s scope of activities and this MCAR does not cover its oversight.

(c) The use of tailored data is related and limited to the operational purposes of the aircraft operator that requested the insertion of the tailored data.

DAT.OR.105 Technical and operational competence and capability

(a) A service provider shall ensure that it is able to provide its services in a safe, efficient, continuous and sustainable manner, consistent with any foreseen

level of overall demand for a given airspace. To this end, it shall maintain adequate technical and operational capacity and expertise.

(b) In addition to point (a), the DAT provider shall:

(1) perform the reception, assembly, translation, selection, formatting, distribution and/or integration of aeronautical data and information that is released by aeronautical data source provider(s) into aeronautical databases for certified aircraft application/equipment under the applicable requirements. The type 2 DAT provider shall ensure that the DQRs are compatible with the intended use of the certified aircraft application/equipment through an appropriate arrangement with the specific equipment design approval holder or an applicant for an approval of that specific design;

(2) issue a statement of conformity that the aeronautical databases it has produced are produced in accordance with this Regulation and the applicable industry standards;

(3) provide assistance to the equipment design approval holder in dealing with any continuing airworthiness actions that are related to the aeronautical databases that have been produced.

(c) For release of databases, the accountable manager shall nominate attesting staff identified in point DAT.TR.100(b) and allocate their responsibilities in an independent manner to attest through the statement of conformity that data meets the DQRs and processes are followed. The ultimate responsibility for the databases release statements signed by the attesting staff shall remain with the accountable manager of the DAT provider.

GM1 DAT.OR.105(b)(1) Technical and operational competence and capability

AERONAUTICAL DATA SOURCE PROVIDER

Aeronautical data source providers should be considered at least, but are not limited to:

(a) organisations providing authoritative data for the purpose of air navigation (e.g. AIS providers);

(b) the DAT provider itself or another DAT provider;

(c) the aircraft operator(s) for tailored data; and

(d) the aerodrome operator(s), in case the information is not provided in the AIPs.

GM2 DAT.OR.105(b)(1) Technical and operational competence and capability

DQR COMPATIBILITY

The Type 2 DAT provider should ensure through an appropriate arrangement that the equipment design approval holder or an applicant for an approval of that specific design is responsible for demonstrating (e.g. using system verification tests, sampling checks, etc.) that the DQRs are consistent with the intended function of the equipment.

AMC1 DAT.OR.105(b)(2) Technical and operational competence and capability

STATEMENT OF CONFORMITY FOR AERONAUTICAL DATABASES

<table>
<tr><td>Logo of the DAT provider</td><td colspan="2">Statement of conformity for aeronautical databases</td></tr>
<tr><td colspan="2">1. DAT provider certificate number:</td><td>No …..</td></tr>
<tr><td colspan="2">2. Type 1/Type 2* DAT provider:
* delete as appropriate</td><td>Name</td></tr>
<tr><td colspan="2">3. Address:</td><td>Address</td></tr>
<tr><td colspan="2">4. Database identification:</td><td>Identification</td></tr>
<tr><td colspan="2">5. Database use:</td><td>Applications/standards</td></tr>
<tr><td colspan="2">6. Deviations:</td><td>Deviations</td></tr>
<tr><td colspan="2">7. New database release:</td><td>8. Additional database release (correction):</td></tr>
<tr><td colspan="3">9. Declaration of conformity: [XXX] databases released and distributed are produced in compliance with the Civil Aviation Regulations and its associated MCAR’s.</td></tr>
<tr><td colspan="3">10. Attesting staff:</td></tr>
<tr><td>Date:</td><td>Name: Name</td><td>Signature: Signature</td></tr>
<tr><td>AIRAC cycle/
validity period:</td><td></td><td></td></tr>
</table>

Information to be entered into the statement of conformity for DAT form:

Field 4: List all the identifications of the databases covered under this release, or make reference to the document listing all the identifications of the released databases.

Field 5: In case of Type 1 DAT provider, list the standard data formats.

In case of Type 2 DAT provider, list the equipment models and part numbers where compatibility has been demonstrated, or make reference to the document containing equipment models and part numbers where compatibility has been demonstrated.

Field 6: List the deviations or make reference to where the deviation information can be found (e.g. a weblink).

Field 10: Signature of an authorised representative of the applicant.

AMC2 DAT.OR.105(b)(2) Technical and operational competence and capability

PRODUCING AND UPDATING AERONAUTICAL DATABASES

The processes of producing and updating aeronautical databases should meet the standards specified in EUROCAE ED-76A/RTCA DO-200B 'Standards for Processing Aeronautical Data', dated June 2015. EUROCAE ED-76/RTCA DO-200A may be also used for the demonstration of compliance.

GM1 DAT.OR.105(c) Technical and operational competence and capability

INDEPENDENCE

A DAT provider should ensure that the attesting staff and the person involved in the database release is not a single person (i.e. the four-eye principle).

DAT.OR.110 Management system

(a) A DAT provider shall implement and maintain a management system that includes:

(1) clearly defined lines of responsibility and accountability throughout its organisation, including a direct accountability of the accountable manager;

(2) a description of the overall philosophies and principles of the service provider with regard to safety, quality, and security of its services, collectively constituting a policy, signed by the accountable manager;

(3) the means to verify the performance of the DAT provider's organisation in light of the performance indicators and performance targets of the management system;

(4) a process to identify changes within the DAT provider's organisation and the context in which it operates, which may affect established processes, procedures and services and, where necessary, change the management system and/or the functional system to accommodate those changes;

(5) a process to review the management system, identify the causes of substandard performance of the management system, determine the implications of such substandard performance, and eliminate or mitigate such causes;

(6) a process to ensure that the personnel of the DAT provider are trained and competent to perform their duties in a safe, efficient, continuous and sustainable manner. In this context, the DAT provider shall establish policies for the recruitments and training of its personnel;

(7) a formal means for communication that ensures that all personnel of the DAT provider are fully aware of the management system that allows critical information to be conveyed and that makes it possible to explain why particular actions are taken and why procedures are introduced or changed;

(8) a process to ensure that the design of ATM/ANS equipment, or the changes to its design, subject to MCAR-Part-CNS comply with the applicable specifications, including independent checking function of the demonstration of compliance on the basis of which the ATM/ANS provider issues a statement of compliance and the associated compliance documentation thereto.

(b) A DAT provider shall document all management system key processes, including a process for making personnel aware of their responsibilities, and the procedure for the amendment of those processes.

(c) A DAT provider shall establish a function to monitor compliance of its organisation with the applicable requirements and the adequacy of the procedures. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary.

(d) A DAT provider shall monitor the behaviour of its functional system and, where underperformance is identified, it shall establish its causes and eliminate them or, after having determined the implication of the underperformance, mitigate its effects.

(e) The management system shall be proportionate to the size of the DAT provider and the complexity of its activities, taking into account the hazards and associated risks inherent in those activities.

(f) Within its management system, the DAT provider shall establish formal interfaces with the relevant service providers and aviation undertakings in order to:

(1) ensure that the aviation safety hazards entailed by its activities are identified and evaluated, and the associated risks are managed and mitigated as appropriate;

(2) ensure that it provides its services in accordance with the requirements of this MCAR.

(g) In the case that the DAT provider holds also an aerodrome operator certificate, it shall ensure that the management system covers all activities in the scope of its certificates.

(h) The DAT provider, as applicable for the type of DAT provision, shall establish and maintain a management system that includes control procedures for:

(1) document issue, approval or change;

(2) DQRs change;

(3) verification that incoming data has been produced in accordance with the applicable standards;

(4) timely update of the data used;

(5) identification and traceability;

(6) processes for reception, assembly, translation, selection, formatting, distribution and/or integration of data into a generic database or database compatible with the specific aircraft application/equipment;

(7) data verification and validation techniques;

(8) identification of tools, including configuration management and tools qualification, as necessary;

(9) handling of errors/deficiencies;

(10) coordination with the aeronautical data source provider(s) and/or DAT provider(s), and with the equipment design approval holder or an applicant for an approval of that specific design when providing type 2 DAT services;

(11) issue of statement of conformity;

(12) controlled distribution of databases to users.

AMC1 DAT.OR.110 Management system

ISO 9001/EN 9100 CERTIFICATE(S) FOR TYPE 1 DAT PROVIDERS

An ISO 9001 or EN 9100 certificate issued by an appropriately accredited organisation addressing the quality management elements required in the respective Subparts should be considered a sufficient means of compliance for the Type 1 DAT provider. In this case, the Type 1 DAT provider should accept the disclosure of the documentation related to the certification to the Authority upon its request.

AMC2 DAT.OR.110 Management system

EN 9100 CERTIFICATE FOR TYPE 2 DAT PROVIDERS

An EN 9100 certificate issued by an appropriately accredited organisation addressing the quality management elements required in the respective Subparts should be considered as a sufficient means of compliance for the Type 2 DAT provider. In this case, the Type 2 DAT provider should accept the disclosure of the documentation related to the certification to the Authority upon its request.

AMC1 DAT.OR.110(h) Management system

TOOLS QUALIFICATION

Tools qualification should meet the standards specified in EUROCAE ED-76A/RTCA DO-200B ‘Standards for Processing Aeronautical Data’, dated June 2015. EUROCAE ED-76/RTCA DO-200A may be also used for the demonstration of compliance.

DAT.OR.115 Record-keeping

(a) A DAT provider shall establish a system of record-keeping that allows adequate storage of the records and reliable traceability of all its activities, covering in particular all the elements indicated in point DAT.OR.110.

(b) The format and the retention period of the records referred to in point (a) shall be specified in the service provider's management system procedures.

(c) Records shall be stored in a manner that ensures protection against damage, alteration and theft.

(e) The DAT provider shall include in its record-keeping system the elements indicated in DAT.OR.110.

SECTION 2 — SPECIFIC REQUIREMENTS

DAT.OR.200 Reporting requirements

(a) The DAT provider shall:

(1) report to the customer and, where applicable, the equipment design approval holder all the cases where aeronautical databases have been released by the DAT provider and have been subsequently identified to have deficiencies and/or errors, thus not meeting the applicable data requirements.;

(2) report to the Authority the deficiencies and/or errors identified according to point (1), which could lead to an unsafe condition. Such reports shall be made in a form and manner acceptable to the Authority;

(3) where the certified DAT provider is acting as a supplier to another DAT provider, report also to that other organisation all the cases where it has released aeronautical databases to that organisation and have been subsequently identified to have errors;

(4) report to the aeronautical data source provider instances of erroneous, inconsistent or missing data in the aeronautical source.

(b) The DAT provider shall establish and maintain an internal reporting system in the interest of safety to enable the collection and assessment of reports in order to identify adverse trends or to address deficiencies, and to extract reportable events and actions.

This internal reporting system may be integrated into the management system as required in point DAT.OR.110.

GM1 DAT.OR.200 Reporting requirements

GENERAL

The DAT provider should notify the Authority of the following by using the occurrence reporting form:

(a) errors/deficiencies affecting safe operations in an airspace segment/block;

(b) errors/deficiencies with negative impact on safety stemming from a source in the State or a functional airspace block (FAB); and

(c) errors/deficiencies with negative impact on safety stemming from erroneous processing of the data or information within the intended aircraft application/equipment.

GM1 DAT.OR.200(b) Reporting requirements

UNSAFE CONDITION

'Unsafe condition' may be considered as a situation where due to a data error there will be, but is not limited to:

— aircraft deviation from the published procedure;

— erroneous warning (red colour) in the cockpit (e.g. PULL UP, TERRAIN, RWY TOO SHORT);

— pilot workload increase due to presentation of misleading or conflicting data in the primary flight display; and

— malfunction or defect of an indication system at a critical phase of the flight, etc.

SUBPART B — TECHNICAL REQUIREMENTS FOR PROVIDERS OF DATA SERVICES (DAT.TR)

SECTION 1 — GENERAL REQUIREMENTS

DAT.TR.100 Working methods and operating procedures

The DAT provider shall:

(a) with regard to all the necessary aeronautical data:

(1) establish DQRs that are agreed upon with the other DAT provider and in the case of a type 2 DAT provider, with the equipment design approval holder or an applicant for an approval of that specific design, to determine the compatibility of these DQRs with the intended use;

(2) use data from an authoritative source(s) and, if required, other aeronautical data verified and validated by the DAT provider itself and/or by other DAT provider(s);

(3) establish a procedure to ensure that the data is correctly processed;

(4) establish and implement processes to ensure that the tailored data provided or requested by an aircraft operator or other DAT provider shall only be distributed to the requester itself; and

(b) with regard to attesting staff that sign the statements of conformity issued under DAT.OR.105(c) ensure that:

(1) the knowledge, background (including other functions in the organisation), and experience of the attesting staff are appropriate to their allocated responsibilities;

(2) it maintains records of all attesting staff which include details of the scope of their authorisation;

(3) attesting staff are provided with evidence of the scope of their authorisation.

AMC1 DAT.TR.100(a)(1) Working methods and operating procedures

COMPATIBILITY WITH CERTIFIED AIRCRAFT APPLICATION/EQUIPMENT — TYPE 2 DAT PROVIDER

A Type 2 DAT provider should perform tests to ensure that the database works as intended with the application by performing sampling checks on individual data sets (e.g. in a simulation/test bench environment).

AMC1 DAT.TR.100(a)(2) Working methods and operating procedures

DATA SOURCE

In reference to the 'data source', please refer to AMC1 DAT.OR.100(a) 'Aeronautical data and information'.

GM1 DAT.TR.100(a)(2) Working methods and operating procedures

DATA EXCHANGE

To support data integrity, the DAT provider may use digital data sets as a preferred means of data exchange.

AMC1 DAT.TR.100(a)(3) Working methods and operating procedures

DATA PROCESSING

The DAT provider should keep the records for a period of at least 3 years after the end of the validity period of the database unless otherwise specified by other applicable requirements.

GM1 DAT.TR.100(b) Working methods and operating procedures

SIGNATURE

The attesting staff, authorised by the DAT provider, may sign the statements issued in accordance with DAT.OR.105(c) manually or in a digital manner (e.g. digital signature).

AMC1 DAT.TR.100(b)(1) Working methods and operating procedures

ATTESTING STAFF

(a) To qualify as attesting staff, appropriate knowledge, background, experience and specific training or assessment established by the DAT provider should be required.

(b) Training should be provided to develop a satisfactory level of knowledge of organisational procedures, processes and products, aviation law, and associated IRs, AMC and GM, relevant to the particular role.

(c) In addition to the general training policy, the DAT provider should define its own standards for training, including qualification standards, for personnel to be identified as attesting staff.

(d) The training should be updated in response to experience gained and technological advancements.

AMC1 DAT.TR.100(b)(2) Working methods and operating procedures

RECORDS OF ATTESTING STAFF

(a) The following is the minimum information that should be recorded by the DAT provider in respect of each attesting staff member:

(1) name;

(2) general training and standard attained;

(3) specific training and standard attained;

(4) continuation training, if appropriate;

(5) background experience;

(6) scope of the authorisation; and

(7) date of first issue of the authorisation.

(b) The record should be kept in an appropriate format and should be controlled through an internal procedure of the organisation. This procedure could be part of the management system.

(c) The DAT provider should ensure that the number of persons authorised to access the system of personnel data record-keeping is limited and an appropriate access control mechanism is in place.

(d) The attesting staff member should be given access, upon request, to his or her own records.

(e) The DAT provider should keep the record for at least two years after the attesting staff member has ceased employment with the organisation or the withdrawal of the authorisation, whichever occurs first.

GM1 DAT.TR.100(b)(2) Working methods and operating procedures

RECORDS OF ATTESTING STAFF

Records of the attesting staff may be stored electronically.

AMC1 DAT.TR.100(b)(3) Working methods and operating procedures

EVIDENCE OF THE SCOPE OF THE ATTESTING STAFF AUTHORISATION

(a) The authorisation document should clearly indicate the scope of the authorisation to allow attesting staff and any other authorised persons to verify the privileges.

(b) Attesting staff should make the authorisation document available to the Authority upon request.

DAT.TR.105 Required interfaces

The DAT provider shall ensure the necessary formal interfaces with:

(a) aeronautical data source(s) and/or other DAT providers;

(b) the equipment design approval holder for type 2 DAT provision, or an applicant for an approval of that specific design;

(c) aircraft operators, as applicable.

AMC1 DAT.TR.105(a) Required interfaces

INTERFACES WITH THE AERONAUTICAL DATA SOURCE AND/OR OTHER DAT PROVIDERS

(a) The DAT provider should demonstrate that formal interfaces with aeronautical data sources or other DAT providers are implemented. Procedures should be established to communicate instances of erroneous, inconsistent or missing data to such providers and monitor that timely and effective responses are received.

(b) Where resolution and correction cannot be obtained for data that has been called into question, the DAT provider's procedures for dealing with this situation should ensure that the DAT provider communicates the alteration or removal of data which the aeronautical data source and/or other DAT provider has not concurred with or resolved. The DAT provider's procedures should confirm that effective controls are in place to ensure that an unsafe product is not released and that such concerns are communicated to customers in accordance with the requirements laid down in DAT.OR.200.

AMC1 DAT.TR.105(b) Required interfaces

INTERFACES WITH THE AIRCRAFT EQUIPMENT DESIGN APPROVAL HOLDER FOR TYPE 2 DAT PROVISION

The DAT provider should demonstrate that formal interfaces exist with the equipment design approval holder. In particular, the DAT provider's procedures should stipulate that the equipment design approval holder communicates and responds to issues and constraints concerning compatibility/eligibility for installation between their equipment and the databases of the DAT provider.

AMC1 DAT.TR.105(c) Required interfaces

INTERFACES WITH AIRCRAFT OPERATORS — TYPE 2 DAT PROVIDERS

The Type 2 DAT provider should demonstrate that a formal interface with aircraft operators is in place to confirm that operators' requests are clearly defined and subject to review.