

Annex IV to Decision 2017/003/R
‘AMC and GM to Part-SPO — Amendment 8’

The Annex to Decision 2014/018/R¹ is hereby amended as follows:

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

- deleted text is marked with ~~strike through~~;
- new or amended text is highlighted in grey; and
- an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

1. The new AMC1 SPO.IDE.A.230 is introduced:

AMC1 SPO.IDE.A.230 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.

2. The new GM1 SPO.IDE.A.230 is introduced:

GM1 SPO.IDE.A.230 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.

3. The new GM2 SPO.IDE.A.230 is introduced:

GM2 SPO.IDE.A.230 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.

4. The new GM3 SPO.IDE.A.230 is introduced:

GM3 SPO.IDE.A.230 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) 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

¹ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2014018r>

Procedures, or any Working Arrangements between EASA and the competent authority of a third country.

5. The new AMC1 SPO.IDE.H.230 is introduced:

AMC1 SPO.IDE.H.230 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.

6. The new GM1 SPO.IDE.H.230 is introduced:

GM1 SPO.IDE.H.230 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.

7. The new GM2 SPO.IDE.H.230 is introduced:

GM2 SPO.IDE.H.230 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.

8. The new GM3 SPO.IDE.H.230 is introduced:

GM3 SPO.IDE.H.230 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.