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

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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.