

Title:	Opinion and Instruction Document Repeal and replacement of aeronautical data quality requirements and introduction of new SNOWTAM format
Package Number	0032(a) (469 Aeronautical Information)
Headline Purpose:	To introduce updated data quality requirements for Air Traffic Management (ATM) / Air Navigation Services ("ANS") providers and other parties originating, processing or transmitting aeronautical data into Regulation (EU) No. 2017/373 as retained (and amended in domestic law) under the European Withdrawal Act 2018 (" UK (EU) Reg 2017/373 ") in similar terms to those set out in Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 (" CIR (EU) 2020/469 ").
Proposed action:	- To revoke Regulation (EU) No. 73/2010 as retained (and amended in domestic law) under the European Withdrawal Act 2018 ("UK (EU) Reg No. 73/2010") (known as the ADQ Regulation); and - To amend UK (EU) Reg 2017/373 to introduce into UK law updated data quality requirements similar to those set out in the Implementing Rules included in CIR (EU) 2020/469. This Opinion and Instruction Document ("OID") includes only those Implementing Rules that the CAA considers it appropriate to introduce at this time. CIR (EU) 2020/469 contains several other Implementing Rules which the CAA does not consider should be introduced into UK law at this point, although they may be introduced in due course.

Objective

Aeronautical Data Quality requirements are being introduced to ensure that:

- ATM/ANS providers and other parties originating, processing and transmitting data perform their data activities at the required quality level to support the intended use of the data; and
- As a result the aeronautical data and aeronautical information are originated, assembled, formatted, edited, published, and finally provided at the required level of quality to the users (such as aircraft operators, aerodrome operators, ATM Providers and other ATM/ANS providers) for all flight phases.

The current data quality requirements are set out in ("[UK Reg \(EU\) No. 73/2010](#)") which the CAA considers is outdated and no longer appropriate. [CIR \(EU\) 2020/469](#) introduced a new set of requirements on aeronautical information, based on the current ICAO Annex 15 and supported by Procedures for Air Navigation Services — Aeronautical Information Management ("PANS-AIM"). Following review of [CIR \(EU\) 2020/469](#), it is the CAA's opinion that similar provisions should be introduced into UK law.

Background

The rules proposed by the CAA on aeronautical data and aeronautical information will provide a clear regulatory framework for those entities involved in the management of aeronautical data and aeronautical information, specifically:

ATM/ANS PROVIDERS

This proposal contains necessary requirements for service providers when they act as parties originating, processing or transmitting aeronautical data to the AIS provider, including requirements on data management and data quality. In order to ensure data quality throughout the entire data chain, it

is the CAA's opinion that service providers should be required to meet the same requirements as AIS providers or aerodrome operators when originating, processing or transmitting aeronautical data.

AIS PROVIDERS

Part-AIS is currently divided into two categories: data quality requirements based on [UK \(EU\) Reg No. 73/2010](#), and data provision requirements (products and services) based on ICAO Annex 15 and supported by PANS-AIM. Data provision requirements are the aeronautical products and services requirements stemming from the ICAO Annex 15 and PANS-AIM.

It is the CAA's opinion that the UK should amend Part-AIS of [UK \(EU\) Reg 2017/373](#) to introduce requirements applicable to AIS providers which will reflect and complement the current point AIS.OR.100(a) and (b) of [UK \(EU\) Reg 2017/373](#). In addition, the proposed technical requirements will replace the content of point AIS.TR.100 'Working methods and operating procedures for the provision of aeronautical information services'.

Although the principles which underpin it remain relevant, [UK \(EU\) Reg No. 73/2010](#) (the ADQ Regulation) is now out of date. It is the CAA's opinion that [UK \(EU\) Reg No. 73/2010](#) should be revoked and replaced with an updated approach to ensuring that AIS providers meet their obligations. However, this new approach will still embody the principles upon which [UK \(EU\) Reg No. 73/2010](#) rested. The CAA will introduce data quality requirements to ensure that AIS providers perform their data origination activities at the required quality level to meet the intended use of the data.

EASA [Opinion 02/2018](#) sets out the background and rationale to the decision to revoke the (EU) ADQ Regulation as follows:

"The proposal to repeal the ADQ Regulation brings several benefits to the regulated parties as regards the overall implementation of the aeronautical data and aeronautical information management. Not only two sets of rules with several overlapping requirements cease to exist in parallel, but also the more proportionate and flexible requirements introduced facilitate such implementation. (...)

The proposal is expected to limit the cost of implementing new technologies as the requirements for the information exchange model and data protection are performance-based. In addition, this approach ensures that the objectives of the ADQ Regulation are maintained, thus also securing the investments done so far by the regulated parties. (...)

The proposal ensures that the requirements are suitable to achieve the required objective and that they do not go beyond what is necessary to achieve this objective. The proposal is now objective-based, while the developed means of compliance provide the necessary flexibility. (...)"

In the CAA's opinion, the rationale expressed by EASA is correct and similar amendments should be introduced into UK law to streamline the requirements and ensure consistency with ICAO SARPs.

OTHER PARTIES

Article 3(5) of [CIR \(EU\) 2020/469](#) imposes requirements applicable to other entities (such as surveyors and aerodromes with Instrument Flight Procedures which are not certificated as per Commission Regulation (EU) No 139/2014 as retained (and amended in UK domestic law) under the European Withdrawal Act 2018 ("[UK Reg \(EU\) No. 139/2014](#)") which originate data for aviation purposes. Such entities are essential players involved from the very beginning of the aeronautical data chain, as they affect a service provider when they create, modify or delete aeronautical information and aeronautical data for aviation purposes. Therefore, there is a need to ensure that, when they originate aeronautical information and aeronautical data, they provide data of sufficient quality. Article 3(5) is based on Annex III to [Executive Director Decision 2017/001/R](#) (Part-ATM/ANS.OR), and it is the State's responsibility to ensure that these entities implement such requirements. It is the CAA's opinion that these provisions should apply only to parties originating, processing and transmitting data intended to be used in Instrument Flight Rules ("IFR") flights (as per article 2(2) of [UK \(EU\) Reg No. 73/2010](#)).

The CAA has proposed equivalent rules (amending [UK Reg \(EU\) No. 139/2014](#)) for aerodrome operators under a separate OID 0032(b) (2148 Aeronautical Data Quality/Global Reporting Format).

[CIR \(EU\) 2020/469](#) is wide in scope and its provisions are complex. The changes proposed within this OID are only a part of the changes which have been implemented in the EU covered by that Regulation.