

Commonly asked questions regarding the ADQIR and CAP 1054 have been addressed to help provide further guidance to those in scope of ADQIR. If you cannot find the answers you are looking for, please contact AIMR@CAA.co.uk directly.

We can then update this document to address issues as they are raised.

Question	Answer
1 As an AD operator, what are the boundaries of the area within which I am accountable for the provision of aeronautical data?	Physical boundaries do not define the scope of data responsibility. Essentially, aerodrome data published in the AD 2 section of the AIP is the responsibility of the Authorised Source, i.e. the aerodrome certificate holder, licensee or accountable manager. Specific aerodrome data item responsibility is stated in CAP 1054 at Annex A.
2 If an AD operator notifies for aviation purposes, data provided by a 3rd party i.e. a crane operator, is the AD operator accountable for that data?	Yes, an aerodrome operator is ultimately accountable (Authorised Source) for ensuring that all data relevant to its operations meets the requirements. However, third party data originators providing data to the aerodrome must agree to formal arrangements with the aerodrome that reflects the data they provide meets the applicable requirements. The onus is then on the data originator to meet the requirements. The CAA regulatory oversight of data originators is then realised through the aerodrome audit. It should also be noted that EU requirements will not be applicable if they prohibit the timely availability of flight critical information published by NOTAM.
3 To comply with ADQIR does an AD need to conduct a full survey?	This depends on whether the surveyor can demonstrate that they, and the existing survey, meets the applicable requirements. Aerodromes should ask this of their preferred surveyor.
4 Can an AD adjust the timing of a new full survey so that it is coincident with the 5 yearly IFP review?	Yes, if it is determined by a surveyor that an existing survey cannot meet the applicable EU requirements, CAA will not enforce a requirement for a new full survey until the IFP is next due for review. It should be noted by aerodromes that if a non-compliant survey has been used for IFP design purposes the resultant IFP must be indicated in the AIP as not meeting the applicable EU requirements as well. This is an EU requirement for all non-compliant information published in the State AIP.

5	As a UK Authorised Source, can I submit data through a portal other than the one made available by NATS?	No. Similar to the current system, the new NATS AIS website (or portal) will be the only means of submitting data to AIS.
6	Who in CAA will oversee compliance to ADQIR?	It depends on who is being regulated. IFP and airspace data originators come under CAA Airspace Regulation, AIS comes under CAA Aeronautical Information Management Regulation, and aerodromes come under CAA Aerodrome Regulation. Contracted activities at an aerodrome such as aerodrome survey, will also come under CAA Aerodrome Regulation oversight.
7	An ADQIR test case with one or two Aerodromes would demonstrate what compliance looks like and be of benefit to all aerodromes in scope. Are test cases being undertaken?	Yes, CAA is planning to work with one or two aerodromes to test compliance and the new NATS AIS portal.
8	What level of accountability does an AD operator hold with regard to data originated on its behalf under contract and to a defined specification (i.e. Survey, IFP, ACP)	The aerodrome remains fully accountable for its information published in the AIP. However, when contracting out a data origination activity, compliance to the requirements must be reflected in the formal arrangements between aerodrome and data originator. i.e. the data originator must supply compliant data to the aerodrome. This will be enforced through the contracted activity requirements of the aerodrome regulation.
9	My surveyor is ready to submit a compliant survey to AIS in AIXM 5.1, but AIS cannot accept the data, why not?	The current system cannot accept AIXM 5.1 formatted data-sets. A compliant survey data-set can still be exchanged, but in the old format i.e. CSV. The new NATS AIS portal opens in Sep 2018. Although the new system has the functionality to ingest AIXM 5.1 formatted data-sets, there is currently a lack of standardised AIXM specifications for survey, IFP, and airspace data-sets. It is hoped these will be made available by Eurocontrol before, or soon after, the system goes live in Sept 2018. Until then survey, IFP and airspace data-sets should continue to be exchanged in the existing formats.
10	The dates for when compliance to ADQIR is required are not consistent in CAP 1054, IN 2015/052 and IN 2016/06. What are the dates from when new compliant data is to be submitted to the AIS?	A new IN (2017/019) replacing 2015/052 & 2016/06 has been published. New data should be compliant when submitting into the new NATS AIS system in Sept 2018. If, when submitting new data into the system, the originator cannot declare to NATS/AIS that they, and the data they are providing are compliant, the data can still be published in the AIP, but it will do so with a caveat that states it is non – compliant to the applicable ICAO/EU rules.