



Civil Aviation Authority
INFORMATION NOTICE
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New CAA Publication - Aeronautical Information Management (CAP 1054)

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Licence Holders, All Aerodrome Operators
Air Traffic:	All ATC, All FIS, All ATS
Airspace:	All Terminal/En-route ANSP, All NATMAC Representatives, All Approved Instrument Flight Procedure Designers
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 This CAA Information Notice (IN) has been published in conjunction with, and to support, a new CAA Publication titled 'Aeronautical Information Management' (**CAP 1054**) concerning aeronautical information published in the United Kingdom Aeronautical Information Publication (AIP).
- 1.2 CAP 1054 introduces guidance for all parties in-scope of European Commission Regulation (EU) No. 73/2010 - Aeronautical Data Quality Implementing Rule (ADQIR). The ADQIR was introduced to ensure aeronautical data and information is of sufficient quality to support modern safety and efficiency standards, and to enable future concepts of air navigation to be implemented under Single European Sky (SES) initiatives. CAP 1054 provides UK policy and guidance for all parties involved in the origination, management, exchange and publication of aeronautical information and data included in the UK AIP.
- 1.3 Chapter 2 of CAP 1054 describes the 'Authorised Source' as the party ultimately accountable for providing specific aeronautical information and data for publication in the UK AIP, e.g. for an aerodrome with Instrument Flight Procedures (IFP) published in the UK AIP this would be the aerodrome licence holder.
- 1.4 The ADQIR first entered into force on 27 January 2010, and was subsequently updated on 26 September 2014 as (EU) No. 1029/2014 to reflect updated document references and minor administrative changes.

2 Scope

- 2.1 The objective of this IN is to describe the transitional arrangements applicable to all parties affected by CAP 1054, and to inform those concerned when compliance to the ADQIR, and the aeronautical information requirements of (EU) No. 139/2014 (Aerodrome Regulation) is expected.
- 2.2 The ADQIR sets out challenging legislative deadlines for compliance. However, the CAA is committed to adopting a risk-based approach to implementation of the ADQIR. Consequently, the CAA expects all relevant organisations and parties within scope of the ADQIR to be compliant, for **new or amended** aeronautical information published in the UK AIP, by 18 months following publication of CAP 1054, i.e. 1 January 2017.
- 2.3 A further ADQIR compliance date concerns **aeronautical information already published** in the UK AIP that must be brought up to ADQIR standards by 30 June 2017. This requirement will therefore apply to all data published in the UK AIP prior to 1 January 2017, (completion of the 18 month transition period following publication of CAP 1054).
- 2.4 The CAA has considered the risks of initial compliance to ADQIR and impact on pre-existing aeronautical information obligations, and proposes the following exceptions to Paragraphs 2.2 and 2.3.

3 (EU) No. 139/2014 - EASA Aerodrome Certification

- 3.1 (EU) No. 139/2014 lays down requirements for the certification of aerodromes. The regulation came into force on the 6 March 2014 and contains requirements for aeronautical data quality that are underpinned by requirements of the ADQIR. As the UK preferred means of compliance (MoC) for establishing aeronautical data quality are in support of the ADQIR only, aerodromes seeking to comply with the data quality requirements for aerodrome certification will be able to do so through meeting the ADQIR requirements and adoption of the ADQIR MoC. However, as the CAA has already commenced its aerodrome certification activities before implementation of the ADQIR and publication of CAP 1054, the aeronautical information requirements of (EU) No. 139/2014 are not a pre-requisite for certification.

4 Aerodrome Surveys/Instrument Flight Procedures

- 4.1 Annex IV part D of the ADQIR, requires aerodromes in scope of the ADQIR (those with IFP published in the UK AIP) to provide an initial full aerodrome survey for data classified as DAL 1 (critical) and DAL 2 (essential) as specified in CAP 1054. A full survey is required by the ADQIR to provide a new base-line data-set that provides the necessary survey origination metadata attributes that demonstrates the data quality required by the ADQIR.
- 4.2 As aerodrome surveys are primarily used for the purposes of IFP design, and as part of its risk-based approach to regulation, the CAA does not expect aerodromes in-scope of the ADQIR to immediately arrange for a full re-survey of their airfields within the 18 month transition period referred to in 2.2. Aerodrome operators may determine an advantage and decide to arrange a re-survey at a point just prior to the 5 year Instrument Flight Procedure (IFP) design review cycle (see CAP 785 'Approval Requirements for Instrument Flight Procedures for Use in UK Airspace', Ch. 2, para. 1.2). Alternatively, extant full surveys that can be demonstrated by the authorised source to be ADQIR compliant will be accepted.
- 4.3 Aerodromes with IFP published in the UK AIP should contact CAA Airspace Regulation at airspace@caa.co.uk to confirm the date of their next IFP review.
- 4.4 Whilst the CAA does not expect ADQIR compliant full aerodrome surveys and IFP reviews within 18 months after publication of CAP 1054, an aerodrome that wishes to achieve ADQIR compliance during the 18 month transition period may do so.