



Civil Aviation Authority Information Notice Number: IN-2017/019



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Guidance to Aerodromes, ANSP and Data Originators on Future Provision of Aeronautical Information

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

Recipients are asked to 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 Certificated/Licensed aerodromes
Air Traffic:	All ANSP
Airspace:	All Terminal/En-route ANSP
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Approved Instrument Flight Procedure Designers

1 Introduction

- 1.1 This CAA Information Notice (IN) replaces previous CAA IN 2015/052 and 2016/064, and supports CAA publication CAP 1054 **Aeronautical Information Management** (AIM) concerning aeronautical information published in the United Kingdom Integrated Aeronautical Information Package (IAIP).
- 1.2 CAP 1054 provides guidance to all parties in-scope of European Commission Regulation (EU) No. 73/2010 (amended by (EU) No. 1029/2014) - Aeronautical Data Quality Implementing Rule (ADQIR). The 'ADQIR' was introduced to ensure that 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 including Performance Based Navigation (PBN). CAP 1054 sets out UK policy and guidance to all parties involved in the origination, management, exchange and publication of aeronautical information and data included in the UK IAIP.
- 1.3 This IN also takes into account future European Aviation Safety Authority (EASA) No. 2017/373 ('ATMIR') - Annex VI (Part AIS), which will replace the ADQIR. Part AIS is expected to be adopted into EU law early in 2018. This will bring all aviation stakeholders under a common 'EASA' regulatory framework.

2 EASA Regulations

- 2.1 An EASA rule making team has been working to develop the new 'Part AIS' regulation by transposing ICAO standards and recommended practices (SARPS) from a soon to be

published revised edition of ICAO Annex 15 and an associated 'new' PANS-AIM. The team have also transposed some requirements from the ADQIR.

- 2.2 During the recent EASA 'Part AIS' consultation in 2016 some UK stakeholders questioned the need to progress their ADQIR compliance activities as the NPA appeared to have lessened some requirements, particularly those associated with data origination, quality management systems, aeronautical data exchange, and data integrity.
- 2.3 The UK CAA can confirm that EASA's intention was to ensure enough proportionality and flexibility to allow successful implementation of 'Part AIS' by including certain ADQIR requirements at 'Acceptable Means of Compliance' (AMC) rather than at 'Rule' level.

3 Means of Compliance

- 3.1 CAP 1054 provides guidance to all stakeholders on how to achieve demonstrable levels of data quality in support of the ADQIR. All stakeholders seeking to comply with data quality requirements in the Aerodrome Regulation 139/2014 and associated AMC will be able to do so by adopting the same supporting ADQIR specifications provided by Eurocontrol and referenced in CAP 1054.

Eurocontrol Specifications

- 3.2 Eurocontrol specifications will continue to support data quality requirements until the ADQIR is repealed once Part-AIS has become law early in 2018. During this period EASA plans to develop similar supporting AMC and guidance material (GM) to Eurocontrol specifications that will then support the EASA rules. Until such time, Eurocontrol specifications can continue to be used as the means of compliance to (EU) No.73/2010 and (EU) No.139/2014 regulations where data quality is required.

4 EASA Aerodrome Certification

- 4.1 EU Regulation 139/2014 lays down requirements for the certification of aerodromes. The regulation came into force on 6 March 2014 and contains requirements for aeronautical data quality in ADR.OR.D.007, ADR.OPS.A.005, 010, and 015 that are underpinned by similar requirements in the ADQIR and future Part AIS.

5 CAA Aerodrome Audits

- 5.1 The CAA started its aerodrome certification programme before implementation of the ADQIR and publication of CAP 1054; consequently the CAA had to delay its assessment of aerodrome compliance against the aerodrome data requirements of (EU) No.139/2014. However, the CAA is about to begin verification of aerodromes' compliance with the data requirements in 139/2014 and 73/2010, as a subject of specific focus outside the normal aerodrome audit. This may include an on-site inspection and where possible should also be attended by any contracted party providing aeronautical data to the aerodrome concerned.
- 5.2 The applicability of aeronautical data requirements in 139/2014, 73/2010 and 2017/373 can cause some confusion as to which types of aerodromes are in scope. The following table should help clarify the scope according to aerodrome type.

Aerodrome Type	Applicable AIM requirements in (EU) Regulations		
	(EU) No.139/2014	(EU) No.73/2010	Proposed (EU) No. 2017/373 (Annex VI Part AIS)
EASA certificated ^{3,4}	●	●	●
National with IFR/SVFR ^{1,3,4}		●	●