

Safety & Airspace Regulation Group

Stuart Lindsey (Head AAA/Airspace Regulation)



Underwriting the Aeronautical Data Quality of UK Airspace

(EU) 73/2010 'The Aeronautical Data Quality Implementing Rule' (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.

The ADQIR requires any aeronautical information published in the Aeronautical Information Publication (AIP), prior to the implementation of the ADQIR, to be compliant to the ADQIR requirements.

UK airspace is managed in accordance with Joint & Integrated (J&I) approach, regulated by the CAA and published in the UK AIP. The majority of UK airspace published in the UK AIP was originated by various means and by various originators over the last 50 years. Whilst the numerous data originators involved may be unable to demonstrate the historical evidence that supports the integrity of that information today, CAA are satisfied that through previous and existing CAA Airspace Change Processes and as part of the implementation of the World Geodetic System 84 (WGS84), existing airspace structures published in the UK AIP are fit for their intended use. The CAA is content that at the time of origination, this airspace information met ICAO Annex 15, appendix 7, standards for accuracy and resolution.

The CAA is therefore taking a more pragmatic risk based approach to the quality requirements for existing airspace information already included in the UK AIP (as at 3rd January 2019). Consequently, CAA will not insist that existing airspace needs to be retrospectively re-originated. From 3rd January 2019, all airspace changes will continue to follow the CAP 1616 Airspace Change Process and shall be fully compliant to ADQIR when submitted for AIP Publication.

This decision by CAA alleviates the need for those in-scope of the ADQIR from having to contract specialist airspace design organisations to re-derive existing airspace structures published in the UK AIP.

Existing data that **is included** in the scope of this decision:

- All airspace data (derived or calculated) and information with ICAO integrity classification "critical", "essential" or "routine" published in: ENR 2, ENR 3, ENR 4.4, ENR 5.1-5.3, ENR 5.5, ENR 6, AD 2.17 and AD 2.22 sections of the UK AIP. The majority of this airspace is described as:
 - En-Route Airspace (FIR/UIR, ATS Routes, Heli Routes & Holding)
 - Terminal Airspace Areas (TMA/CTA, CTR, ATZ & MATZ)
 - Danger, Prohibited & Restricted Areas
 - Radar Areas & TMZ/RMZ
- This list is not exhaustive. Data specified above used in any other section of the UK AIP should also be considered within the scope of this decision.

Existing data that **is not included** in the scope of this decision:

- Instrument Flight Procedures
- Survey data
- Any data or information published in the UK MIL AIP.

This policy statement is underwritten and signed by Stuart Lindsey on 5th October 2018.

A handwritten signature in black ink, appearing to read 'Stuart Lindsey', with a large, sweeping flourish at the end.

Stuart Lindsey
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