WHO KILLED "ADQ"?

The term ADQ (Aeronautical Data Quality) was coined in Europe back in 2010 with the unprecedented creation and entry into force of an AIS exclusive European law: *(EU) No 73/2010, of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky.*

ADQ (Aeronautical Data Quality) was coined in association with EU Regulation No. 73/2010

Since then, the European countries have made a lot of financial and management efforts in order to comply with such a regulation, and the mere fact of hearing the term ADQ anywhere at work was the cause of a mix of anxiety and excitement for some involved people.

The twenty-two pages of this regulation are laying down the requirements for a fantastic high-quality data service provision by AIS units in Europe. It covers all aspects of data processing and data provision; from the data set and the data

exchange to be used, to the requirements for tools and software and system verification.

Many guidelines and means of compliance have been also developed providing more details on how the different requirements of the regulation could be met, and although the documentation is quite extensive and complex, it shows the commitment from the interested parties in providing the necessary tools and guidance for a smoother implementation.

ADQ Regulation was recognized and used as an example worldwide

ADQ is so great, that countries from all over the world started looking at this European regulation and were able to use it as a great example for formalizing AIS quality requirements and adapting its principles in their own countries. The term ADQ became a symbol for the worldwide AIS community on how to boost the importance of the Aeronautical Information Service at the highest regulatory level.
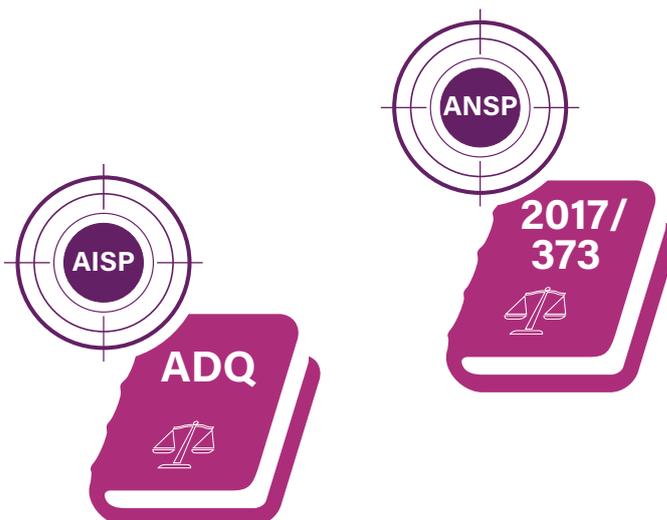
BUT WHAT WENT WRONG?

WHY DID EUROPEAN STATES HAVE MANY DIFFICULTIES IMPLEMENTING IT?

The answers to these questions are indeed complex and might rely perhaps more on internal constraints by the affected parties than due to external reasons. For some it was due to the lack of resources or com-

plex and excessive bureaucratic process-es, for others it was due to the lack of guidance or support and for others the industry and ANSPs were simply not ready yet for such a change and high investments for the AIS service.

The reality is that despite all efforts, ADQ has not been fully implemented in all European states. There have been successful programs in some countries getting major compliance but for some others more resources are needed for achieving the missing objectives.

All in all, more than a decade has already passed and what started as a great ruling initiative, inevitably became old and obso-lete even before being able to see all the benefits of its full implementation.

ADQ targets AISP while 2017/373 targets ANSP

WHO KILLED ADQ?

Regulations in Europe are of course well monitored and updated by the regulatory organs, and since 2017 a new regulation saw the light but with a higher purpose than the ADQ regulation: *(EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight.*

This new regulation is not exclusive for "Data Quality for AIS" like ADQ, it is actually a law detailing the requirements for the different aeronautical service providers, including AIS.

For some years, the two regulations (i.e. 73/2010 ADQ and 2017/373) have been, let's say, "complementary" and not stepping into each other's domain, but this changed in 2020.

In 2020, there was an amendment to the regulation 2017/373 which was at the same time ~~killing~~ repealing our beloved 73/2010 starting from January 2022: *(EU) 2020/469 of 14 February 2020 amending Regulation (EU) 2017/373 and repealing Regulation (EC) No 73/2010.*

EU Regulation 2017/373 initially complemented ADQ Regulation requirements

2020/469 amended 2017/373 and repealed 73/2010

WHAT IS APPLICABLE UNTIL 2022?

Officially and until 27 January of 2022, ADQ Regulation (EU 73/2010) and regulation EU 2017/373 (without the amendments of 2020/469) are both applicable, and although we should still assure compliance of ADQ it is obvious that the involved parties will focus more on the new provisions of EU 2017/373 as amended by EU 2020/469.

repealed or invalidated in any way and are now implicit in EU 2017/373 as amended by 2020/469.

We are talking about the **"Aeronautical Data Quality"**, which should not be seen as a simple definition or set of requirements from an ICAO or EU Regulation but must be the most important driver for the AIS/AIM service instead.

Data of a proper Quality is a key aspect for the current AIS Service and the future SWIM concept of operation and although reaching a satisfactory level is not an easy task we need to make sure that the spirit

of the ADQ regulation is in every process definition, in every AIM system and in all the services and products we provide.

There are certainly now new challenges and objectives to achieve as per these new provisions which should require the definition and management of new project towards "AIM EU Regulation compliance". So, the work is not yet done and the European AIM units shall continue pursuing the highest quality level in the AIS Service but using a different regulatory context, which in many ways will remind us to our pioneer and beloved ADQ.

ADQ (EU 73/2010) is valid until 27 January 2022

IS IT CORRECT THEN TO STILL TALK ABOUT ADQ?

Although the term was originally associated with EU 73/2010 which will cease to be applicable soon, the concepts and principles behind this term has not been

ADQ Principles are now part of EU 2017/373 as amended by 2020/469

Would you like to know more about ADQ and the AIM relevant EU regulations?

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Contact us at info@groupead.com and let's define together an efficient and successful roadmap towards compliance and implementation in your organization.

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