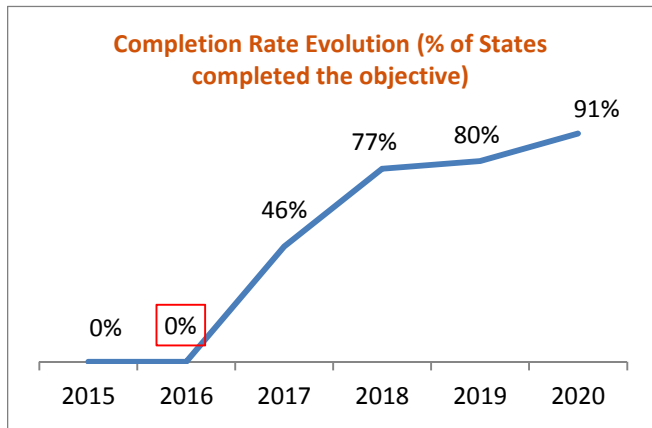




Ensure quality of aeronautical data and aeronautical information

Stakeholders <ul style="list-style-type: none"> • ANSPs • Airport Operators • Regulators • Industry 	FOC 06/2017 Estimated achievement 12/2020 <div style="border: 1px solid black; padding: 2px; display: inline-block;">Planned delay</div>	Applicability Area All EU+ States except GE, FYROM and MAS
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SESAR Key Features	Enabling Aviation Infrastructure
EOC/OC	Information reference and exchange models
ICAO ASBU	BO-DATM
OI Steps	IS-0202, IS-0204
CAPEX	BALTIC, BLUE-MED, DANUBE, DK-SE, FABCE, FABEC, UK-IR



Main 2016 developments

More States have declared being “Late”, the number increased from 21 (last cycle) to 26 in the current reporting period. No State has completed the objective, even though the FOC is approaching (06/2017). Some SLoAs that are overdue and on the critical path for ADQ implementation, such as Formal Arrangements (ASP02), did not show relevant progress with 21 ANSP declaring being “Late”. It needs to be recognised that a lot of individual progress has been made by many stakeholders, mostly ANSP, nevertheless no State is yet in the position to declare full compliance. This is notably due to strong dependencies on a range of interfaces (data originators), the extremely challenging requirements, tight deadlines, tool adaptations or lack of mature software solutions and resources. In light of the approaching new EASA rule on AIS/AIM Providers, based on similar Essential Requirements as ADQ, it is very important that States make an effort to recover existing delays since ADQ compliance will provide an optimum basis for later certification by EASA.

