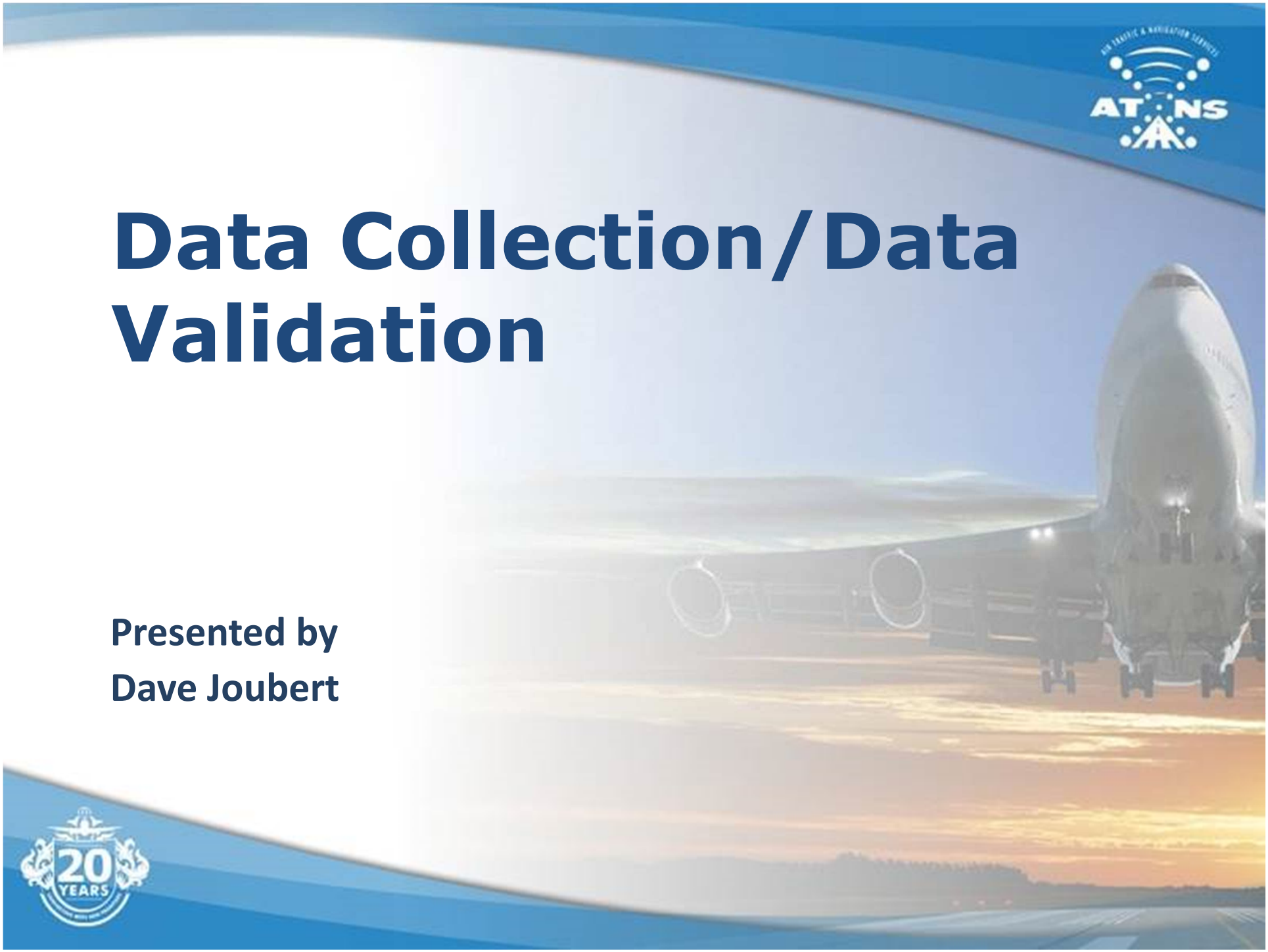
Data Collection/Data Validation



Presented by

Dave Joubert

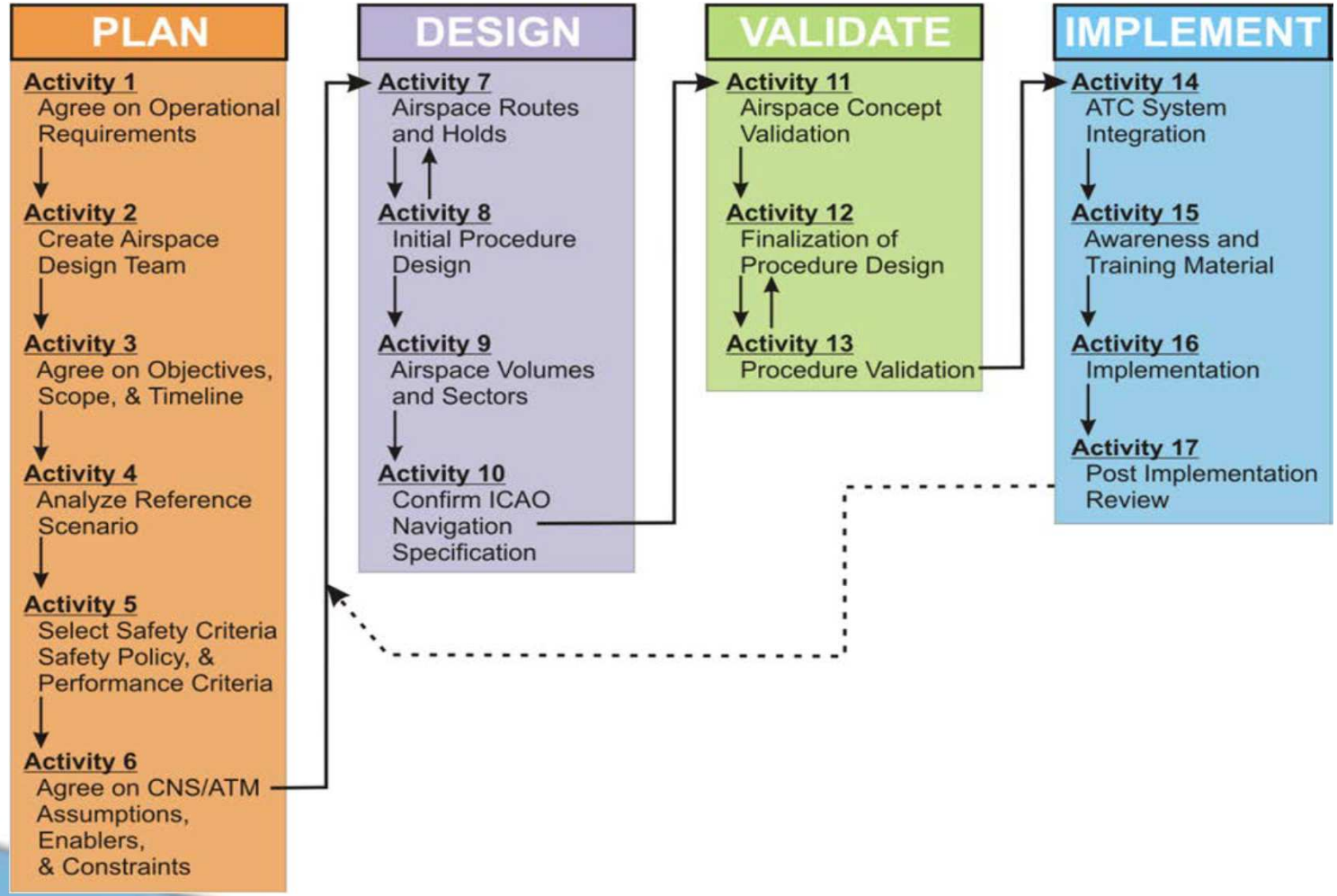
CONTENTS

- Introduction
- Discussion
- Conclusion

Introduction

- ATC Background
- APP and TWR (OR Tambo)
- Responsible for PBN Implementation in South Africa
- Report to Francois Coetzee (National PBN Program Manager)
- SAPIT
- A-RNP Trial
- APCH Baro-VNAV

Implementation Process (ICAO Doc 9613)



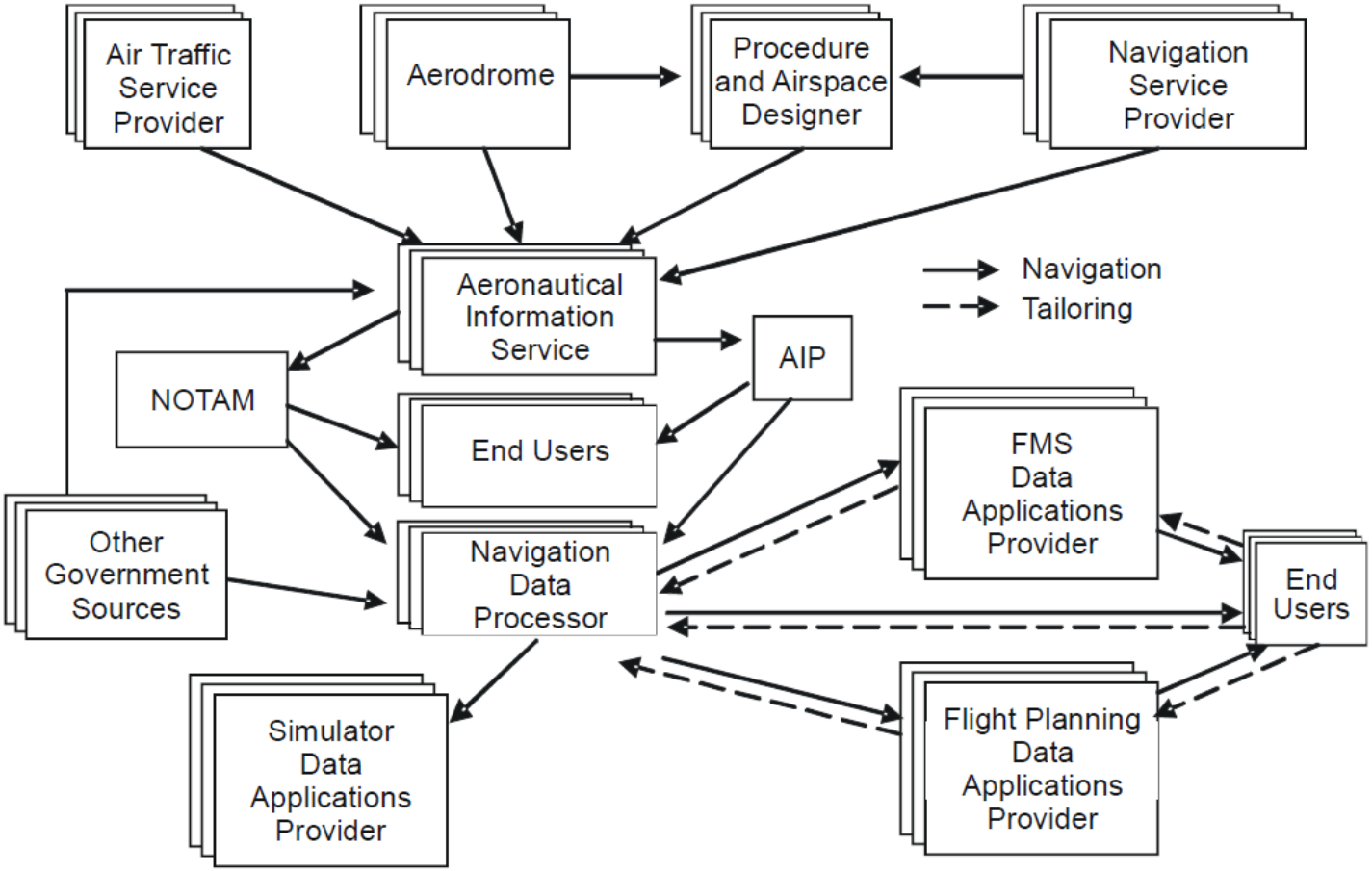
Introduction

- IFP is an essential component of the aviation system.

- IFP design requires the collation, editing, formatting and validation of aeronautical data.

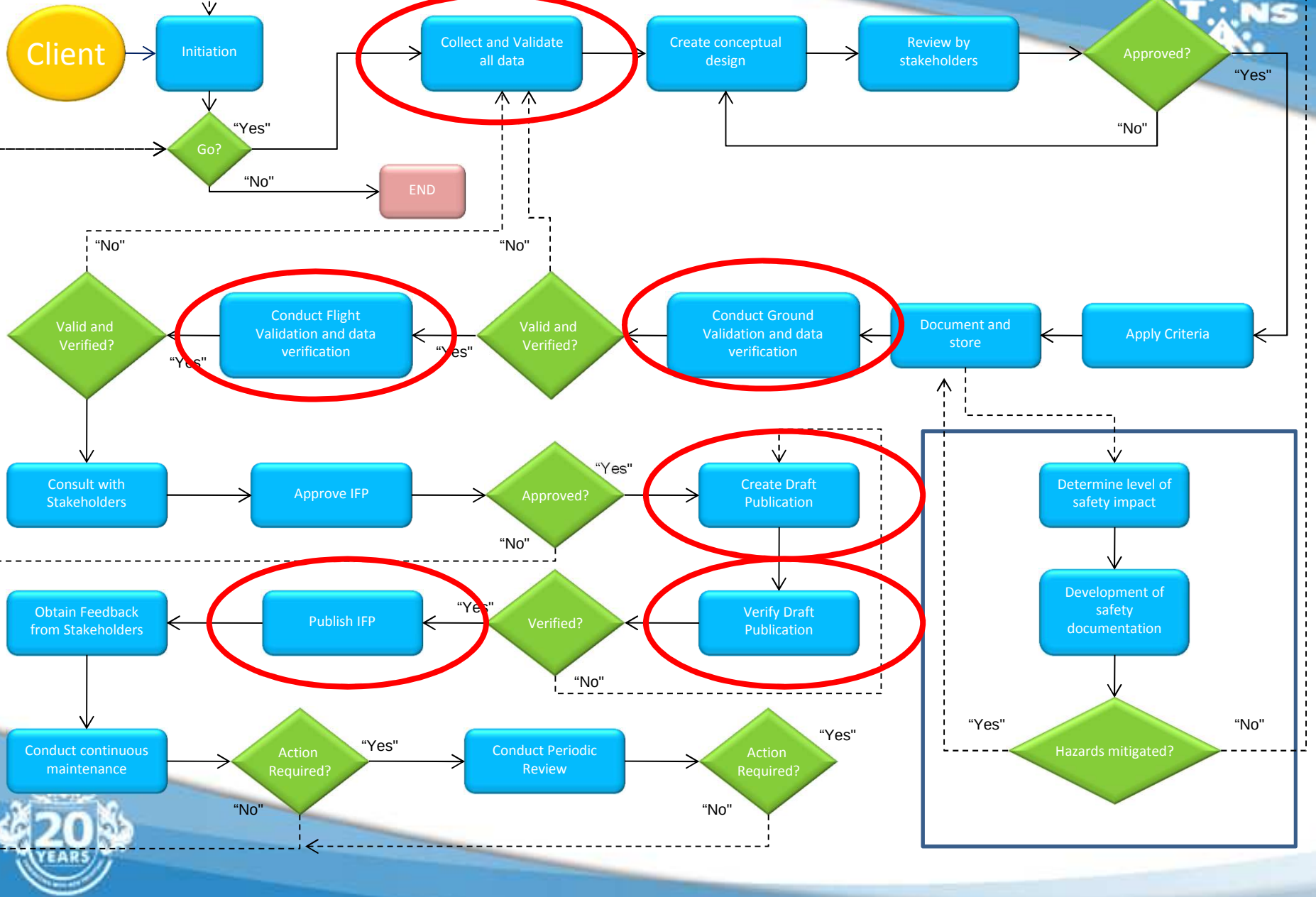
- Aeronautical Data can be comprised of:
  - AIP Static data (RWY, THR, ILS, Waypoint, NAVAIDS, Routes, etc)
  - WGS-84 Survey reports
  - Terrain and Obstacle Data
  - Magnetic Declinations

Participants in IFP



ATNS IFP Process Flow

(Doc 9906)



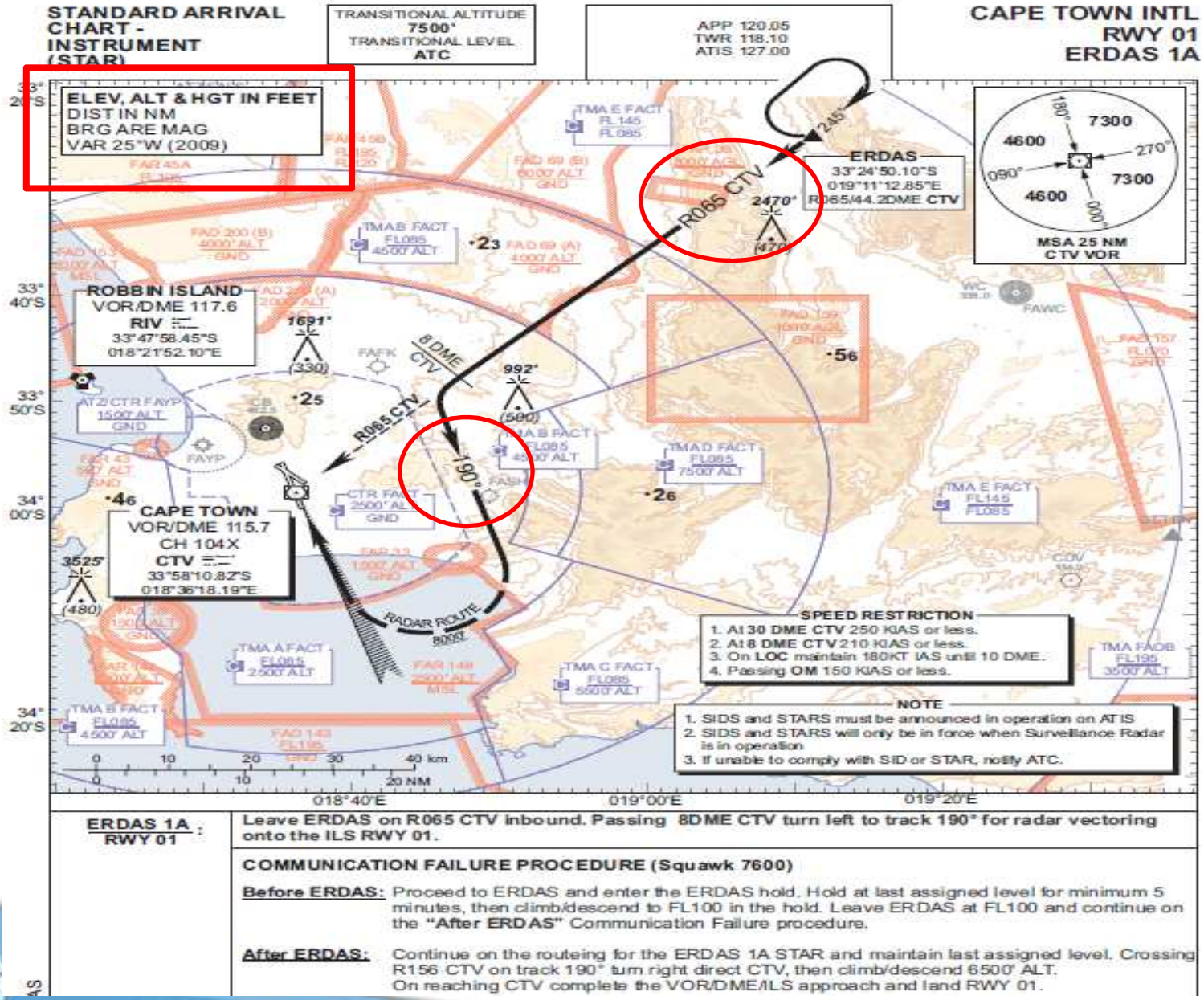
Quality Assurance

- ATNS has various processes/procedures and systems to minimise the risk of data corruption or error occurring.
  - Centralised Aeronautical Database
  - QMP – CHAIN, OPADD, SDO, Surveys, etc
  - SLA with data originators
  - Civil Aviation Regulation and Technical Standards
  - IDS/PLX

Discussion

- **What is required by states to ensure quality and integrity of aeronautical data used within IFP?**

  - Implementation of ICAO SARPS?
  - Clearly defined Quality Management System?
  - Certification of surveyors to aviation standard? (Create)
  - Service Level Agreements with data originators? (Part 175)
  - Civil Aviation Regulations?
  - **Training** of personnel managing the aeronautical data?



ERDAS 1A : RWY 01

Leave ERDAS on R065 CTV inbound. Passing 8DME CTV turn left to track 190° for radar vectoring onto the ILS RWY 01.

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Before ERDAS: Proceed to ERDAS and enter the ERDAS hold. Hold at last assigned level for minimum 5 minutes, then climb/descend to FL100 in the hold. Leave ERDAS at FL100 and continue on the **"After ERDAS"** Communication Failure procedure.

After ERDAS: Continue on the routeing for the ERDAS 1A STAR and maintain last assigned level. Crossing R156 CTV on track 190° turn right direct CTV, then climb/descend 6500' ALT.
On reaching CTV complete the VOR/DME/ILS approach and land RWY 01.

Conclusion

- Data corruption/error can occur at any stage of the IFP Process Flow.
- All necessary steps must be taken to ensure quality and integrity of the entire IFP Process flow.
- States should assist one another in the development and implementation of this.

Conclusion

IFP QA requires commitment from all stakeholders involved to succeed
20
RWY 20 APCH not AVBL in FMS.
3nm
1nm

Thank You