



Implication of Quality AIS information on Aviation Safety in AFI

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Today's aviation industry relies heavily on the accuracy of the information in automated databases for their day to day operation. This includes various systems and applications, where data accuracy and integrity is a fundamental requirement.

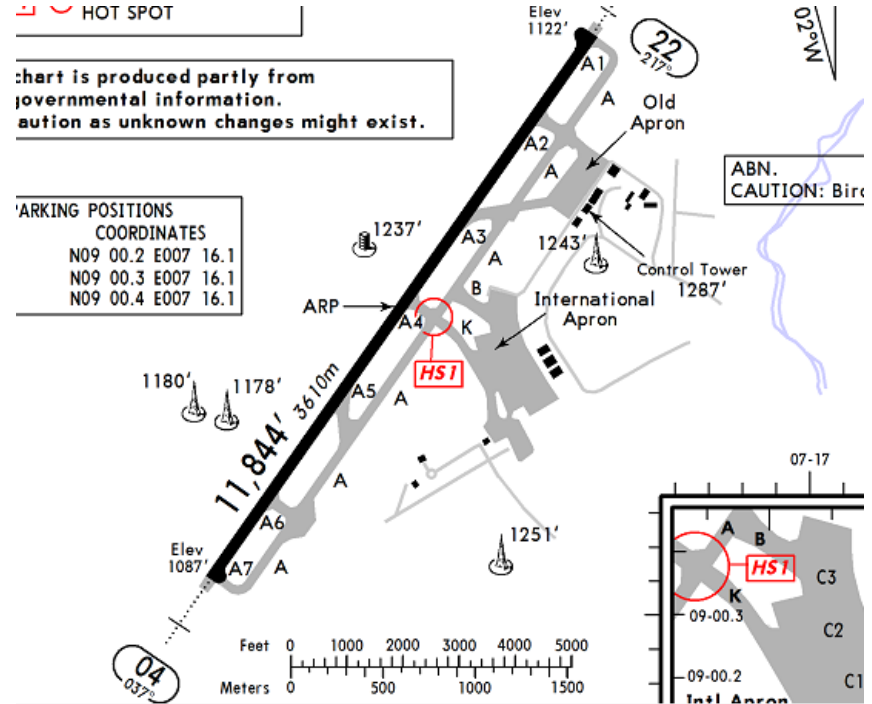


Examples of AIS affecting Flight Safety

ORION REF: 11171781 NOTAM REF: A/ 218/ /13 1 OFF DNLL
 STATUS : C TYPE: R REFERRING: A/ 215/ /13 1
 ORIGINATED ON: 20131204 1622 BY: LFFAYNYX

- Q) DNKK / QMRHW / IV / NBO / A / / 999 / 0900N 00716E 5
- A) DNAA A ADUJA INTL.
- B) 20131204 09H00 C) 20131210 09H00 PERM:
- D)

E) TEXTE :
 rehabilitation work in progress on rwy22 between link a2
 and a3
 take-off distance available has been reduced ot two
 thousand five
 hundred metres (2500m) and runway in use is rwy 04
 pilots are advised to exercise caution while landing and
 taking-off





Quality of AIS in AFI

- Lack of AIRAC adherence (late source, late postponements)
 - leads to incorrect or missing data in onboard navigation databases
- Inconsistent and inadequate data in the AIPs
 - Flight Safety risks may arise from erroneous or corrupt aeronautical data and may increase with the dependency of on-board applications from the data used
- Unreliable clarification channels
 - The rule seems to be that those States with the most deficiencies in their AIP publications are also those who do not respond adequately to requests and those States with good data respond quickly and professional.

Quality of AIS in AFI (cont.)

- In those cases where States do not comply with AIRAC requirements and publish AIRAC changes late, commercial data service providers have no chance to provide their customers with updated information on charts and for the onboard FMS database in time for the effective date of the published changes.
- Result is on the flight deck, crew have out of date charts & FMS NDB while ATC has new charts/procedures.(Confusion, misunderstanding, possibly total ignorance of anything amiss). Increased RT in critical phase of flight in the terminal area.

Quality of AIS in AFI (cont.)

- Equally difficult are situations where published significant changes for airports or ATS routes are withdrawn by States on short notice. These so-called late postponements have the same negative effect than late publication of changes namely that the FMS database is wrong for at least 28 days.
- It also happens that States publish changes in their AIP amendments or supplements with data that is incomplete, erroneous or inconsistent.
- In the routine course of evaluating State provided aeronautical data changes, commercial data service providers detect most of these deficiencies but they depend on the State AIS/AIM offices to clarify them

From The Cockpit

- All commercial data service providers have to comply with industry standards for the processing of aeronautical information (e.g. DO-200A). These standards do not allow data houses to change aeronautical data published by State AIS/AIM offices without their approval.



Objective

- Give priority to AIS/AIM that users require
 - Various forums did not bring desired results
 - Raise awareness of impact of quality of AIS Information on Safety



Proposal

- IATA and EUROCONTROL has developed a workshop using examples affecting identified States
 - Because such effort requires time and resources, this activity should be formally recognized and included in the AFI Plan

- Incorporate activity in 2015 AFI Plan Work Programme
 - Focus states DR Congo, Angola and Nigeria
 - Series of 3 in house workshops
 - Identify deficiencies and develop Action Plan
 - Action Plan Implementation Progress Review
 - Action Plan Implementation Progress Finalization

Input

- General review of the Basic of AIS
- Detailed review of the publication processes for static data
- Detailed review of dynamic data processes
- Transition from AIS to AIM
- Overview of the European AIS database (EAD) System and Service

Required output

- States and ANSPs commit to implementation of Action Plan
- Improvement of AIS
- Transition to AIM
- Oversight of AIS/AIM

Questions?

Thank you

