International Civil Aviation Organization 11/01/07
CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)
Tenth Meeting of the GREPECAS Aeronautical Information Services Subgroup (AIS/MAP/SG/10)
Caracas, Venezuela, 26 February - 02 March 2007

Agenda Item 4: Review of Implementation Aspects

4.1 Review of the latest actions adopted with regard to implementation of the NOTAM Data Banks in the CAR/SAM Regions.

4.5 Initiative to develop an implementation Plan for an AIS/MAP services quality system

DATA INTEGRITY

(Presented by the Secretariat)

SUMMARY

One of the most difficult and increasingly critical problems to be solved by Aeronautical Information Services, is the integrity of aeronautical data, especially those known as critical ($1x10^{-8}$) and essential ($1x10^{-5}$) in the quality requirements of Table A7-1 of Appendix 7 of ICAO Annex 15. Therefore, a goal must be set to improve the integrity of AIS/MAP data, particularly since users worldwide demand more certainty in the provision of aeronautical data.

1. Introduction

1.1 During the next 15 years Air Traffic Management (ATM) will face a significant and continuous increase in air traffic demand. In order to address this demand, the States should develop and implement an ATM strategy for the coming years that provides the necessary framework to accommodate significant system changes. This ATM strategy describes the objectives, processes and measures by which the demand forecast can be met as aviation safety is improved. It consists of defining a new role for AIS as follows:

> *"Aeronautical Information Services will be improved and developed within the Global ATM Plan framework to provide a harmonized area, with a co-ordinated service delivering quality assured information for all phases of flight, which is to say, high aeronautical data integrity (as defined within the AIM Strategy). This will be achieved through the increased use of automation, the introduction of quality management and the evolution of aeronautical information provision to meet the interoperability requirements of system-wide information management (SWIM)."*

2. Objective

2.1 As mentioned in several occasions, the provision of aeronautical information must have sufficient quality, accuracy, timeliness and integrity with regard to aeronautical data, as a recognized key of current and future management of air traffic systems (ATM).

2.2 One of the main reasons for the reduction of data integrity is the way in which aeronautical information is originated, transmitted, processed and distributed from the point of origination to the point of publication. This is precisely the current dysfunctional and non-standardized situation in many States.

2.3 The objective of the initiative to develop an implementation plan to improve data integrity is:

- to remove malfunctions; and

- to introduce standardization to ensure that aeronautical data of high quality and integrity is provided through a chain of data with a sufficient granularity coefficient (segments or sets of data grouped by features).

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