
STATUTORY INSTRUMENTS

2021 No. 1203

The Aviation Safety (Amendment) (No. 3) Regulations 2021

PART 3

Amendment of retained direct minor EU legislation

CHAPTER 6

Amendment of Commission Implementing Regulation (EU) No 2017/373

Amendment of Annex 3 to Commission Implementing Regulation (EU) 2017/373

27. In Annex 3, Subpart A (general requirement ATM/ANS.OR.A), after point ATM/ANS.OR.A.075 (Open and transparent provision of services) insert—

“ATM/ANS.OR.A.080 Provision of aeronautical data

- (a) A service provider shall ensure that aeronautical data related to its services is provided in due time to the AIS provider.
- (b) When aeronautical data related to its services is published, the service provider shall:
 - (1) monitor the data;
 - (2) notify the AIS provider of any changes necessary to ensure that the data is correct and complete;
 - (3) notify the AIS provider when the data is incorrect or inappropriate.

ATM/ANS.OR.A.085 Aeronautical data quality management

When originating, processing or transmitting data to the AIS provider, the service provider shall:

- (a) ensure that aeronautical data conforms with the ‘Aeronautical Data Catalogue’ referred to in ICAO PANS-AIM (Doc 10066);
- (b) ensure that the following data quality requirements are met:
 - (1) the accuracy of aeronautical data is as specified in the aeronautical data catalogue;
 - (2) the integrity of aeronautical data is maintained;
 - (3) based on the integrity classification specified in the aeronautical data catalogue, procedures are put in place so that:
 - (i) for routine data as defined in ICAO PANS-AIM, corruption is avoided throughout the processing of the data;
 - (ii) for essential data as defined in ICAO PANS-AIM, corruption does not occur at any stage of the entire process and additional processes are included, as needed, to address potential risks in the overall system architecture to further assure data integrity at this level;
 - (iii) for critical data as defined in ICAO PANS-AIM, corruption does not occur at any stage of the entire process and additional integrity assurance

- processes are included to fully mitigate the effects of faults identified as potential data integrity risks by thorough analysis of the overall system architecture;
- (4) the resolution of aeronautical data is commensurate with the actual data accuracy;
 - (5) the traceability of aeronautical data is ensured;
 - (6) the timeliness of the aeronautical data is ensured, including any limits on the effective period of the data;
 - (7) the completeness of the aeronautical data is ensured;
 - (8) the delivered data meet the specified format requirements;
- (c) with regard to data origination, establish specific formal arrangements with the party originating data that contain instructions for data creation, modification or deletion, which include as a minimum:
- (1) an unambiguous description of the aeronautical data to be created, modified or deleted;
 - (2) the entity to which the aeronautical data is to be provided;
 - (3) the date and time by which the aeronautical data is to be provided;
 - (4) the format of the data origination report to be used;
 - (5) the format of the aeronautical data to be transmitted;
 - (6) the requirement to identify any limitation on the use of the data;
- (d) ensure that data validation and verification techniques are employed to ensure that the aeronautical data meets the associated data quality requirements and in addition:
- (1) the verification shall ensure that aeronautical data is received without corruption and that corruption does not occur at any stage of the entire aeronautical data process;
 - (2) aeronautical data and aeronautical information entered manually shall be subject to independent verification to detect any errors that may have been introduced;
 - (3) when using aeronautical data to derive or calculate new aeronautical data, the initial data shall be verified and validated, except when provided by an authoritative source;
- (e) transmit aeronautical data by electronic means;
- (f) establish formal arrangements with:
- (1) all parties transmitting data to them;
 - (2) other service providers or aerodrome operators when exchanging aeronautical data and aeronautical information;
- (g) ensure that the information listed in point AIS.OR.505(a) is provided in due time to the AIS provider;
- (h) collect and transmit metadata which include as a minimum:
- (1) the identification of the organisations or entities performing any action of originating, transmitting or manipulating the aeronautical data;
 - (2) the action performed;
 - (3) the date and time the action was performed;

- (i) ensure that tools and software used to support or automate aeronautical data and aeronautical information processes perform their functions without adversely impacting the quality of aeronautical data and aeronautical information;
- (j) ensure that digital data error detection techniques are used during the transmission or storage of aeronautical data, or both, in order to support the applicable data integrity levels;
- (k) ensure that the transfer of aeronautical data is subject to a suitable authentication process such that recipients are able to confirm that the data has been transmitted by an authorised source;
- (l) ensure that errors identified during data origination and after data delivery are addressed, corrected or resolved and that priority is given to managing errors in critical and essential aeronautical data.

ATM/ANS.OR.A.090 Common reference systems for air navigation

For the purpose of air navigation, service providers shall use:

- (a) the World Geodetic System – 1984 (WGS-84) as the horizontal reference system;
- (b) the mean sea level (MSL) datum as the vertical reference system;
- (c) the Gregorian calendar and coordinated universal time (UTC) as the temporal reference systems.”.