



POLSKA AGENCJA ŻEGLUGI POWIETRZNEJ
POLISH AIR NAVIGATION SERVICES AGENCY
www.pansa.pl



Formal arrangements with data originators **PANSA approach**

Global AIM
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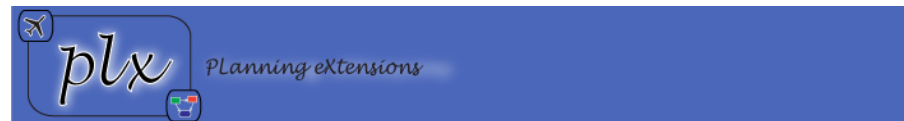
PANSA is responsible for Aeronautical Information Service in Poland

moreover

PANSA is responsible for airspace management, provision of ATS services, instrumental flight procedure design and CNS



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AIS provided by PANSA



Aeronautical Information Service in Poland

- PANSA provides three different AIP publications (paper and electronic versions): AIP Poland, MIL AIP Poland and VFR AIP Poland



- Additionally PANSA provides:
 - Aeronautical chart of Poland – ICAO 1:500 000;
 - Airspace Management Chart 1:500 000;
 - Charts used by ATC and FIS



Why do we need formal arrangements?



Annex 15, point 2.1.5

„Each contracting State **shall ensure that formal arrangements** are established between originators of aeronautical data and aeronautical information and the aeronautical information service in relation to the timely and complete provision of aeronautical data and aeronautical information”.

Annex 14, point 2.13.1

„To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, **arrangements shall be made** between aeronautical information services and aerodrome authorities responsible for aerodrome services [...]”.



Why do we need formal arrangements?



Commission Regulation (EU) No 73/2010 of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky (Article 6 point 3).

*„When exchanging aeronautical data and/or aeronautical information between themselves, the parties [...] **shall establish formal** arrangements in accordance with the requirements laid down in Annex IV, Part C”*



Why do we need formal arrangements?



Regulation (EC) No 550/2004 of The European Parliament and of The Council of 10 March 2004 on the provision of air navigation services in the single European sky

„Air navigation service providers shall formalize their working relationships by means of written agreements or equivalent legal arrangements, setting out the specific duties and functions assumed by each provider and allowing for the exchange of operational data between all service providers in so far as general air traffic is concerned. Those arrangements shall be notified to the national supervisory authority or authorities concerned.“



Contents of the formal arrangements.



According to Commission Regulation (EU) No 73/2010 formal arrangements shall include the following minimum content:

- the scope of aeronautical data or aeronautical information to be provided;
- the accuracy, resolution and integrity requirements for each data item supplied;
- the required methods for demonstrating that the data provided conforms with the specified requirements;
- the nature of action to be taken in the event of discovery of a data error or inconsistency in any data provided;
- the following minimum criteria for notification of data changes: criteria for determining the timeliness of data provision based on the operational or safety significance of the change, any prior notice of expected changes, the means to be adopted for notification;



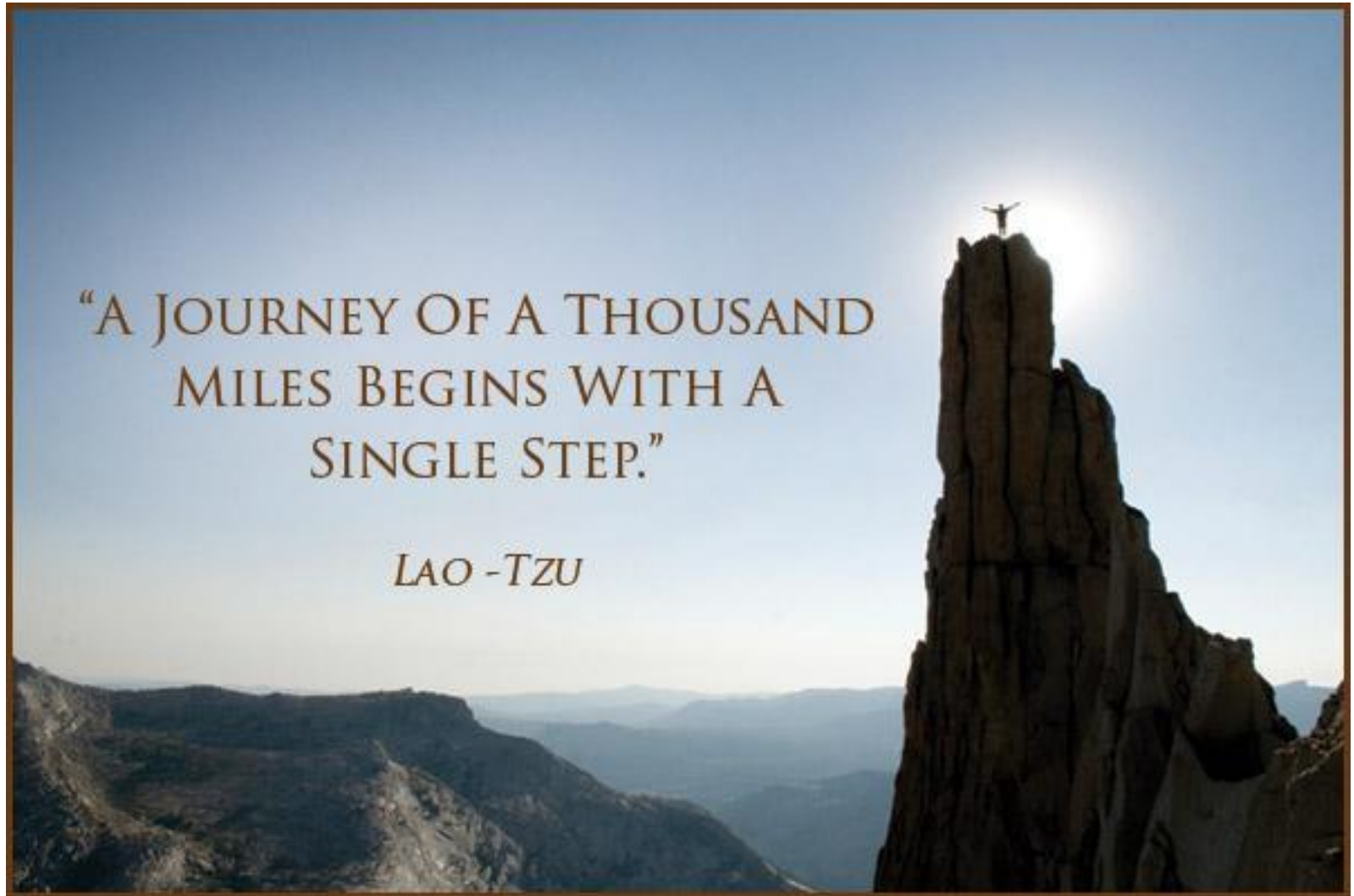
When there was no Service Level Agreements

between AIS and data originators:

- A lot of misunderstandings;
- Unclear responsibility for aeronautical data provided by data originators;
- No clear timeline defined;
- No contingency procedures described;
- Different accuracy, resolution of data



The way....





What we did...



We analyzed the content of the AIP ..again

We identified data originators appropriate for each of the parts, paragraphs, points and even items;

Identification of data originators based on historical data;

We identified lot of problems:

- Unclear responsibility for airport obstacles data (CAA or airport authority);
- Some of identified data originators did not want to sign an SLA; (Q)
- More than one possible data originator for specific data.



Next steps...



- We formally asked CAA national supervisory authority to confirm the list of identified data originators;
- We prepared Service Level Agreement template used with all data originators;
 - Template provided by Eurocontrol „Controlled and Harmonised Aeronautical Information Network” – CHAIN programme;
- We agreed proposed template with national supervisory authority or authorities concerned;
- And finally we started the process of arrangements and signing of SLA with data originators.





PANSA APPROACH



- Each product has assigned list of authorized data originators, external as well as internal;
 - AIP Poland: identified 19 external and 8 internal data originators;
 - MIL AIP Poland: identified 3 external and 7 internal data originators;
 - VFR AIP Poland: identified 39 external and 3 internal data originators;
- Currently PANSA AIS has in place 19 signed SLAs with external data originators (for AIP and MIL AIP Poland);
- Formal arrangements with internal data originators are covered by ISO processes.
- All formal arrangements are periodically reviewed and updated.



PANSA APPROACH

- **Look for SLAs that fit you and originators**
- **It takes two to tango**
- **Moving day**
- **Simplicity**
- **Transparency**





SLA in PANSA - Benefits



Mutual understanding of the needs, priorities and problems that may arise to any party in the event of fulfill those obligations by the other;

Desirable and possible to achieve level of services;

Framework of provided services and mutual obligations and standards by which will be possible to evaluate the implementation of the terms of the agreement;

Minimize the risk of conflict between parties;

Better quality.



Thank you for your attention



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Tomasz RÓŻYŃSKI

Director of Airspace Management and Operational Planning Bureau

tomasz.rozynski@pansa.pl

tel.: +48 22 574-56-01