Frequently Asked Questions (FAQ) Concerning Formal Arrangements

1. **What is the purpose of Formal Arrangements between an Aeronautical Information Service (AIS) Provider and originators of aeronautical information and data?**

   Aeronautical data of the highest quality remains the backbone of a safe, efficient and reliable air navigation service. As our deeply interconnected global systems prepare for future growth, NAV CANADA is evolving its aeronautical data exchange process in lockstep with industry. The current retrieval process involves a variety of formats and exchange methods. Corrupt, erroneous, late, or missing aeronautical data and aeronautical information can lead to potential safety risks.

   To ensure integrity of aeronautical data is maintained throughout the data process from origination to distribution, NAV CANADA – the country’s AIS provider – is formalizing the provision of aeronautical information and data with Meteorological Service Providers. Most of such data will be disseminated and used for air navigation.

2. **What is NAV CANADA’s role in establishing formal arrangements?**

   NAV CANADA’s mandate as the country’s AIS Provider is to ensure aeronautical information and data necessary for the safety, regularity and efficiency of air navigation are made available in a form suitable for the operational requirements of air traffic management users including flight crews and air traffic services. To fulfill our mandate as the AIS Provider and to ensure the correct data are received from the right source in a timely manner, NAV CANADA is in the process of digitizing aeronautical data. Specified quality standards must be met to support the development of this data exchange infrastructure.

   Additionally, in accordance with ICAO Annex 15 as per CAR 803.01, formal arrangements must be established between AIS Providers and originators of aeronautical data and information. Adhering to this internationally recognized practice demonstrates Canada’s commitment to global harmonization goals.
3. What are the originators of aeronautical information and data responsible for?
   As technological advancements continue to unlock significant potential for the industry, the demand for timely, digitized and quality-assured data grows. Data quality requirements and data product specifications – including digitally accessible information – have been defined to support interoperability between different States and systems. These requirements include traceability, timeliness, completeness, integrity, accuracy, resolution and format. Additionally, originators of data and information are responsible for verifying and validating data before submission to the AIS Provider as per ICAO Annex 15.

4. How will aeronautical information and data originators submit their data?
   Quality-assured data reflective of the traceability, timeliness, completeness, integrity, accuracy, resolution and format requirements are to be submitted through the fillable Private Meteorological Services Data Submission Form (DSF-MET). As the digital data chain evolves, a web portal will become available enabling the automation of data submission, benefiting both the AIS provider and originators of aeronautical information and data.

5. Can exceptions be made for formatting and exchange methods?
   In accordance with ICAO Annex 15 as per CAR 803.01, exceptions for MET services, unfortunately, cannot be made. Current format and exchange methods vary by source and levels of quality and can lead to a lengthy process to confirm and validate data. Formalizing datasets is required to ensure quality-assured aeronautical information and data are received in a form suitable for the operational requirements of air traffic management users.

   Additionally, NAV CANADA has started to digitize the data and automate the processing of aeronautical information and data. As a result, the quality requirement for "format" includes "coding" for database processing.

6. What happens to data that do not conform to formal arrangements as per CAR 803.01 and ICAO Annex 15?
   Unfortunately, datasets that do not conform to defined quality requirements may become unusable or difficult to process. Manual data input can potentially lead to processing delays, or in cases where data are safety-critical and (or) used in Instrument Flight Procedures (IFPs), an IFP may become unauthorized for use until the quality of data can be verified. In the case of an Altimeter Setting Source, another source that can be verified may be used instead – this may result in higher approach minima.

   For technical issues related to the online form, contact service@navcanada.ca.

   For inquiries related to the following, contact AISDATA@navcanada.ca:
   - using the form
   - recent submission changes to data requirements
   - identifying your Aeronautical Data Originator
   - submitting non-MET Service-related data