International Civil Aviation Organization

The Tenth Meeting of the Asia/Pacific Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/10)

Bangkok, Thailand, 27-30 April 2015

Agenda Item 4: AIS-AIM Updates

COMMENCEMENT OF ETOD IN JAPAN

(Presented by Japan)

SUMMARY

This paper presents the commencement of provision of eTOD in Japan utilizing the existing data for Area 1, Area 2 and Area 4.

1. INTRODUCTION

1.1 With the advent of ever sophisticated onboard equipment that depends heavily on databases, Japan has decided on providing electronic Terrain and Obstacle Data (eTOD) on and after 12 November 2015 in accordance with ICAO's SARPs. The areas to be provided for are Area 1, Area 2 and Area 4.

1.2 The data for eTOD will be prepared by making the most of the data that the organizations concerned currently possess and no new survey will be performed to implement eTOD. Some of them come from the data of objects with a height of 60 meters or more above surface and be reported to the civil aviation authority in accordance with the aeronautics law. Some come from the result of regular survey of the objects protruding over the obstacle limitation surfaces of the airport and others from the data in the airport obstacle charts prepared in accordance with Annex 4 for the airports that are regularly used for international civil aviation. The terrain data for Area 1 is provided as the numerical maps issued by Geographical Survey Institute.

2. DISCUSSION

Concerns on the accuracy

2.1 ICAO specifies the accuracy of data for obstacles and terrain for each Area. Many obstacle data for Area 1 in Japan are not surveyed data and they do not meet the accuracy requirement provided by ICAO SARPs. However, it is not practical to conduct survey for tens of thousands of obstacles in the whole territory considering its cost. We consider that provision of eTOD less accurate than required outweighs the lack of such data because such information can show the existence of obstacles, even though it does not satisfy the accuracy provision of the ICAO SARPs. Such data will be provided with the remark that they do not meet the accuracy specification required by ICAO SARPs.

2.2 As for Area 2 and Area 4, the scheme for collecting obstacle data which are gained through survey already exists, so data that is almost ICAO compliant will be provided.

Steps forward

2.3 It is essential to establish a system to provide data that is compliant to the ICAO SARPs for all Areas though it will take some time. For the time being, the data for Area 2 and Area 4 will be provided by prioritizing airports, firstly for the airports that are regularly used for international civil aviation and then for other airports.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper; and

b) discuss any relevant experiences as appropriate.

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