



International Civil Aviation Organization

CAR/SAM PLANNING AND IMPLEMENTATION REGIONAL GROUP
(GREPECAS)

**Fifteenth Meeting of the CAR/SAM Planning and Implementation Regional Group
(GREPECAS/15)**

(Rio de Janeiro, Brasil, 13 to 17 October 2008)

GREPECAS/15 - WP/49

29/09/08

Agenda Item 2: Global and inter-regional activities

2.1 Inter-regional and intra-regional CNS/ATM activities and coordination

ALTERATION OF DEADLINES FOR THE GENERATION OF ELECTRONIC TERRAIN AND OBSTACLE DATA

(Presented by Brazil)

SUMMARY
This working paper from Brazil presents to the meeting a suggestion of study, to be carried out by the ANC, on new dates for the generation of electronic terrain and obstacle data.
References: • Annex 15; and • Doc 9881.

1. Introduction

1.1 The generation of Electronic Terrain and Obstacle Data is provided by ICAO, in its Annex 15 and its Doc 9881 (Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information), as an integral part of the Aeronautical Information Management (AIM) systems. Such data should be collected using different numerical requirements for four distinct Areas, namely: Area 1, which scale across the entire national territory; Area 2, defined by the limit of the Terminal Area (TMA) where the aerodrome is located or by a 45km radius from ARP (whichever is smaller); Area 3, composed of the aerodrome surface movement Area with a 50m buffer from the TWY and maneuvering areas limits and 90 m from the runway(s) ; and Area 4, defined by a rectangular Area of 120m x 900m in the RWY which operates ILS CAT II/III.

1.2 The deadline suggested by ICAO and accepted by member States to make terrain and obstacle data of Area 1 and terrain data of Area 4 available is up to November 18th 2008. For terrain and obstacle data of Areas 2 and 3, the deadline set was November 18th 2010.

2. Discussion

2.1 Brazil is a country of continental dimensions, the 5th biggest country in the world in territorial extension with more than 8,5 millions km². Facing that large area, we may envision the necessary amount of work to collect terrain and obstacles for Area 1, even considering the use of satellite information already available.

2.2 As far as obstacle data of Area 2 and 3 are concerned, there are 137 airports, spread throughout the country, which operate by instruments, representing a high challenge due to the huge volume of obstacles to be collected, mainly in Area 2.

2.3 Regarding Area 4, as Brazil has only 3 airports with ILS Cat II/III procedures, this task will be the only one concluded within the timeframe recommended by ICAO.

3. Suggested Action

3.1 Considering the above and due to the difficulties faced by the other CAR/SAM States in order to attend the deadlines set forth in Annex 15, it is suggested that the meeting:

- a) Take note of this working paper contents; and
- b) Produce a termination Project, addressed to the Air Navigation Commission, proposing the analysis of more realistic dates to conclude the collection of electronic terrain and obstacle data.

- END -