



Agenda Item 4: Review of the AIM Implementation Process
4.4 Follow up of e-TOD implementation

e-TOD

(Presented by the Delegate of Chile)

SUMMARY	
Implementation progress status of Electronic Terrain and Obstacles Data (e-TOD)	
References:	
<ul style="list-style-type: none">• GREPECAS 15 Report.• ICAOo Communication AN/22.2-09/13 dated April 23 2009.	
<i>ICAO Strategic Objectives</i>	<i>This Working Paper is related to Objective A.</i>

1. Introduction

1.1 The implementation of Electronic Terrain and Obstacles Data (e-TOD) regulated by ICAO Annex 15 includes four areas as follows: Area 1, which includes all the national territory, Area 2 for terminal areas (TMA) with a radius of 45 k with regard to aerodrome ARP, an Area 3 associated to the aerodrome surface movement area and Area 4, defined by a rectangular area in ILS runways.

1.2 In GREPECAS 15 held in Rio de Janeiro, Brazil, the meeting noted that difficulties for the implementation of e-TOD arose due to scarcity of resources, the SARPS did not have explanatory notes and guidance material was available only in English. On the other hand the meeting noted that the work States should carry out to collect terrain and obstacles data of Area 1 was enormous, even considering satellite technology. Con regard to obstacle data collection for Areas 2 and 3, the meeting agreed that: since there were many IFR airports in CAR/SAM regions, the task took too much time and represented a big challenge; to ask ICAO to extend the deadline for this provision related to e-TOD and formulated the following conclusion:

CONCLUSION 15/2 EXTENSION OF APPLICABILITY DATES OF E-TOD PROVISIONS

That ICAO consider extending applicability dates to comply with –e TOD requirements as follows: a) Areas 1 and 4 for 2010; and b) Areas 2 and 3 for 2013.

2. Discussion

2.1 With regard to proposal of amendment of Annex 15 and subsequent amendments of Annexes 4, 11 and 14, Volumes I and II, the following comments were agreed:

- a) Implementation of areas 3 and 4 for international airports is expected beginning in 2012.
- b) Implementation of areas 1 and 2 for international airports is expected beginning in 2014.

2.1.1 It is worth pointing out that a general scale of 1:250.000 and another with greater detail of 1:1.000.000 should be considered for Area 1.

2.1.2 With regard to Area 2 there will be a difference from the proposal since the 45 k of the TMA is a too large area and consequently of high cost. Only a zone of 15 k centered at the airport/ aerodrome ARP, will be covered, which will be adjusted to the requirements of our country, decreasing thus the high investment in equipment, training, software and hardware to comply with said implementation. Implementation of requirements established in previous ICAO meetings, i.e, the remaining 30 k, has not been ruled out.

3. Suggested action

3.1 The meeting is invited to:

- a) take note of the information contained in this WP; and
- b) take note of the actions taken regarding the implementation of the e-TOD.