

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fifth Meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG5)

(Virtual, 26 - 29 July 2022)

Agenda Item 3.1: 3.1. Status of implementation of applicable ASBU elements

WP3.1B3 Report on the APIRG IIM AIM Project 3

(Presented by Nigeria)

SUMMARY

This report is dwelling on the objective, benefits, achievements, challenges and way forward to provide insight to the desired steps for the implementation of E-TOD.

Action by the meeting in paragraph 3

REFERENCE(S):

- ANNEX 15
- DOC 8126
- ICAO DOC 10066
- ICAO DOC 9881
- ICAO DOC 9082

ICAO Strategic Objectives: A – Safety; B – Efficiency and Capacity

1. INTRODUCTION

1.1 I wish to appreciate the secretariat for their support in nominating me as IIM AIM project 3 as well as for ensuring that no country is left behind in the aviation industry.

1.2 OBJECTIVES

- a. All member states should forward their representative;
- b. The state’s executives should see the common need for the E-TOD
- c. There is a need for us to agree on some modalities in the acceptance of e-tod considering the numerous benefits associated with its implementation.
- d. The state representatives along with the project coordinator should carry awareness program to ensure the interest of the member states is activated.
- e. There is a need for us to subscribe to SRTM data owned by U.S. National Geospatial-Intelligence Agency (NGA) to solve the problem of area 1 terrain data. *(a trial test shows the accuracy requirement of Area 1 can be met)*
- f. There will be a need for the use of UAV (Drone) in the airport data acquisition by observing the National Regulation, this will help in obtaining Area 2a, 2b, 2c, and 2d data accurately and faster.

- g. Training the personnel involved is necessary for the implementation.

1.3 Benefits

- i. Ground Proximity Warning System (GPWS) with forward-looking terrain avoidance function
- ii. Minimum Safe Altitude Warning (MSAW) system
- iii. Determination of contingency procedures for use in the event of an emergency during a missed approach or take-off
- iv. Aircraft operating limitations analysis
- v. Instrument Procedure Design (including circling procedure)
- vi. Determination of en-route “drift down” procedures and en-route emergency landing location
- vii. Advanced Surface Movement Guidance and Control System (A-SMGCS)
- viii. Aeronautical chart production and on-board databases
- ix. It allows visualizing of terrain and associated obstacles in 3D which aid visual flight

2. DISCUSSIONS

2.1 Challenges

- a. Non-response from States
- b. Many States are yet to accept the idea
- c. It is capital intensive hence acceptability is generally low.
- d. Personnel and Training
- e. Restriction in the use of UAVs by the State security agency

3. ACTIONS BY THE MEETING

3.1 The meeting is invited to :

- a) Enable more sensitization on e-TOD involving the CEOs and allied organizations with emphasis on the benefits and safety implications required.
- b) There should be funding from Regional/Sub Regional bodies for this purpose.
- c) Meeting between ICAO States and IATA to discuss item two (b) above
- d) Training of personnel concerned

3.2 **Draft Conclusion /Decision 5/xx : Title of Conclusion/Decision That ;**

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