

Managed Obstacle-Environment – developments Switzerland

OLS Symposium ICAO

December 10, 2021 Markus Luginbühl, FOCA Switzerland

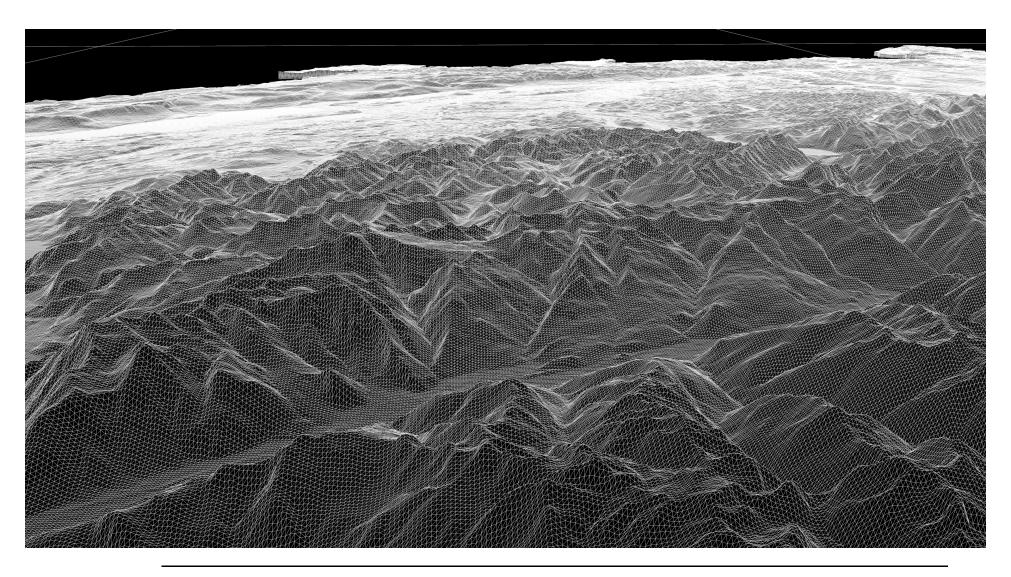
Agenda

- 1. A bit of background to the 'Obstacles Switzerland'
- 2. Challenges for the Obstacle management
- 3. Need for Change
- 4. New Obstacle and terrain data management including Data Collection Services (DCS) Switzerland
- 5. Q&A

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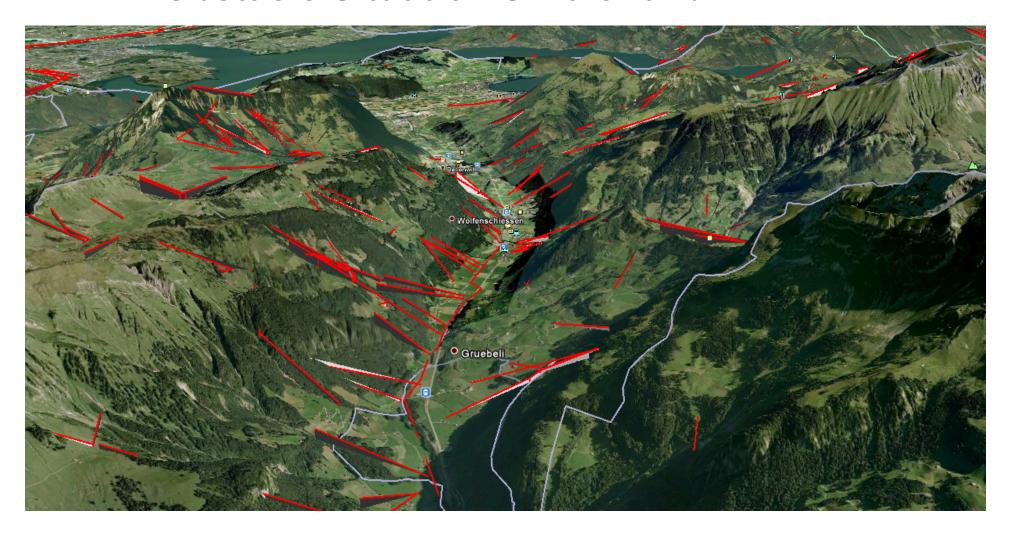
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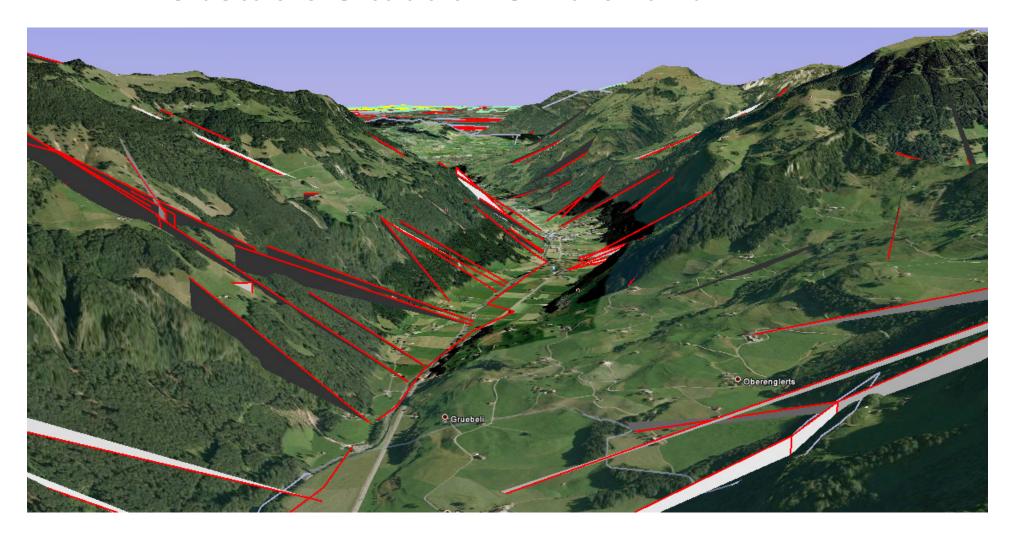
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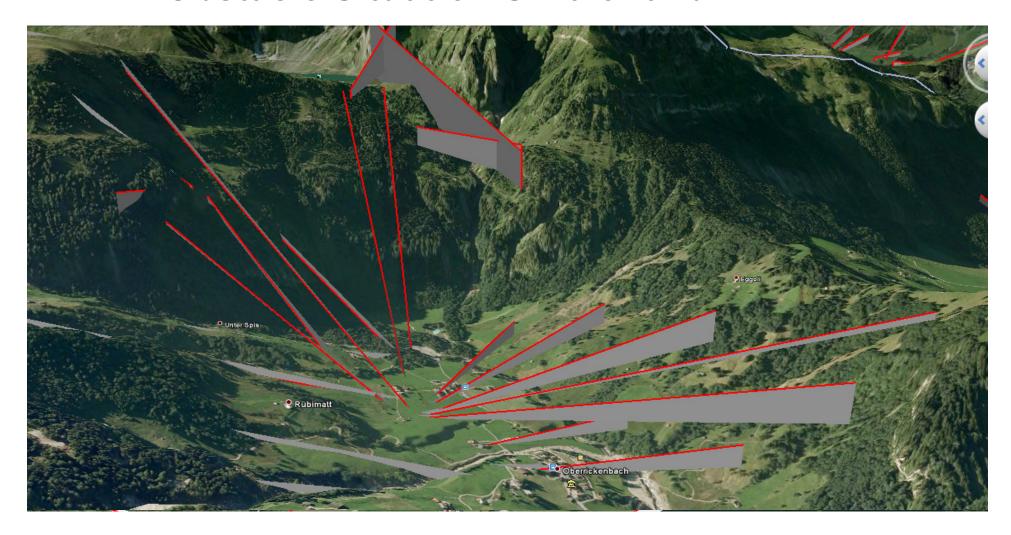
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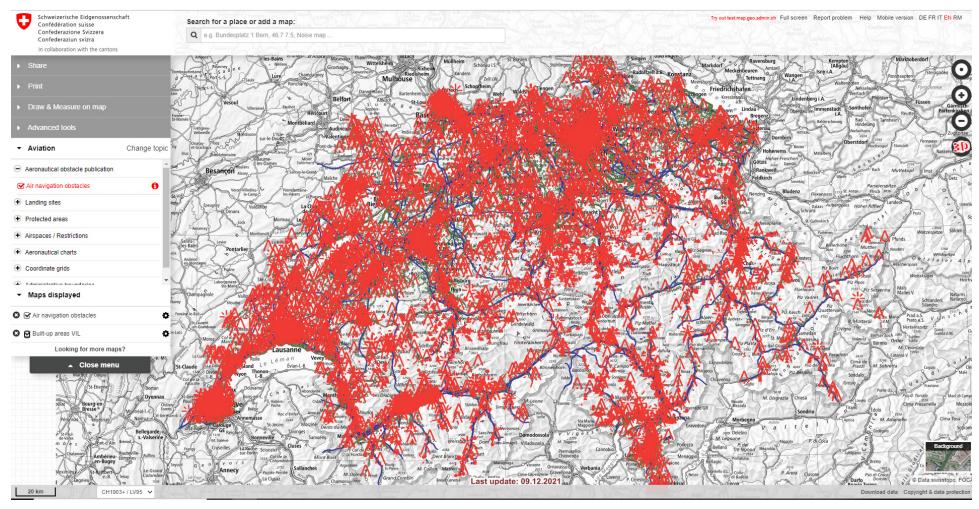


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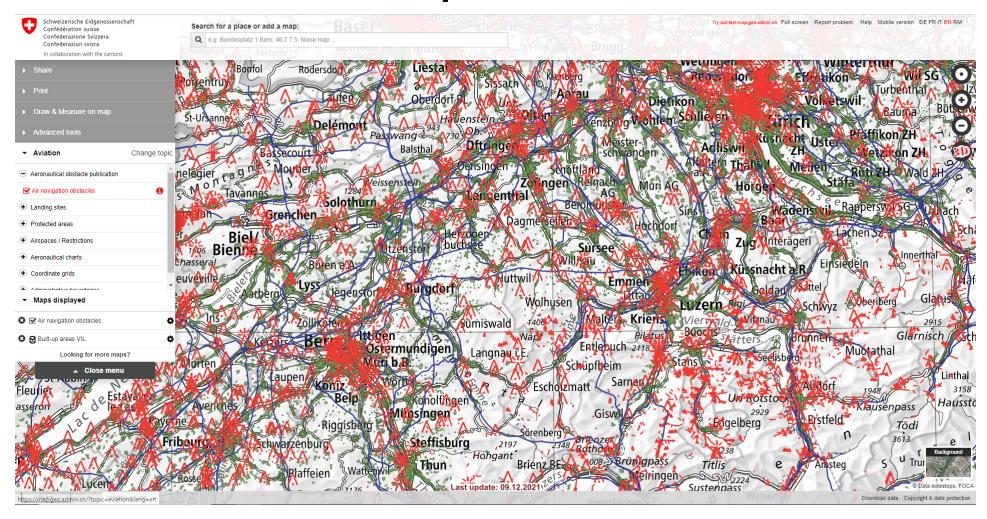
Obstacle online publication



Maps of Switzerland - Swiss Confederation - map.geo.admin.ch



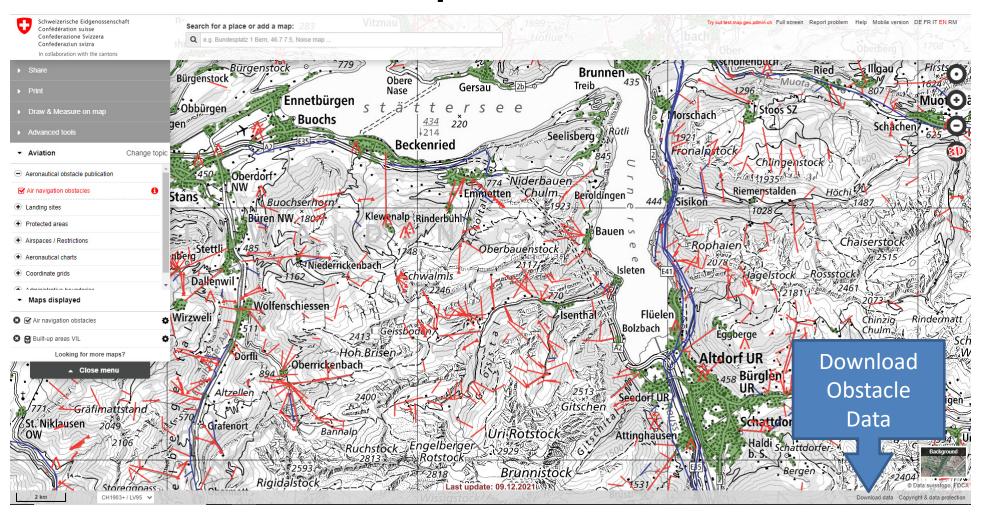
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FOCA, Section Airspace, GPL DCS Switzerland



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Challenges at Aerodromes

AOC Type A - RWY10 – LSZH AD 2.24.4 - 1

- Enormeous increase of Data and demanding requirements?
 Data Quality?
- OBST ELEV in m

 AD A CORDINGTO ICAO REQUIREMENTS

 RMK: the shown take-off flight path area is based on the most favourable obstacle situation.
 alternative take-off flight path area is based on the most favourable obstacle situation.

 alternative take-off flight path area is based on the most favourable obstacle situation.

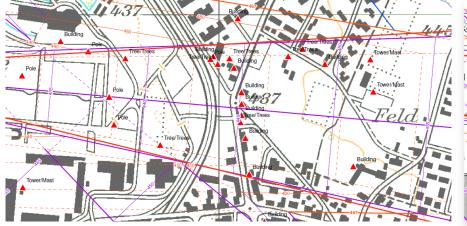
 alternative take-off flight path area is based on the most favourable obstacle situation.

 alternative take-off flight path area is based on the most favourable obstacle situation.

 Stwissphoto. CH-8166 Regensator

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Before eTOD

including eTOD

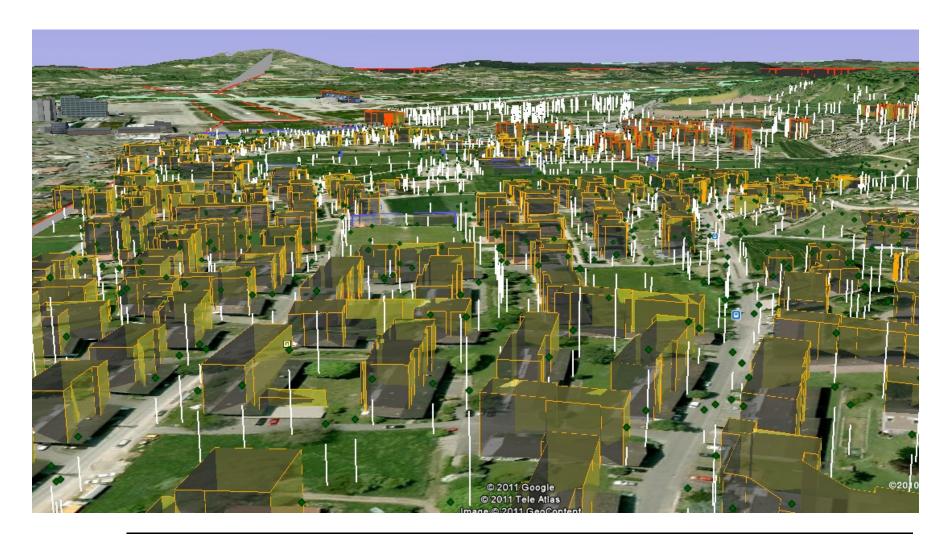
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Challenges at Aerodromes - Areas 2b and (2c)



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Challenges at Aerodromes - Areas 2b and (2c)



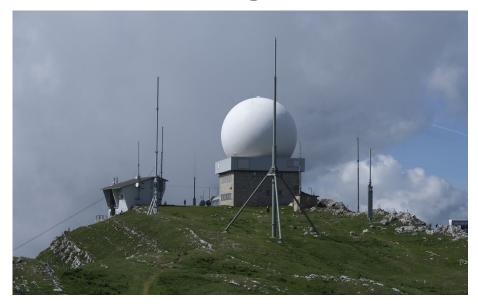
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Challenges at Aerodromes - Areas 2b and (2c)



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Challenges CNS – Protection surfaces/ areas





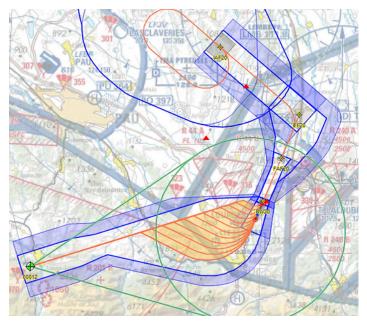


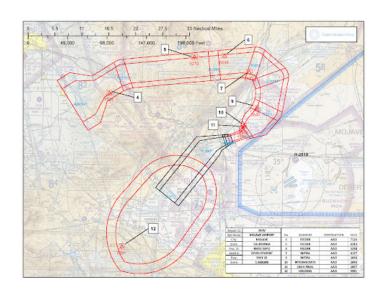


How to ensure undisturbed operation?

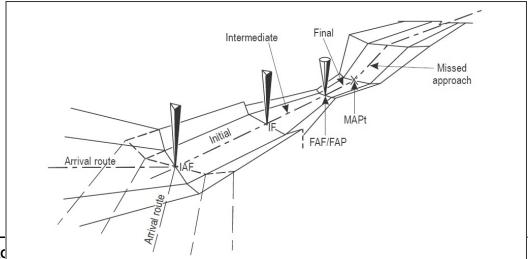
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Challenges IFP – Surfaces





- How to ensure continuous maintenance?
- Data Quality

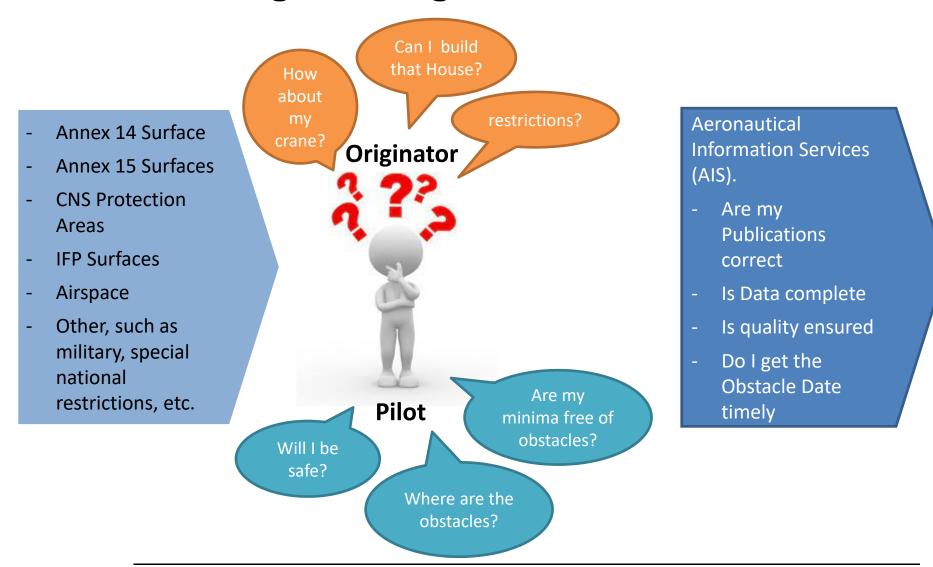


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Challenges – Originator and Pilot

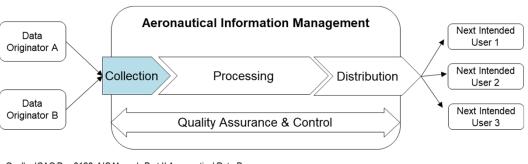


O **Challenges - Regulator** Processes, responsibilities? **EFFICIENCY?** SAFETY? Aeronautical Annex 14 Surface **Information Services Annex 15 Surfaces** Cost-(AIS). effectiveness? **CNS Protection** Are my Publications Abilities of Areas correct Originators? Real time update **IFP Surfaces** requirement is the Data Regulator **Airspace** complete System-Other, such as complexity? Is quality ensured Digitalization? military, special Do I get the SWIM? national Obstacle Date restrictions, etc. timely Quality of Compliance? **Publications?** Questions about

Quality?

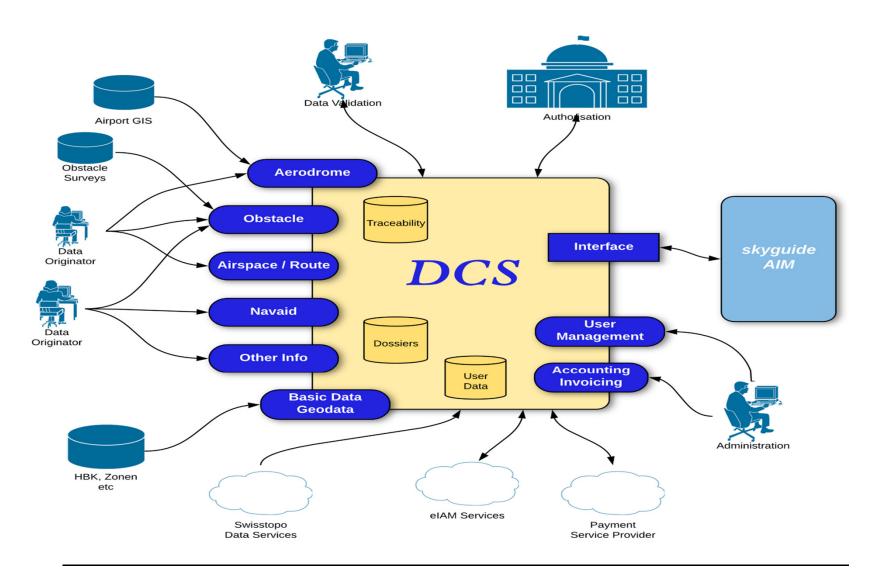
Process-Change

- Decision for national Data Collection Services late 2019
- To move from mainly analog and electronic Processes to a full digital and data-centric Environment
- Making aviation-understanding easy for non aviation originators
- Improving safety by
 - -> ensuring data quality
 - -> providing digital Data
 - -> enabling continuous surfaces monitoring of alle relevant aviation surfaces
 - -> ensuring **stakeholder-integration** by workflow-engine



Quelle: ICAO Doc 8126, AIS Manual, Part II Aeronautical Data Process

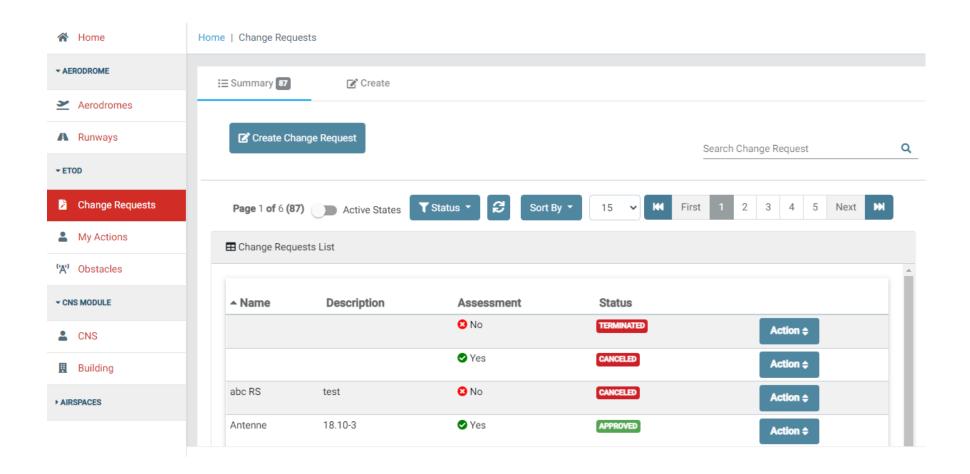
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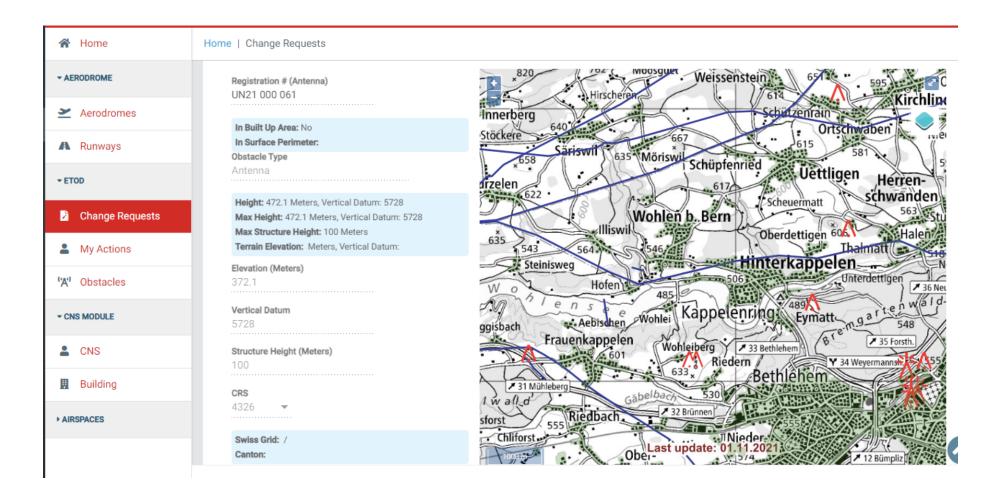
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- Build-up Project launched in February 2021
 - Going operational of First Phase (Obstacle basic) in April 2022
 - Second Phase Obstacle Full services: beginning 2023
 - Full DCS (full Data catalogue) by summer 2024
- Major Challenges on the DCS Implementation
 - Timely availability of digital 3D-Surfaces (Annex 14, Annex 15, IFP, CNS Protection, etc)
 - Going from Analog to data-centric mind-change required!
 - Complexity of Surfaces, national and international restrictions, workflow engeneering (data centric)
 - Migration Data of existing quality

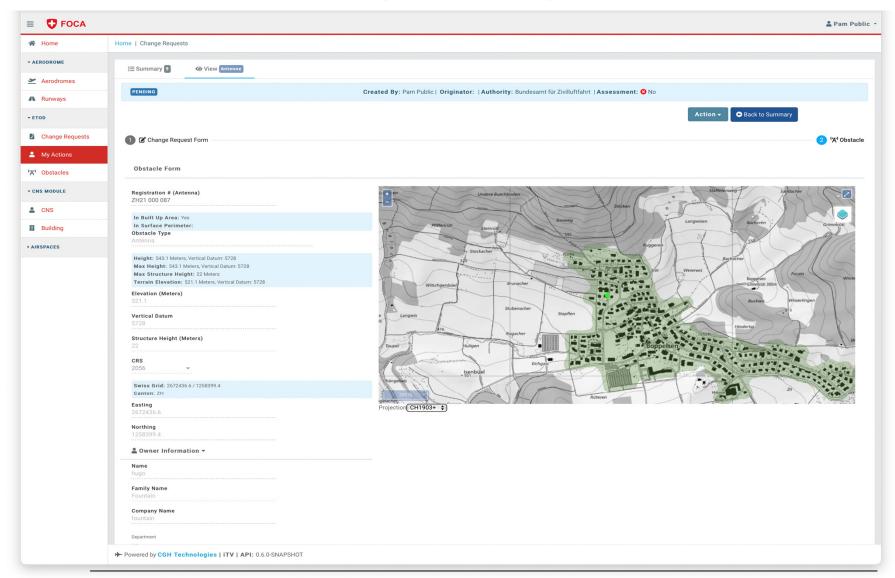












Conclusion

- Complexity of our geografic Situation
- Unfortunately on complexity growing regulatory requirements
- the users requirements and needs
- future SWIM-Applications and overall much more dynamic needs
- the Safety of aviation
- -> Require to change to a **fully integrated**, **quality ensuring and Data-centric** obstacle environment!

🔽 Q and A



Thank you!