



OLS / ACI

OLS SYMPOSIUM 2021

OFS / OES and its Role in TOD

Terrain & Obstacle Database.

Availability of updated obstacle and terrain data is key to the safety of flight operations

Data is collected based on Annex 15 and Pans-Aerodromes provisions

Aeronautical charts are produced in accordance with Annex 4

Terrain & Obstacle Database.

Coverage areas have been specified by ICAO:

Area 1: entire territory of a State

Area 2: within the vicinity of an aerodrome

Area 2a: rectangular area around a runway that comprises the runway strip plus any clearway that exists

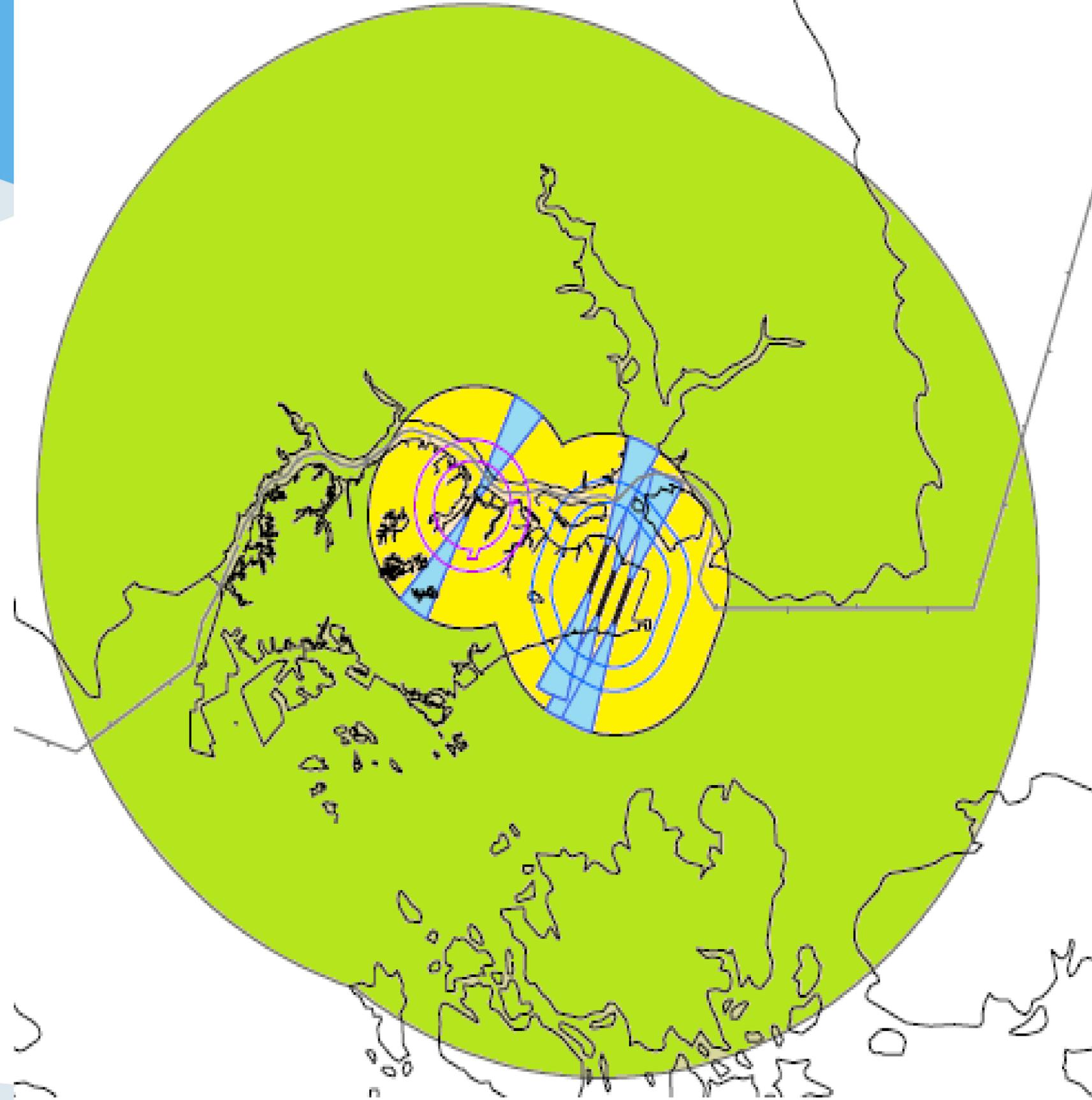
Area 2b: Area shaded blue

Area 2c: Area shaded yellow

Area 2d: Area shaded green

Area 3: within the aerodrome

Area 4: within the aerodrome



Terrain & Obstacle Database.



Terrain / Obstacle		
TOD Areas	Annex 15	
Area 1	Standard	
Area 2	Area 2a	Standard
	Area 2b	Standard
	Area 2c	Recommendation
	Area 2d	Recommendation
Area 3	Recommendation	
Area 4	Standard	

Standard

The area bounded by the lateral extent of the aerodrome obstacle limitation surfaces are contained in Area 2C

Terrain & Obstacle Database.



- The TOD surfaces act as triggers
- The proposed OFS and OES will still be mostly contained in Area 2C. Some of the OES associated with IFP may go beyond and into Area 2D

With the introduction of OES into the OLS concept, it helps to:

- i) Define the areas within 2C & 2D where obstacle & terrain data are operationally significant.
- ii) Through the aeronautical study, OFS and OES act as additional trigger for collection of data.

This ensures the database remains updated. An updated database guarantees the credibility & safety of flight procedures.