



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second meeting of the AFI Region e-TOD Working Group

(Dakar , Senegal, 19 July 2011)

Agenda Item 5: AFI Region e-TOD implementation Strategy/Action Plan.

(Presented by the Secretariat)

SUMMARY

This Paper provides a follow-up of the APIRG/17 Conclusion 17/90 (c) relevant to the AFI Region e-TOD implementation strategy under Appendix 3.6G of the APIRG/17 report).

Action required in Paragraph 3

1. Introduction

- 1.1 The APIRG/17 Meeting held in Ouagadougou, Burkina Faso from 2-6 August 2011 reviewed and adopted Conclusion 17/90 emanating from the AIS/MAP Task Force 5 Meeting pertaining to the implementation of WGS-84 and electronic terrain and obstacle data (e-TOD) in the AFI Region .

2. Discussion.

- 2.1 The meeting is invited to note the relevant Conclusion 17/90 (c) related to e-TOD Implementation strategy under APIRG/17 Appendix 3.6G, and decide on follow-up actions to be taken by concerned parties including the deliverables and target dates of implementation pursuant to State letter ref. T2/7-0476 of 16 June 2011.

CONCLUSION 17/90: IMPLEMENTATION OF WGS-84 AND ELECTRONIC TERRAIN AND OBSTACLE

DATA:

- c) That :The AFI Region e-TOD implementation strategy under Appendix 3.6G to this report be adopted for implementation; and

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the deliberations of APIRG/17 Meeting and the adopted AFI Region e-TOD implementation strategy under Appendix-A, and contained in APIRG/17 Appendix 3.6G ;
- b) Take into account the new ICAO provisions introduced particularly by Amendment 33 to Annex 15, review and update the proposed AFI Region e-TOD implementation timelines under Appendix -B , to be adopted by the APIRG/18 Meeting;

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APIRG/17 REPORT APPENDIX 3.6G

AFI REGION E-TOD IMPLEMENTATION STRATEGY

Considering

The new provisions introduced by Amendment 33 to Annex 15 related to E-TOD; and the guidance material contained in Doc 9881 (Guidelines for electronic Terrain, Obstacle and Aerodrome Mapping Information); and

Recognizing that:

Significant safety benefits to international civil aviation will be provided by in-flight and ground-based applications that rely on quality electronic Terrain and Obstacle Data; and

The implementation of E-TOD requirements is a challenging, costly, and cumbersome task of cross-domain nature;

The Seminar proposed an AFI Region implementation strategy based on the following adopted criteria as detailed below:

E-TOD implementation should be in compliance with ICAO provisions contained in Annex 15 and Doc 9881;

E-TOD implementation should be based on national plans/roadmaps;

E-TOD implementation should be managed by each State as a national E-TOD programme supported by necessary resources, a high level framework and a detailed national plan including priorities and timelines for the implementation of the programme;

States should adopt/follow a collaborative approach involving all concerned parties in the implementation of E-TOD provisions and establish a multi-disciplinary team defining clearly the responsibilities and roles of the different Administrations within and outside the Civil Aviation Administration in the implementation process (AIS, Aerodromes, Military, National Geographic and Topographic Administrations/Agencies, etc);

E-TOD requirements should be analyzed and a common understanding for the Implementation of these requirements developed;

States should make an inventory of and evaluate the quality of existing terrain and obstacle data sources and in the case of data collection, consider carefully the required level of details of collected terrain and obstacle data with particular emphasis on obstacle data and associated cost;

States should carry out theoretical studies of candidate techniques for data acquisition (photogrammetry, LIDAR, IFSAR, etc) based on a Cost-Benefit Analysis and supported by case study for a representative aerodrome;

In the development of their E-TOD programme, States should take into consideration the requirements for update/maintenance of data, especially the obstacle data;

States, while maintaining the responsibility for data quality and availability, should consider the extent to which the provision of electronic terrain and obstacle data could be delegated to national geodetic Institutes/Agencies, based on Service Level Agreement reflecting such delegation. Collaboration between States and data providers/integrators should also be considered;

ICAO and States should undertake awareness and training programmes to promote and expedite E-TOD implementation;

Implementation of E-TOD provisions should be considered a global matter, which necessitates coordination and exchange of experience between States, ICAO and other national/international organizations and industry partners involved;

To the extent possible, States should work co-operatively especially with regard to the cross-border issue, for the sake of harmonization and more efficient implementation of E-TOD; and States encountering difficulties in the implementation of E-TOD may seek assistance (individually or collectively) from ICAO, through a TCB project, and/or from other States.

AFI Region
E-TOD IMPLEMENTATION PLAN
Updated Timelines

Timelines:

GLOBAL



REGIONAL



NATIONAL



AFI REGION - E-TOD Implementation Timelines

		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Obstacle Data for Area 4																	
States	Angola																	
	Benin																	
	Burkina Faso																	
	Burundi																	
	Cape Verde																	
	Central African Republic																	
	Chad																	
	Comoros																	
	Congo																	
	Cote d'Ivoire																	
	Democratic Republic of Congo																	
	Djibouti																	
	Equatorial Guinea																	
	Eritrea																	
	Ethiopia																	
	Gabon																	
	Gambia																	
	Ghana																	
	Guinea																	
	Guinea Bissau																	
	Kenya																	
	Lesotho																	
	Liberia																	
	Madagascar																	
	Malawi																	
	Mali																	
	Mauritania																	
	Mauritius																	
	Mozambique																	
	Namibia																	
	Niger																	
	Nigeria																	
	Rwanda																	
	Sao Tome and Principe																	
	Senegal																	
	Seychelles																	
Sierra Leone																		
Somalia																		
South Africa																		
Swaziland																		
Togo																		
Uganda																		
United Republic of Tanzania																		
Zambia																		
Zimbabwe																		

X = Implemented

N = Non Implemented

P = Plan Implementation