



AO-0331 — Enhanced Arrival Procedure using an Increased Glide Slope to a Second Runway Aiming Point (IGS-to-SRAP)

This enhanced arrival procedure, applying an Increased Glide Slope (above the approach angle in use to the considered runway threshold and up to 4.49°) to an Aiming Point further down the runway threshold (as specified in the published chart), will enable inbound aircraft to reduce noise footprint (environmental benefit) and possibly reduce runway occupancy time and/or taxi-in time depending on local runway/taxiway layout. Unlike the Increased Glide Slope concept (which applies to the runway physical threshold), increasing the glide slope on an additional (second) runway aiming point should prevent a potential reduction of airport capacity and potentially increasing it through optimization in wake turbulence separations.

Compared to benefits gained from the Second Runway Aiming Point concept (using the same glide path angle for both glide slopes), increasing the glide slope on the additional (second) runway aiming point allows a potential increase of airport capacity through optimization in wake turbulence separations with a limited / shorter displacement of the additional runway aiming point.

Rationale As two new enhanced arrival procedures have been introduced (IGS and SRAP), it appears that a specific procedure, inspired from both concepts of operations, is promising not only in terms of reducing the noise beneath the final approach path but also in optimizing the runway throughput. This new enhanced procedure would be published as an alternate final procedure which can be captured before FAP (at any time during approach phase).

Forecast V3 end date 31-08-2019

Benefits start date (IOC) 31-08-2026

Full benefits date (FOC) 31-08-2030

Current Maturity Level V2 finalised

Solution Data Quality Index -

Current Maturity Phase R&D

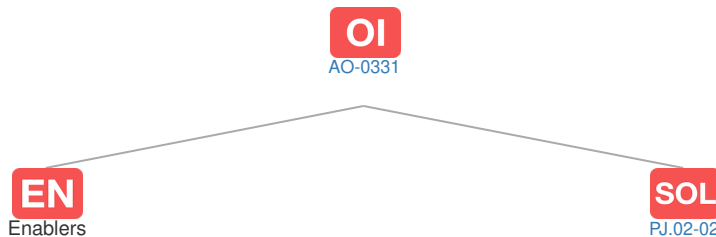
Scope -

Release R9

PCP Status -

Context

Related Elements





ICAO Block Modules: No associated data