



AO-0502 — Improved Operations in Low Visibility Conditions

Improved Operations in Low Visibility Conditions through enhanced ATC procedures and/or navigation systems. LVP (Low Visibility Procedures) are collaboratively developed and are implemented at applicable airports involving in particular a harmonised application across airports and the use of optimised separation criteria. Navigation systems can be enhanced through changes applied to ILS antenna (smaller ILS sensitive and critical areas in Cat II/III) or use of MLS

Rationale Operations in poor weather are responsible for considerable delays within Europe. There is considerable variance in the ways LVP are applied, and in the procedures used. There is the potential for considerable short term benefits from the collaborative development and implementation of procedures (e.g. best practices).
ILS tuning will increase runway capacity during already limiting visibility conditions (landing aircraft will free the runway earlier). This seems even more important with the introduction of New Large Aircraft (NLA) and their effect on the ILS when taxiing near/parallel to the landing runway. Accurate and sustainable landing systems are necessary for reliable airport operations during all weather operations.
MLS (in the short term) is less vulnerable to disruptions/interferences. Improvement in the capacity of the airport in Low Visibility condition is vital for future ATM. The critical and sensitive areas for ILS are a barrier to capacity; they are reduced by ILS, MLS and GLS but the applications Obstacle Free Zones (OFZ) have to be amended.

Forecast V3 end date -

Benefits start date (IOC) 31-12-2020

Full benefits date (FOC) 31-12-2024

Current Maturity Level -

Solution Data Quality Index -

Current Maturity Phase R&D Finalised

Scope Local

Release -

PCP Status -

Context

Related Elements



