



TS-0108 — Airborne Spacing Flight Deck Interval management (speed/more complex route geometries) in high density environments

The ASPA-FIM application require the flight crew to achieve and maintain a given spacing (either precise or 'at or greater than') with a designated target aircraft which may not be flying direct to a merge point (more complex route geometry). The spacing is in time. The IM clearance types envisaged are Achieve-by then Maintain and Achieve-by (on same routes and merging routes) and Capture then Maintain / Achieve (on same routes). The applicable phase of the flight is in the arrival within the IAF and in the approach.

Although the flight crew is given a new task, separation provision is still the controller's responsibility and applicable separation minima are unchanged, i.e. distance-based separation in the arrival phase and time-based separation in the final approach phase.

Rationale

The additional benefit of ASPA-FIM is to simultaneously achieve high arrival capacity and predictability while enabling aircraft to operate on previously established RNAV/RNP routes (which enable more continuous descents, resulting in decreased fuel burn and noise). The arriving traffic is expected to be synchronised towards the IAF by queue management processes; spacing will then be delegated to the aircraft to optimise the trail towards the FAP

Forecast V3 end date 31-12-2021

Benefits start date (IOC) 25-11-2029

Full benefits date (FOC) 31-12-2034

Current Maturity Level V2

Solution Data Quality Index -

Current Maturity Phase R&D

Scope -

Release 2020

PCP Status -

Context

Related Elements



