



AOP22 — Minimum pair separations based on RSP

Minimum Pair Separations Based on Required Surveillance Performance (RSP) in support of a reduction of the in-trail minimum Radar Separation focus to provide a direct positive impact on runway throughput (capacity, efficiency and resilience).

The runway capacity and in particular the runway throughput resilience in moderate, strong and very strong headwind conditions on the straight-in approach to the runway landing threshold are improved thanks to the implementation of Minimum radar separations based upon required surveillance performance implying the application (by ATC) of a non-wake turbulence separation down to 2 NM for arrivals on final approach, based upon required surveillance performance.

This minimum radar separation could be applied when separation is not constrained by wake turbulence, either because of favourable weather conditions (e.g. cross wind) or simply when the pair-wise wake turbulence separation is less than the MRS.

NOTE: This is an "Initial" objective to provide advance notice to stakeholders. Some aspects of the objective require further validation.

NOTE: The SLoAs listed in this document should be addressed to air navigation service providers as well as to airport operators. This is due to the fact that some airports operate their own ground control units for specific areas of responsibility at the airport. Airport operators providing air traffic control services qualify as ANSPs and are therefore covered by the ASP SLoAs. It is up to each implementer to check and select what is relevant to them, depending on local areas of responsibilities

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLoAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLoAs which identify actions EXCLUSIVE to military authorities.

Edition	2022
Stakeholders	Air Navigation Service Provider / International Organisations and Regional Bodies
Type	SESAR
Scope	Airport
Status	Initial

Context

Related Elements



Applicability Area(s) and Timescales

Applicability Area: See list of airports in MP Level 3 Implementation Plan - Annexes
(Not yet defined)

Timescales	From	By	Applicable to
IOC used for Analytics functioning only - not for implementation planning	01-01-2020	-	
FOC used for Analytics functioning only - not for implementation planning	-	31-12-2030	

Links to ATM Master Plan Level 2

OI Operational Improvement Steps

Code	Title	IOC	FOC	Related Elements
AO-0309	Minimum Radar Separations based upon Required Surveillance Performance (RSP)	31-12-2025	31-12-2030	SOL EN DS ICAO

SOL Links to SESAR Solutions

Code	Title	Program	Related Elements
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No record found

PCP Links to PCP ATM Sub-Functionalities

Code	Title	Related Elements
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No record found

ICAO ICAO Block Modules: No associated data

References

Applicable legislation

None

Applicable ICAO Annexes and other references

None

Deployment Programme 2022

-

Operating Environments

-

Expected Performance Benefits

Safety	Safety maintained while increasing capacity
Capacity	Increased airport capacity
Operational efficiency	-
Cost efficiency	-
Environment	-
Security	-

Stakeholder Lines of Action

Code	Title	From	By	Related Enablers
ASP01	Approach ATC system updated for Minimum Separation Based on Required Surveillance Performance (separation delivery)			
ASP02	Develop ATC Procedure to apply spacing minimum down to 2 NM			
ASP03	Safety Assessment			
ASP04	Training			
ASP05	System in use			
INT01	Regulatory provisions for Minimum-Pair separations based on RSP (Required Surveillance Performance)			

Supporting Material

Title	Related SLoAs
No record found	

Consultation & Approval

Working Arrangement in charge	-
Outline description approved in	-
Latest objective review at expert level	-
Commitment Decision Body	-
Objective approved/endorsed in	-
Latest change to objective approved/endorsed in	-