

## **AUO-0504** — Dynamic Adjustment of Spacing Depending on Wake Turbulences

Aircraft ready for take-off, on initial ascend or on final approach can assess the wake turbulence induced upset generated by the preceding aircraft, by means of static information stored in in-flight database and/or dynamic datalink information provided by ATC and/or preceding aircraft. These new capabilities will enable flight crews to perform self adjustments in spacing.

Rationale Depending on available wake turbulence data (static or dynamic), the procedure must allow to perform self-

spacing.

The operational scope is limited to final approach, landing, take-off and initial ascend.

Forecast V3 end date

Benefits start date (IOC) 31-12-2023
Full benefits date (FOC) 31-08-2029

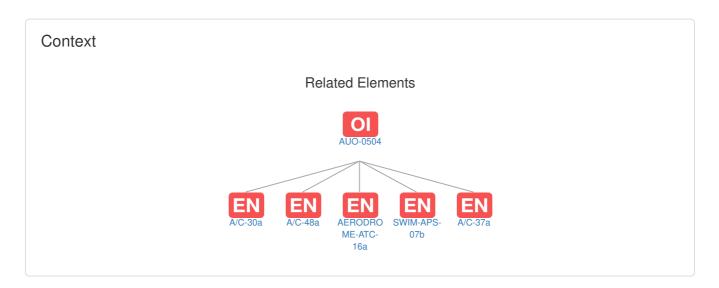
Current Maturity Level V1 Solution Data Quality Index -

Current Maturity Phase R&D

Scope -

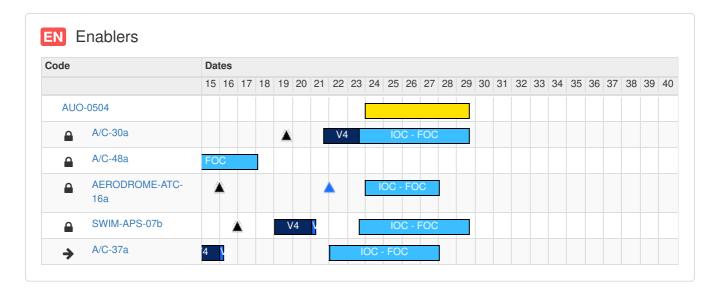
Release -

PCP Status -



Source: European ATM Portal - Report produced: 10-04-2024 - Date refresh: 28-09-2023

EATMA data version: EATMA V12.1 - ATM Master Plan data set version: Dataset 19 Public - MP L3 Edition: MP L3 Plan 2022



- OI Dependent OI Steps: No associated data
- SESAR Solutions: No associated data
- PCP PCP Elements: No associated data
- **OBJ** Implementation Objectives: No associated data
- ICAO Block Modules: No associated data