



# AO-0328 — Optimised Runway Delivery on Final Approach

The ATCO is able to efficiently deliver any separation (defined in time or distance) down to runway threshold, supported by the System which provides the following input:

- 1) the relevant separation to apply as a function of expected ROT, wake separation, aircraft type, approach procedures in place.
- 2) the required information for anticipating compression of separation buffers during the final approach phase (considering aircraft expected or measured performance [true air speed of leader and follower] and the glide slope wind conditions).

A better anticipation of the compression will allow for reducing buffer applied by ATCO on the glide and consequently increase the runway throughput.

**Rationale** The development of multiple customisations of separation to apply in approach will not be manageable by the ATCO if not assisted by the System which will take into account the separations (defined as a function of aircraft characteristics and weather but also as a function of enhanced procedures in place such as multiple aiming points, differentiated glideslope...), expected runway occupancy time and minimum radar separation to apply. The separation to be applied will be the most constraining separation resulting from the application of all the previously listed concepts

**Forecast V3 end date** 31-08-2019

**Benefits start date (IOC)** 31-12-2025

**Full benefits date (FOC)** 31-08-2030

**Current Maturity Level** V2 finalised

**Solution Data Quality Index** -

**Current Maturity Phase** R&D

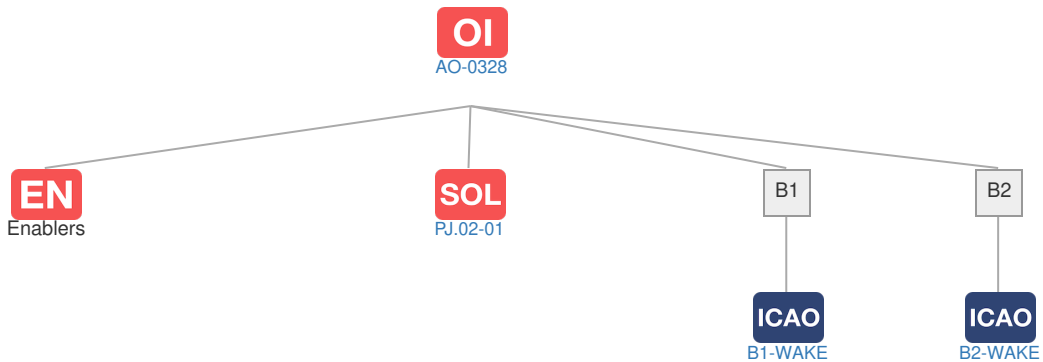
**Scope** -

**Release** R9

**PCP Status** -

## Context

### Related Elements



### EN Enablers

Code	Dates																																			
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40										
AO-0328																																				
🔒 AERODROME-ATC-68						▲		V4	V5																											
🔒 APP ATC 99					▲			V4	V5																											
🔒 APP ATC 120					▲			V4	V5																											
🔒 METEO-03				▲	V4	V5																														
🔒 METEO-04b				▲	V4	V5																														
➔ A/C-47											▲	V4																								
➔ AERODROME-ATC-17		▲																																		
➔ AERODROME-ATC-55																																				
➔ APP ATC 156																																				
➔ SWIM-APS-07a			▲																																	

### OI Dependent OI Steps

Relationship Code	Title	Related Elements
Has successor	AO-0306 Wake Turbulence Separations (for Arrivals) based on Static Aircraft Characteristics	SOL OI EN DS ICAO
Has successor	AO-0308 Enhanced Arrival Procedures using Dual Thresholds (DT)	SOL OI EN DS ICAO
Has successor	AO-0310 Weather-Dependent Reductions of Wake Turbulence Separations for Final Approach	SOL OI EN DS ICAO
Has successor	AO-0319 Enhanced Arrival Procedures using a Second Runway Aiming Point (SRAP)	SOL OI EN DS
Has successor	AO-0320 Enhanced Arrival Procedures using Increased Glide Slope (IGS)	SOL OI EN DS
Has successor	AO-0321 Enhanced Arrival Procedures using Adaptive Increased Glide Slope (A-IGS)	SOL OI EN DS
Has successor	AO-0322 Enhanced Arrival Procedures using Double Slope Approach (DS)	OI EN

### SOL SESAR Solutions

Code	Title	Program	Related Elements
PJ.02-01	Wake Turbulence Separation Optimization	SESAR 2020 Wave 1	SOL PJ OI DS EOC ICAO

PCP PCP Elements: No associated data

OBJ Implementation Objectives: No associated data



## ICAO Block Modules

Designator	Title	Related Elements
B1		
B1-WAKE	Increased Runway Throughput through Dynamic Wake Turbulence Separation	SOL OI PCP
B2		
B2-WAKE	Advanced Wake Turbulence Separation (Time Based)	SOL OI OBJ PCP