



AO-0308 — Enhanced Arrival Procedures using Dual Thresholds (DT)

The Enhanced arrival procedures using Dual Thresholds (DT) is applicable to airports with at least a pair of runways (with the same glide slope, either parallel or divergent but physically dependent [CSPR] in all cases when both used for arrival operations). The DT concept, although not removing the dependency between the runways, will allow to shift further the unique touch down aiming point on one of the runways with the aim of reducing wake vortex separations (possibly leading to increased runway capacity) while reducing noise footprint in the surrounding areas of the airport (environmental benefit).

DT means establishing, on one of the runways, a further runway threshold and aiming point (permanent and unique threshold for arrivals), with corresponding glide slope and runway ground markers, lights and visual aids.

DT is a published procedure designed with a glide slope still parallel to the nominal one operated on the other runway.

Another potential benefit could be an optimization of runway occupancy time (ROT) and/or Taxi-in time.

Rationale There is an operational need to optimize wake turbulence separations between arrivals while reducing the noise below final approach. This can be done by using a displaced runway threshold (shifting the Touch Down Zone) to run arrival operations on a pair of runways in a Dual Thresholds (DT) concept.

Forecast V3 end date 31-08-2019

Benefits start date (IOC) 31-08-2026

Full benefits date (FOC) 31-08-2030

Current Maturity Level V2 finalised

Solution Data Quality Index -

Current Maturity Phase R&D

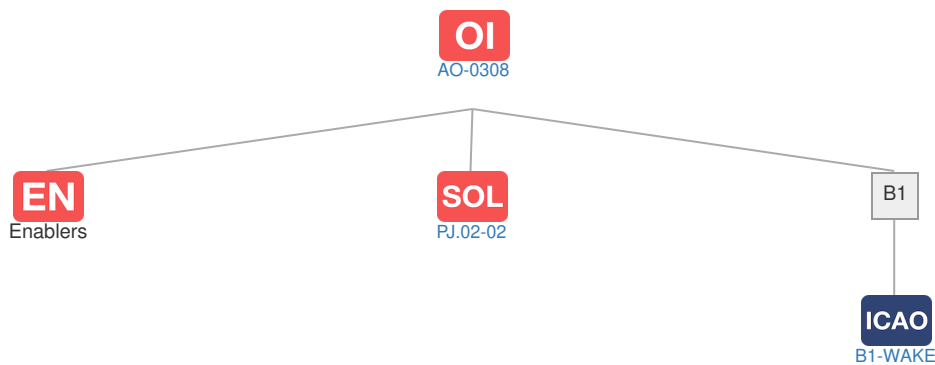
Scope -

Release R9

PCP Status -

Context

Related Elements



OBJ Implementation Objectives: No associated data

ICAO ICAO Block Modules

Designator	Title	Related Elements
B1		
B1-WAKE	Increased Runway Throughput through Dynamic Wake Turbulence Separation	SOL OI PCP