International Civil Aviation Organization

ICAO

Twelfth Meeting of the Air Traffic Management Sub-Group (ATM/SG/12) of APANPIRG

Bangkok, Thailand, 23 – 27 September 2024

Agenda Item 8:   Any other business

NEED FOR PROPER GUIDANCE TO ESTABLISH VISUAL APPROACH APPLICATION SPECIFICATIONS FOR PARALLEL RUNWAYS

(Presented by China)

SUMMARY

This paper presents the need for necessary updates in ICAO Annex 11 and/or other relevant ICAO documents to provide appropriate provisions or guidance clarifying the specifications and requirements related to visual approaches in parallel runway operations, to fully give play to the advantages of visual approaches and enhance the safety and efficiency of parallel runway operations.

1.   INTRODUCTION

1.1   With the rapid growth in the number of flights, large airports need to apply visual approaches to enhance operational efficiency. There is an urgent need for relevant regulations on the application of visual approaches for parallel runways, which will greatly improve operational capacity and efficiency.

1.2   Annex 11-Air Traffic Services was adopted by the ICAO Council in 1950, clearly defines air traffic services and stipulates international standards and recommended practices to be followed when providing such services. Although Annex 11 and other related ICAO documents have covered standards and recommendations related to visual approaches, some parts of the content still need further clarification and regulation.

1.3   Taking Shenzhen International Airport as an example, the airspace of Shenzhen International Airport is limited when operating the runway heading to the north, due to too close to Hong Kong Airport it runs a short final, so it's unable to establish independent approach. The airport is looking for RNP AR or visual approach to achieve the same efficiency to match a fast-growing traffic flow.

1.4   But it is too difficult to use RNP AR currently due to some reasons, visual approach is much more applicable in Zhuhai terminal area. We find some problems that need regulations and standards to guide and support.

2.   DISCUSSION

Need for proper guidance to establish visual approach application specifications for parallel runways

2.1   Further clarification is needed on the separation standards for visual approaches of parallel runways, including conditions under which specified separation is not required.

2.2   Clarification is needed on the separation standards for visual approach and departure to avoid flight conflicts between aircraft that are going around and those taking off on the same or adjacent runways.

2.3   Clarification is needed on the responsibility for visual approach wake turbulence separation standards and maintaining separation.

2.4   Clarification is needed on the differences between the application of the Conventional Visual Flight Procedures (CVFP) approach chart and the existing standards for visual approach guidance, and whether the same standards are applicable.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to

   a)   note the information contained in this paper; and

   b)   discuss any relevant matters as appropriate.

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