

 Q&A

Airport Capacity

03 Jun 2025, 08:30 - 05 Jun 2025, 17:00

Participants

 74

Interactions*

 102

Questions

 42

41 allowed 0 pending

0 dismissed 1 archived

Votes

 34

4 Highest vote

Answered questions

 40

0 answer ratings

0/5 average rating

* Interactions include the total number of questions, votes, comments and answer ratings

41 Questions Allowed

4
VOTES

Anonymous • 03 Jun 2025 09:16 •  ANSWERED

Does Apron Contro Unit help to improve runway utilization rate ?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:31 • Allowed

It can, DMAN systems can help, as well as who controls the apron/alleyways/gates. In some cases, those are not ATCOs. If they are not ATCOs, good communication and shared systems can help with having a common understanding of the surface situation

0 Upvotes | 0 Downvotes

4
VOTES

Anonymous • 03 Jun 2025 09:50 • ✓ ANSWERED

[Eurocontrol] how is arrival ROT and departure ROT being measured i.e what is the start and end point?

4
VOTES

Anonymous • 03 Jun 2025 09:55 • ✓ ANSWERED

[Eurocontrol] What are the tools you are using to capture traffic data for the purpose of runway capacity measurement?

3
VOTES

Anonymous • 03 Jun 2025 09:18 • ✓ ANSWERED

Should we consider apron and terminal to be a part of airport capacity?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:29 • Allowed

Yes, if it is the bottleneck or constraining component of the airport

0 Upvotes | 0 Downvotes

3
VOTES

Anonymous • 03 Jun 2025 09:19 • ✓ ANSWERED

Does FAA do strategic slot allocation?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:35 • Allowed

Yes, but we only have three IATA level 3 airports (LGA, JFK, DCA). A few more level 2 airports LAX, ORD, EWR, SFO and the rest are not at any level. We attempt to construct our way out of slot controls, but it is not always possible at airports that have limited space. SAN and EWR may become level 3 airports in the future.

0 Upvotes | 0 Downvotes

3
VOTES

Anggawira • 03 Jun 2025 11:31 • ✓ ANSWERED

Dear Valerio : With eurocontrol experience, What role will AI and machine learning play future Network Manager decision making ?

2
VOTES

Anonymous • 03 Jun 2025 10:08 • ✓ ANSWERED

Dear Velerio What methods does Airport 3 Runways use to identify and manage potential risks to the aviation system?

2
VOTES

Anonymous • 03 Jun 2025 10:09 • ✓ ANSWERED

Dear Valerio, how does Airport 3 Runways plan and prepare to cope with climate change that may affect operations?

2
VOTES

Anonymous • 03 Jun 2025 10:11 • ✓ ANSWERED

Mr Valerio :Do airlines with a high delay rate face any impact when requesting slot allocations at airports across Europe? Who declares the airport capacity in Europe the airports themselves or EUCont

1 Comment:

Valerio • Allowed on 03 Jun 2025, 11:02 • Allowed

For the busiest airports in Europe, airport slots are assigned at IATA Slot conferences, EUROCONTROL is an observer at those meetings. We perform slot monitoring to identify the constraining/impacting ones for the Network and report to Airport Operator and Airspace users. ECTL does not define capacity for Airports, they are established at local level in each Member State.

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 03 Jun 2025 11:05 • ✓ ANSWERED

To Singapore, What is the reason for choosing 15 minutes and 60 minutes Block Time in calculating Strategic Runway Capacity?

1
VOTE

Anonymous • 03 Jun 2025 09:00 • ✓ ANSWERED

[FAA] Slide 14 - How do you determine marginal VMC? what is the threshold for each categories?
(Edited)

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:38 • Allowed

I kind of skipped over the definition, I apologize. marginal VMC: meteorological conditions do not allow vectoring for visual approaches, but visual separation on final is possible; Instrument approach is used, until breaking out of clouds and then visuals can be used.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 03 Jun 2025 09:43 • ✓ ANSWERED

To Mr Vern :Do airlines with a high delay rate face any impact when requesting slot allocations at airports across Europe? Who declares the airport capacity in Europe the airports themselves or EUCont

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 10:07 • Allowed

I will defer to Mr. Valerio Cappellazzo to answer this one.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 03 Jun 2025 11:08 • ✓ ANSWERED

To Cheng : Could you please explain that how often for the runway maintenance and runway rubber removal in Changi Airport and how it effects to the runway capacity?

1
VOTE

Anonymous • 03 Jun 2025 11:19 • ✓ ANSWERED

Mr. Valerio, could eurocontrol open the CCPM tool to states outside Europe? (Edited)

1
VOTE

Anonymous • 03 Jun 2025 11:47 • ✓ ANSWERED

Combine with Changi sharing, one stratgic is to ask airlines to reschedule their flights, but sometime reschedule may be rejected since it also affect the dest. airport. Any suggestion about this.

0
VOTES

Anonymous • 03 Jun 2025 09:05 • ✓ ANSWERED

Is there any document describing the methodology of Wx Impact Score ?

2 Comments:

Vern Payne • Allowed on 03 Jun 2025, 10:04 • Allowed

The website is: <https://simwx.avmet.com/> The FAQ section has some of the methodology. It continues to evolve, so it could change in the future

0 Upvotes | 0 Downvotes

Sugoon F. (Kin) - AEROTHAI/Thailand • Allowed on 03 Jun 2025, 09:47 • Allowed

The Republic of Korea actually presented a working paper - WP/10 - at the recent ATFM/SG/15 on their work to develop an operational capacity guideline linked to weather forecasts, which could be very useful. There are also other presentations during the MET-ATM Seminar part of that meeting that may be useful too.

<https://www.icao.int/APAC/Meetings/Pages/2025-ATFM-SG-15.aspx>

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:08 • ✓ ANSWERED

Vern: on your dashboard. Does a person input the wx impact score based on experience or it is based on the wx data below.

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:58 • Allowed

It is an automated system that processes the actual weather radar data and translates it into aviation impact.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:09 • ✓ ANSWERED

How to decide the amount of capacity to be reduced when there is weather conditions?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 10:02 • Allowed

The declared AAR for the forecasted weather condition is the starting point (VMC, Marginal VMC, IMC, Low IMC), however there can be other factors as well such as compression on final due to different wind speeds and direction on final, wind shear etc. The operational AAR needs to be a collaborated decision taking all of the factors into account, and the ATFM system should be agile enough to change quickly.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:12 • ✓ ANSWERED

Are there any instances where demand exceeds AAR? What do you do if demand exceeds the AAR?

2 Comments:

Vern Payne • Allowed on 03 Jun 2025, 09:56 • Allowed

Yes, when demand exceeds the AAR, ATFM comes into play with a number of tools available depending on the situation. The solution may be as simple as Miles-In-Trail (MIT), more complex solutions include using an AMAN or a Ground Delay Program. The more ATFM tools an ANSP has, the better the demand imbalance can be solved.

0 Upvotes | 0 Downvotes

[ICAO]Anony • Allowed on 03 Jun 2025, 09:37 • Allowed

This happens all the time, that is when holding in the air is required. When the demand is significantly higher than AAR, there would be a need for holding in the air and consider appropriate ATFM measures which could be issuing a GDP to contain the situation.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:12 • ✓ ANSWERED

Could you explain more details about how to calculate the adjustment factors ?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:53 • Allowed

As we discussed live, the adjustments to the basic formulas vary by airport and each airport needs to be considered on its own and obtaining input from the operational ATCOs to fully define an adjustment to the basic formula.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:15 • ✓ ANSWERED

[FAA]Is there an integrated data system that is powering the dashboard and is the dashboard updated real-time? (Edited)

2 Comments:

Vern Payne • Allowed on 03 Jun 2025, 09:52 • Allowed

Also should have mentioned that, yes, the FAA ATO has big data databases that gather all of the data and process it, feeding multiple dashboards and analysis tools.

0 Upvotes | 0 Downvotes

Vern Payne • Allowed on 03 Jun 2025, 09:50 • Allowed

The dashboard that was shown for ATL is a post-operational tool. There are other real time dashboards and tools that are used. Many of them are part of the ATFM automation system. For weather, there are graphical dashboard you might want to explore:
<https://aviationweather.gov/trafficflowmgmt/> then click on DCC TAF Board

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:15 • ✓ ANSWERED

Mr. Vern, are there instances where marginal VMC conditions were predicted and according AAR was used but the actual conditions were worse, reducing ops capacity? And how does FAA mitigate such cases?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:45 • Allowed

Yes, forecasts for airspace and airports are just that, forecasts, the actual weather could be very different from the forecast. The ATFM tools are used to manage to the forecasted conditions as well as to mitigate missed forecasts. If the conditions are worse than forecasted, more drastic TMMs may need to be implemented, if the conditions are better than what was forecasted, the TMMs can be changed or canceled.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:16 • ✓ ANSWERED

Is there any document describing the methodology of Wx Impact Score ?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:42 • Allowed

The website is: <https://simwx.avmet.com/> The FAQ section has some of the methodology. It continues to evolve, so it could change in the future.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:21 • ✓ ANSWERED

[FAA]Have you considered the terminal capacity and slot availability when calculating the airport capacity (Edited)

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 09:39 • Allowed

If it is a slot controlled airport, yes. However, we only have three level 3 slot controlled airports. If the terminal capacity is the bottleneck for the airport, then yes it needs to be considered

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 09:40 • ✓ ANSWERED

How does EUROCONTROL determines the portion of delay that is "reactionary"? Is there a mechanism for the NM to get information from the airlines somehow?

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VOTES

Anonymous • 03 Jun 2025 09:56 • ✓ ANSWERED

[Eurocontrol]Is baggage process being considered in the landside processing? (Edited)

1 Comment:

Valerio • Allowed on 03 Jun 2025, 11:06 • Allowed

Yes, it was not displayed in the slides but it is a sub-process of the Check-in process.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 10:04 • ✓ ANSWERED

How does Eurocontrol acquire the airport data, is data sharing mandatory?

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VOTES

Anonymous • 03 Jun 2025 11:02 • ✓ ANSWERED

During weather, capacity reduced where portion of flight in that hour will be delayed. How can A-CDM helps in releasing the flights delayed on ground and avoid delays for flights in the next hour.

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VOTES

Anonymous • 03 Jun 2025 11:05 • ✓ ANSWERED

[SIN] how much buffer was injected into your calculations? Especially the ROT and inter-arrival spacing? Thank you.

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VOTES

Sugoon F. (Kin) - AEROTHAI/Thailand • 03 Jun 2025 11:06 • ✓ ANSWERED

At Changi, are the firebreaks introduced into the airport slot coordination process at a strategic level or are they introduced as a pre-tactical / tactical measures on a day-to-day basis?

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VOTES

Anonymous • 03 Jun 2025 11:15 • ✓ ANSWERED

Did CAAS have to introduce additional support tool(s) for ATCO in introducing enhanced wake turbulence group instead of conventional wake turb categories? Or was it solely procedure adjustment?

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VOTES

Anonymous • 03 Jun 2025 11:26 • ✓ ANSWERED

Mr. Valerio, can the sender restrict the type of information sent to the CCPM? E.g. military, VVIP flights

1 Comment:

Valerio • Allowed on 03 Jun 2025, 11:53 • Allowed

Yes, when Airport/ANSP share the surveillance data, they can filter out flights as necessarily.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 11:37 • ✓ ANSWERED

[CCPM] what are the systems in place to record airport terminal timestamps (eg. Stand occupancy time)

1 Comment:

Valerio • Allowed on 03 Jun 2025, 13:49 • Allowed

CCPM does this comparing surveillance tracks with stand coordinates. Airports uses system like Visual Docking Guidance Systems (VDGS) to detect those events and related timestamps.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 11:37 • ✓ ANSWERED

Is CCPM a simulation tool? Does it just take in ADSB data and playbacks and generates KPIs accordingly? Does it generate a final capacity number?

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VOTES

Anonymous • 03 Jun 2025 11:55 • ✓ ANSWERED

(Case study at DFW) Is the arrival crossing departure runway at upwind end all the time? Any special ATC procedure/ SID requirement is in place to ensure safe operations, e.g. higher climb gradient?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 14:41 • Allowed

I don't believe so, however I am checking to make sure my understanding is complete.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 11:59 • ✓ ANSWERED

Please explain how different between "throughput" and "capacity"?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 14:41 • Allowed

Capacity is the number of aircraft that can operate given the current or forecasted conditions. Throughput is the actual operations that happen (normally adding arrivals and departures to count the airport throughput)

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 13:56 • ✓ ANSWERED

How does LaGuardia's runway capacity and surface restriction be balanced and got populated? Does the stakeholder got informed on the reduced AAR is due to runway constraints or surface constraints?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 14:37 • Allowed

Decisions are collaborated with all involved parties, the Command Center adjusts the AAR based on the results of the CDM discussions. Flight Operators are full partners in the decision making process. They may not fully agree on the details, but we normally reach consensus on the measures to be implemented.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 14:00 • ✓ ANSWERED

Does the KLGA authority work closely with the MET agency? And does the MET agency predict such weather disturbances ahead of time to arrange the GDP or AAR, or the airport, to prevent gridlock?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 14:35 • Allowed

Yes, the Port Authority of New York and New Jersey are CDM members, they participate fully in the process, including weather forecasts and preparing for weather disruptions on the surface of the airport.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 14:16 • ✓ ANSWERED ★

What is the typical lead time provided by your met service provider, for an accurate met forecast on convective thunderstorm event?

1 Comment:

Vern Payne • Allowed on 03 Jun 2025, 14:34 • Allowed

Forecasts are continually evolving as new model runs happen. Twice a day, atmospheric sampling balloons are released around the country to understand the makeup of the troposphere and stratosphere. Additionally aircraft are providing sampling of the atmosphere through ACARS messages, all of the models and data are assembled by super computers and forecasts are updated. Terminal Area Forecasts are updated hourly if not sooner, convective forecasts are updated every two hours. The ATFM system remains agile and responsive to updated forecasts by planning 2-8 hours into the future.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 03 Jun 2025 15:13

(WTG) Is there any airport in Europe which is planning to implement WTG for DEP, apart from EGLL (TBS); what would be the considerations in the planning and implementation stage?

0
VOTES

Anonymous • 03 Jun 2025 15:25 • ✓ ANSWERED ★

(WTG) Is there any airport in Europe which is planning to implement WTG for DEP, apart from EGLL (TBS); what would be the considerations in the planning and implementation stage?

1 Question Archived

0
VOTES

Anonymous • 03 Jun 2025 09:19 • Pending

Mr.Vern, does Apron Control Unit help in runway utilization rates ? And How ?