



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 6: AOP, MET, AIM, SAR

MULTIPLE LINE-UPS ON THE SAME RUNWAY

(Presented by India)

SUMMARY

This paper presents the proposal for including the Multiple line-ups on same Runway for ICAO APAC Region in the Regional Supplementary Procedures ICAO Doc 7030 in line with the procedures adopted in the European (EUR) Regional Supplementary Procedures.

1. INTRODUCTION

1.1 To improve the efficiency of runway operations and runway capacity, it is recognized that multiple line up on the same runway is the next logical enhancement where the procedures needs to be modified. This paper presents the proposal for including the Multiple line-ups on same Runway for ICAO APAC Region in the Regional Supplementary Procedures ICAO Doc 7030 in line with the procedures adopted in EUROPEAN (EUR) REGIONAL SUPPLEMENTARY PROCEDURE. This will allow ANSP to get the Regulatory Approval, following due change management process, for implementing these procedures at airports where traffic demand is increasing, but physical constraints do not permit for enhancement of ground infrastructure to meet the increased traffic demand.

2. DISCUSSION

Multiple line-ups on same Runway

2.1 According to Doc 7030 paragraph 6.5.3.1 for the European Region, line-up instructions may be issued to more than one aircraft at different points on the same runway, taking into account that intersection take-off criteria shall be complied with, provided that:

- a) Minimum visibility is established by the appropriate authority. Those minima shall permit the controller and the pilot to continuously observe the position of the relevant aircraft on the maneuvering area by visual reference;
- b) Local considerations, such as the airport layout, available radar equipment and local weather phenomena, are defined. The effect of jet blast/prop wash shall be taken into consideration;
- c) Air traffic service for aircraft involved in multiple line-ups on the same runway is provided on the same radio frequency;
- d) Pilots are advised of the position of any essential traffic on the same runway;
- e) The slope of the runway does not render preceding aircraft in the departure sequence invisible to succeeding aircraft on the same runway;

- f) Pilot read-back of line-up instructions is required and contains the runway designator, the name of the intersection (if applicable) and the number in the departure sequence; and
- g) Wake turbulence separation is applied.

2.2 The proposal will support the objectives para 2.9 of Asia Pacific Regions (APAC) Air Navigation Plan Part II Aerodromes/Aerodrome Operations (AOP), *and the Asia/Pacific Seamless ATM Plan's* performance objectives:

- a) runway capacity improvement;
- b) taxi routes distances reduction;
- c) noise alleviation; and
- d) air pollution reduction.

2.3 The following Draft Conclusion is submitted for the meeting's consideration:

Draft Conclusion ATM/SG/6-X: Multiple line-ups on same Runway	
What: That, considering the efficiency and environmental benefits, Asia/Pacific States are urged to support a proposal to include Multiple line-ups on same Runway within ICAO Doc 7030 <i>Regional Supplementary Procedures</i> for the Asia and Pacific Regions.	Expected impact: ☐ Political / Global ☐ Inter-regional ☒ Economic ☒ Environmental ☒ Ops/Technical
Why: The proposal supports the objectives of the Asia and Pacific Regions Air Navigation Plan Part II Aerodromes/Aerodrome Operations paragraph 2.9, and the Asia/Pacific Seamless ATM Plan.	Follow-up: ☐ Required from States
When: 3-Aug-18	Status: Draft to be adopted by PIRG
Who: ☐ Sub groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the proposal contained in this paper; and
- b) discuss any relevant matters as appropriate.

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