



TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

Agenda Item 2: Aerodrome Operations – Improving Airport Performance 2.1: Airport capacity

IMPLEMENTATION OF MODULE B0-70 WITHIN THE MEMBER STATES OF THE INTERGOVERNMENTAL AGREEMENT ON CIVIL AVIATION AND AIRSPACE USE

(Presented by the Interstate Aviation Committee)

EXECUTIVE SUMMARY

This paper contains information on the readiness of the Member States of the Intergovernmental Agreement on Civil Aviation and Airspace Use to implement the outcomes of the re-categorization of ICAO wake turbulence Standards (RECAT) project.

1. INTRODUCTION

1.1 Due to the increase in air traffic volume it is necessary to find new solutions for the expansion of airport capacity provided that the flight safety level increases.

1.2 Compliance with existing rules limits airspace and airport capacity.

2. BACKGROUND

2.1 Wake vortex flight safety is provided through compliance with the established rules for vertical and lateral vortex separation at different stages of flight. These rules prescribe aircraft flights with separations not less than the separations stipulated in the respective rules.

2.2 Such rules were developed in the 1970s and have not been subject to considerable modifications since then, which means that these rules are to a great extent conservative and do not correspond with current knowledge on the nature and behaviour of wake vortex as well as with modern flight safety procedures.

¹ English and Russian translation provided by the Interstate Aviation Committee (IAC).

2.3 The constant growth of air traffic density dictates the necessity to develop more thorough rules and to take into account some factors which could not be considered earlier. The above-mentioned activities are performed under the re-categorization of the ICAO wake turbulence Standards (RECAT) project.

2.4 The first stage of the RECAT project had been conducted from 2008 to 2011 and its implementation into ICAO practice is planned for 2012. The objective of the project is to substitute three existing wake vortex categories of ICAO by six new categories (Figure 1); this will allow increased capacity of the biggest airports by approximately 6 to 8 per cent.

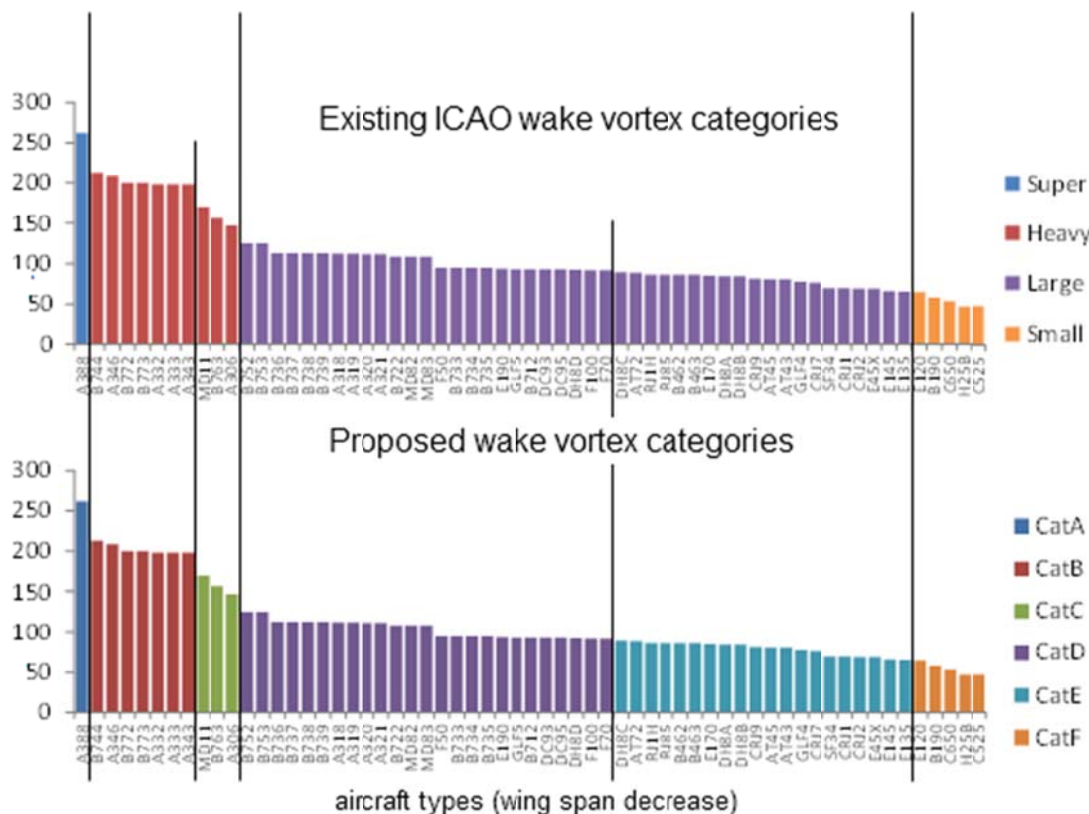


Figure 1. Re-categorization of wake vortex (RECAT-1)

3. CONCLUSION

3.1 Member States of the Intergovernmental Agreement on Civil Aviation and Airspace Use fully understand the benefits of transition to the new system of longitudinal separation by wake turbulence, taking into account the possibility of increasing airport capacity by 6 to 8 per cent subsequent to the results of the implementation of the first stage of the RECAT project, and to the specifics of national air navigation systems of their countries airports during the implementation of ASBU Module B0-70.