



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

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5/5/08

Agenda Item 6: Review of other technical matters

6.4 ICAO regional and global activities in the AGA field

DECLARED DISTANCE ESTIMATES

(Presented by Brazil)

SUMMARY

The declared distance estimates contained in Annex A, Section 3 – Figure A-1, of Annex 14, in the case of the Take-Off Run Available (TORA), do not take into account take-offs towards the obstacle(s) that will determine the offset of the opposite threshold.

References:

Annex 14 – Aerodromes, Vol. I - Aerodrome design and operations; and Doc 8168 – PANS-OPS – Aircraft Operations, Vol. II – Construction of visual and instrument flight procedures.

1. Introduction

1.1 Regarding declared distances, the definitions and applications given as examples, even those in which the available lengths involved in the take-off run available (TORA), take-off distance available (TODA), acceleration-stop distance available (ASDA), and landing distance available (LDA) are to be taken into account, are contained in Annex 14 – Vol. I – Guidance Material, and Annex A.

1.2 Figure A-1 contains examples and a table, where the TORA, ASDA, TODA, and LDA values have been estimated based on a 2000-m runway with a 150-m threshold offset, and a 350-m clearway/stopway to the approaches for threshold 09.

1.3 The same table contains examples of take-offs in threshold 27, with the same data as above, but without taking into account the reasons for offsetting threshold 09. The 150-meter offset is due to the possible existence of some type of obstacle violating the approach surface by 2% or 2.5 % for arrivals in runway 09.

1.4 So, the same obstacle that determined the displacement of threshold 09 will change declared distances for departures through threshold 27, since the surface to take-off, in the case of the example, starts after the clearway/stopway with the 2,5% slope.

2. **Suggested action**

2.1.1 The table should provide better examples for take-offs through threshold 27, based on the data reported for runways 09 and 27, or this example should be deleted from the table. Likewise, in the case of take-offs in a direction that is reciprocal to offset thresholds, the text should include a note on the need for specific TORA and TODA studies, based on runway lengths.

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