International Civil Aviation Organization

The Third Meeting of the APANPIRG ATM Sub-Group (ATM /SG/3)

Bangkok, Thailand, 03-07 August 2015

Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)

CLOSELY-SPACED PARALLEL RUNWAYS OPERATIONS

(Presented by China)

SUMMARY

In recent years, East China built some closely-spaced parallel runways (CSPR) in some busy airports. But the using efficiency of these runways encountered a lot of constraints. We recommend ICAO to make more specification on the operation of closely spaced parallel runways, to help the busy airports in Asia Pacific to continuously enhance operational efficiency.

1. INTRODUCTION

1.1 According to the manual on simultaneous operations on parallel or near-parallel instrument runways: when the spacing between runways less than 760m (2,500 feet), the operation of two parallel runways should be regarded as it of a single runway, especially for arranging the separation between traffics on final.

1.2 This impedes Pudong and Hongqiao Airport in Shanghai, which has three pairs of CSPR respectively, to obtain a higher operational efficiency. When the landing flights reach 3 miles from the touchdown zone (or the threshold?) of another runway until landing, the departure flights must hold on the runway. So the maximum arrival rate for each pair of closely spaced parallel runways will not exceed 30 flights per hour normally.

1.3 But in the San Francisco airport, a specially-designed CSPR operation procedure called Simultaneous Offset Instrument Approaches (SOIA), which helps them to handle 60 landing flights per hour to both closer parallel runways.

2. DISCUSSION

2.1 The following questions should be discussed:

- Whether the operation separation can be reduced on closely spaced parallel runways?
- Under What condition, the separation can be reduced on closely spaced parallel runways?

3. ACTION BY THE MEETING

3.1 The meeting is invited to discuss the necessity of the separation reduction requirements for CSPR.