



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

CIIFRA/05— WP/03  
28/07/22

**5th Meeting of the CIIFRA Team (CIIFRA-T/05)**  
Miami, United States, and on-line 2 to 4 August 2022

**Agenda Item 6: IATA/Airline discussion**

**AIRPORT EFFICIENCY PROGRAM**

(Presented by IATA)

| <b>EXECUTIVE SUMMARY</b>   |  |
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| IATA proposes review and consideration of concepts/tools that could be utilize to support improvement of airport efficiency and optimization |  |
| <b>Action:</b>   | Under paragraph 3.   |
| <i>Strategic Objectives:</i>   | <ul style="list-style-type: none"><li>• Air Navigation Capacity and Efficiency</li></ul> |

**1. Introduction**

1.1 There are close relationships between runway operations efficiency, aircraft separation applied by TWR/Approach Control and Airspace Design. An optimization of runway occupancy time, the application of the High Intensity Runway Operations (HIRO) and departures from RWY/TWY intersections are examples of preconditions to the optimization of separation standards between arrivals, departures, and arrivals/departures. Enhanced separation standards allows for an optimum airport acceptance rate and, in consequence, a reduction of airborne/ground holdings, decrease of radar vectors and better flight profile. In this sense, the application of Airport Efficiency Program could be considered as a prerequisite for a successful implementation of a new airspace concept.

**2. Discussion**

2.1 There are several concepts and tools that could be applied to enable the optimization of runway operations:

- a. Runway Occupancy Time Reduction Program;
- b. High Intensity Runway Operations;
- c. Reduced Runway Separation Minima (RRSM);
- d. Take-off from intersections;
- e. Preferential Runway Concept;
- f. Use of OMNIDIRECTIONAL Departures;

- g. Reduction of separation on final approach with take-off between two arrivals (single or mixed runways);
- h. Reduction of separation on final approach between successive approaches (runways used just for arrivals).

2.3 It is important to note the importance of optimizing the use of the airport infrastructure, via the application of different separation standards/procedures under different meteorological conditions (VFR, Marginal VFR and IFR) and the application of a robust ATFM Plan.

### **3. Action by the Meeting**

3.1 The Meeting is invited to include the Airport Efficiency Program under the work program of the Airspace Optimization Task Force, as part of a holistic Airspace Concept Implementation Model.