

ÁREAS DE TRABAJO PARA AUMENTO DE CAPACIDAD AEROPORTUARIA

27° GTTR

*ASESORÍA DE OPERACIONES
Y GESTIÓN AERONÁUTICA*



LLEGADAS :

- ü Reducción ROT,s (Tiempo de ocupación de pista)
 - Asignación de salidas rápidas previa al aterrizaje
 - Diseño de áreas de abandono de pista en vez de salidas

- ü Autorizaciones condicionales con tráfico a la vista en VMC
- ü Empleo eficaz de velocidades en aprox. final
- ü Reducción de la distancia entre tráficos en aprox. final (2,5 NM)

SALIDAS :

- ü Autorización con tráfico a la vista en condiciones VMC
- ü Autorizaciones tempranas sin stop en line up
- ü Agrupamiento de tráficos en función de velocidad y estela turbulenta
- ü Control estricto de velocidad mediante publicación en AIP
- ü Diseño de intersecciones para permitir alineaciones simultáneas
- ü Exención en NADP,s o rutas específicas para tráficos ligeros

COMUNES Y OTRAS ÁREAS:

- ü Publicación de procedimientos para conocimiento de pilotos
- ü Circulares de información a operadores
- ü Coordinador de Control de Torre
- ü Experiencia aeropuertos pioneros (Gatwick, Bruselas, San Francisco, etc)
- ü Grupos de trabajo procedimientos HIRO



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ATS AIRSIDE CAPACITY AWARENESS



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High Intensity Runway Operations (HIRO) procedures and techniques are tried and tested methods of significantly increasing an airport's runway capacity with very little cost implication.

Not all of these HIRO techniques may be suitable for use at your airport. In most cases, a comprehensive local safety assessment, training programme and information dissemination is required before operational introduction. ATC regulators may have to approve procedure changes in some cases.

Paint the picture

ATCO keeps pilots informed of the situation. Increased situational awareness decreases reaction time.

Multiple line-ups*

Ensures aircraft are in position to depart as soon as take-off clearance is given.

Intersection departures*

Decreases taxi time and assists optimum departure order.

Early turns after departure

Allows multiple departures in the shortest time interval.

Visual separation

Applied immediately after departure by ATCO and pilot, reducing departure intervals.

Conditional clearances

Reduce delay caused by reaction time and spreads controller workload.

Use of visual holding points

These can be as close as 75m to the runway centreline, reducing line up time in VMC conditions.

Giving take-off clearance early

Keeps aircraft moving from taxiway to runway and prompts pilots to complete departure checks.

Minimum permissible spacing on final approach

Consistent, accurate, minimum spacing ensures that no time is wasted.

Strict speed control

A vital factor for ensuring maximum use of airspace and permits radar and tower controllers to accurately assess intervals between traffic.

Priority for arrivals or departures

Applied depending on the traffic mix, reducing overall delay in peak periods.

Grouping of traffic by wake turbulence category

Both, for arriving and departing to allow minimum possible spacing to be applied.

Co-ordinator in ATC

To ensure maximum capacity and reduce controller workload.

Early split of departure routes

Allows for improved rate of departing aircraft.

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GRACIAS

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**Ajuntament
de Castelldefels**