CIVIL AVIATION AUTHORITY

Reduced runway separation minima between aircraft using the same runway

AltMoC No. 01/22

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4	*Full AltMoC text implemented between original AMC9 ATS.TR.210 (c)(2)(i) text*

REDUCED RUNWAY SEPARATION MINIMA BETWEEN AIRCRAFT USING THE SAME RUNWAY

(a) The air traffic services provider may prescribe lower minima than those established in AMC7 ATS.TR.210(c)(2)(i) concerning separation of departing aircraft, and in AMC8 ATS.TR.210(c)(2)(i) concerning separation of landing aircraft and preceding landing and departing aircraft using the same runway, after consultation with the operators. The safety assessment to be performed in support of the application of reduced separation minima should be carried out for each runway for which the reduced minima are intended, taking into account factors such as:

(1) runway length;

(2) aerodrome layout; and

(3) types/categories of aircraft involved.

(b) Reduced runway separation minima should ~~only~~ be applied during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset.

If reduced runway separation minima are applied at other time period than aforementioned, it should be subject to the following conditions:

(1) Reduced runway separation minima are applied only between the preceding departing and succeeding landing aircraft and between the preceding departing and succeeding departing aircraft for the relevant published runways, if so approved by competent authority;

(2) a suitable operational ATS surveillance system shall be available for the provision of aerodrome traffic control;

(3) RWY and TWY lighting at an aerodrome shall be available and operational.

(c) For the purpose of reduced runway separation, aircraft should be classified as follows

(1) Category 1 aircraft: single-engine propeller aircraft with a maximum certificated take-off mass (MCTOM) of 2 000 kg or less;

(2) Category 2 aircraft: single-engine propeller aircraft with a maximum certificated take-off mass of more than 2 000 kg but less than 7 000 kg; and twin-engine propeller aircraft with a maximum certificated take-off mass of less than 7 000 kg; and;

(3) Category 3 aircraft: all other aircraft.

(d) Reduced runway separation minima should not apply between a departing aircraft and a preceding landing aircraft.

(e) Reduced runway separation minima should be subject to the following conditions:

(1) wake turbulence separation minima should be applied;

(2) visibility should be at least 5 km and ceiling shall not be lower than 300 m (1 000 ft);

(3) tailwind component should not exceed 5 kt;

(4) there should be available means, such as suitable landmarks, to assist the air traffic controller in assessing the distances between aircraft. A surface movement ATS surveillance system that provides the air traffic controller with position information on aircraft may be utilised, provided that approval for operational use of such equipment includes a safety assessment to ensure that all requisite operational and performance requirements are met;

(5) minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;

(6) traffic information should be provided to the flight crew of the succeeding aircraft concerned; and

(7) the braking action should not be adversely affected by runway contaminants such as ice, slush, snow and water.

(f) Reduced runway separation minima which may be applied at an aerodrome should be determined for each separate runway. The separation to be applied should in no case be less than the following minima:

(1) landing aircraft:

(i) a succeeding landing Category 1 aircraft may cross the runway threshold when the preceding aircraft is a Category 1 or 2 aircraft which either:

(A) has landed and has passed a point at least 600 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or

(B) is airborne and has passed a point at least 600 m from the threshold of the runway;

(ii) a succeeding landing Category 2 aircraft may cross the runway threshold when the preceding aircraft is a Category 1 or 2 aircraft which either:

(A) has landed and has passed a point at least 1 500 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or

(B) is airborne and has passed a point at least 1 500 m from the threshold of the runway;

(iii) a succeeding landing aircraft may cross the runway threshold when a preceding Category 3 aircraft:

(A) has landed and has passed a point at least 2 400 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or

(B) is airborne and has passed a point at least 2 400 m from the threshold of the runway;

(2) departing aircraft:

(i) a Category 1 aircraft may be cleared for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 600 m from the position of the succeeding aircraft;

(ii) a Category 2 aircraft may be cleared for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 1 500 m from the position of the succeeding aircraft; and

(iii) an aircraft may be cleared for take-off when a preceding departing Category 3 aircraft is airborne and has passed a point at least 2 400 m from the position of the succeeding aircraft.