

AERONAUTICAL INFORMATION CIRCULAR 12/07

INTERNATIONAL BEST PRACTICES: CONDITIONAL RUNWAY OPERATION INSTRUCTIONS AND MULTIPLE LANDING CLEARANCES

(Supersedes AIC 18/06)

Introduction

NAV CANADA continues to work in collaboration with industry representatives and Transport Canada to reduce frequency congestion, increase airport capacity, and reduce delays. A number of procedures used in other jurisdictions have been observed and we expect over the next few years to implement a number of these international Best Practices.

Intention of Circular

The intention of this circular is to update operators on the progress of the international Best Practices initiatives outlined in AIC 18/06 and to provide early indication on others being considered:

Implementation Plans

Conditional Runway Operation Instructions

The provision of conditional taxi to position instructions or conditional runway crossing instructions has been deferred, pending further safety studies. The status of these procedures will be announced by NOTAM, as necessary.

To offset this deferral and potentially gain fuel efficiencies for operators, airport controllers will, when possible, provide a landing aircraft with runway exit instructions that include the taxiway beyond the initial runway exit. This will allow aircraft to continue to taxi without stopping while contacting ground control.

Multiple Landing Clearances

Multiple landing clearances are currently in practice at Toronto/Lester B. Pearson International and Calgary International Airports with Vancouver, Ottawa/MacDonald-Cartier, and Montreal/Pierre Elliott Trudeau International Airports in the final preparation stages. Implementation of multiple landing clearances at these individual sites will be announced by NOTAM.

This procedure will be available under trial for the remainder of 2007 at these five airports and permits an airport controller to issue landing clearances to more than one aircraft approaching the same runway.

Multiple landing clearances may be issued provided

- a) the controller or the pilot will gain an operational advantage;
- b) the aircraft are on final approach;
- c) the preceding aircraft has received a landing clearance and intends to land; and
- d) the prescribed runway separation will exist.

The following are examples of multiple landing clearances:

Example 1

ALFA BRAVO CHARLIE, FOLLOWING BOEING SEVEN SIX SEVEN ONE MILE FINAL, CLEARED TO LAND RUNWAY THREE FOUR.

Example 2

ALFA BRAVO CHARLIE, WIND TWO FOUR ZERO AT FIFTEEN, NUMBER THREE FOLLOWING BOEING SEVEN SIX SEVEN FOUR MILES FINAL, CLEARED TO LAND RUNWAY TWO THREE.

Example 3

ALFA BRAVO CHARLIE, RVR ONE THOUSAND TWO HUNDRED FEET, WIND THREE FOUR ZERO AT FIFTEEN, NUMBER THREE FOLLOWING BOEING SEVEN SIX SEVEN TWO MILES FINAL, CLEARED TO LAND RUNWAY THREE FOUR.

Future Plans

The Best Practices Working Group will continue to develop procedures that create value for our customers while providing a safe and effective way of doing business. The group is examining the use of visual separation particularly with arriving and departing instrument flight rules (IFR) aircraft and in areas that will provide efficiencies for local IFR training flights. NAV CANADA also feels that visual separation will support the further development of criteria to be used in the area of wake turbulence avoidance.

Comments, suggested amendments, or requests for further information concerning Best Practices should be addressed to

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