UFO Dissemination Workshop: Evolving Standards for Weather-Dependent Aircraft Separations

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Weather dependent aircraft separations: NOT a new concept
Using Wake Vortex Behaviour to decrease separations

- Some cases are less complex to handle
  - Cross-wind for DEP (CREDOS)

- Forecast capability is key
  - Identifying transitioning periods towards favourable/un-favourable conditions
  - Closed loops with ATC

- Uncertainties in MET forecast is ‘part of the system’ – operational mitigations need to be defined
Regulatory Framework

- Applicable framework
  - EU 1034/2011 (ATM Safety Oversight)
  - EU 1035/2011 (ESARR 4 for risk assessment)

- Safety Case
  - Safety requirements determined by the ‘designer’ and the ‘operator’

- Stepped approach

<table>
<thead>
<tr>
<th>Specification</th>
<th>Implementation</th>
<th>Continuous Monitoring</th>
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<tbody>
<tr>
<td>Minima ‘safe by design’</td>
<td>Local assessment</td>
<td>Remains ‘safe’</td>
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Developing Standards

- Layered approach recommended
  - Operational concept
  - Service specification, incl. minimum performances
  - Tests and compliance methods
- BUT traced to existing standards (incl. differences)
  - PANS-ATM: provision for applying wake turb. separation
  - Aerodrome MET (Annex 3): observations and forecasts
Questions ?