



How Can Standard Separations be Revised?

Technical evaluation
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- Operational Buy-in
 - Airports (CDG - future, LHR - now)
 - Airlines (FedEx, BA)

- How to demonstrate new procedures are safe.
 - Relative or absolute?
 - Data points in tail of distribution

Relative	Absolute
Easier	Challenging
Use: small/moderate changes	Use: More radical changes

Understand which we need



Relative

- Already some examples
- Overall risk equal or less than current ops.
 - How much 'shift' of risk is allowed within constraint



Absolute

- Challenging
 - Current models go some way towards this
 - Current models conservative - inclusion of transport/decay interaction & curvature of WV
- Does ICAO matrix meet TLS?
 - Does 30+ years of experience prove this?
- Are we in danger of being too conservative?



How?

- Collaboration/co-operation helps meet challenge
 - Need member states buy-in to change ICAO seps.
- Generic method/guidelines
- Then include local considerations
- **Need clear path to enable concepts to move forward**



Severity

- Determination of severity
- Go-around/no go-around
 - Not relevant for higher altitudes (injuries at these altitudes)
 - Incidents not always related to accidents



Areas of Interest

- Significant progress on arrivals
- Consideration of departures
- To deliver concepts need to consider larger areas (e.g. for arrivals from stacks)



- Continue communication & collaboration
- Too complex a problem to solve individually