

Runway Occupancy Time- Mumbai airport March 24, 2009

Following the September 08 MIAL/IATA ACC meeting, the issue of aircraft delays being experienced, prompted MIAL airport management to seek the assistance of IATA in addressing the RoT issue. The situation was considered to be having a significant adverse effect in the manifestation of aircraft delays. IATA SMEs provided a course of action programme which MIAL accepted and organised a RoT seminar on Tuesday 24th March 09.

About 60 persons consisting of senior representatives from MIAL Airport Management (also representative from DEL/DIAL & HYD/HIAL, Air Traffic Control, Airlines/ pilots (mostly from Air India, Jet Airways, KingFisher Airlines), General Aviation, DGCA & IATA participated.

IATA made 2 presentations suggesting addressing ROT issue in 3 phases, and presenting action under phase I on runway occupancy time and runway incursion (its impact on runway capacity). Mention was also made of ISAGO and STEADES for ground handling services providers and airline operators to benefit from the two programmes.

1st phase emphasized on awareness, coordination and establishment of a Group of the stake holders' representatives to identify the problem areas and work out solutions.

The need to review the ROT, ATC practices, procedures and application of separation standards and focus area for stake holders to improve the situation and how a reduction of runway occupancy by a few seconds per aircraft movement through appropriate signage, marking, lighting and application of appropriate separation standards can also improve runway capacity.

Formation of Taskforce comprising Airlines, ATC and Airport operator Taskforce to address the ROT initiatives was suggested.

Some suggestions that can save few precious seconds:

Use of standard phraseology, sticking to SIDs/STARS, no last minute changes in ATC clearances, de-congest RTF thro standardization or shortening of taxi instructions; improved signage, markings, lighting by airport operator; use of technology for surveillance, like SMR/ A-SMGCS/ ADS-B to monitor runway occupancy/ runway vacation instead of waiting for pilot report.

MIAL described the present substantial airside works programme and that planned up to 2012.

Some suggestions were made by airlines' reps/ pilots during Panel discussions for improving use of airport infrastructure & improving runway capacity.

The presentations provided the audience with a suggested list of priorities culminating in the creation of a RoT working group aligned to a phased approach based on an SMS cyclical concept.

IATA summarised the outcome of the meeting focusing on key components to achieve success. The need for commitment to participate at a senior level; for effective communications to be established; for a working group to be arranged meeting on a regular basis, for information to be disseminated throughout the aviation community and for the adoption of a Phase 1, 2 & 3 approach in tackling. It was considered the airport in adopting this strategy could achieve immediate, medium and long term gains. The benefit to the airline industry in a saving of spent fuel which over a period of time could be measured and be substantial.