



Aircraft operator and pilot procedures have a significant influence on runway occupancy time



About VOLUME 5

THIS Volume concentrates on the airside capacity enhancement activities specific to Airline Operations.

The time an aircraft spends on the runway during take-off and after landing is a significant factor in influencing the maximum capacity of the runway. The shorter the Runway Occupancy Time (ROT) of each aircraft, the greater the available runway capacity. Aircraft operator and pilot procedures have a significant influence on runway occupancy times. Safety, passenger comfort and operational economy considerations may limit the possibilities for the application of best practices that can

potentially reduce runway occupancy times.

Nevertheless, actions to raise the awareness of pilots and aircraft operators of issues related to runway occupancy times have the effect of releasing latent capacity.

Like any measuring of human performance, monitoring runway occupancy times raises many professionally sensitive issues.

However, involvement of the pilot community and avoidance of measurements that focus on individuals usually result in wide-spread buy-in and support from pilots.

While the primary concern is always the safe operation of aircraft, especially in the critical landing and take off phases, pilots are also willing partners in the common effort to increase runway throughput via the reduction of runway occupancy times.

A set of expert insights complements the list of best practices, providing useful explanations that help in understanding the issues and limitations faced by pilots and aircraft operators in trying to meet the runway occupancy time objectives.

Finally, a set of best practices for pilots and a key action checklist for airlines, which have proven effective in enhancing capacity, complete this volume.