

# KURDISTAN REGIONAL GOVERNMENT



## **SULAYMANIYAH INTERNATIONAL AIRPORT**

**MATS**

**Appendix G**

**SEPARATION DIAGRAMS**

**( First Edition )**

**April 2012**

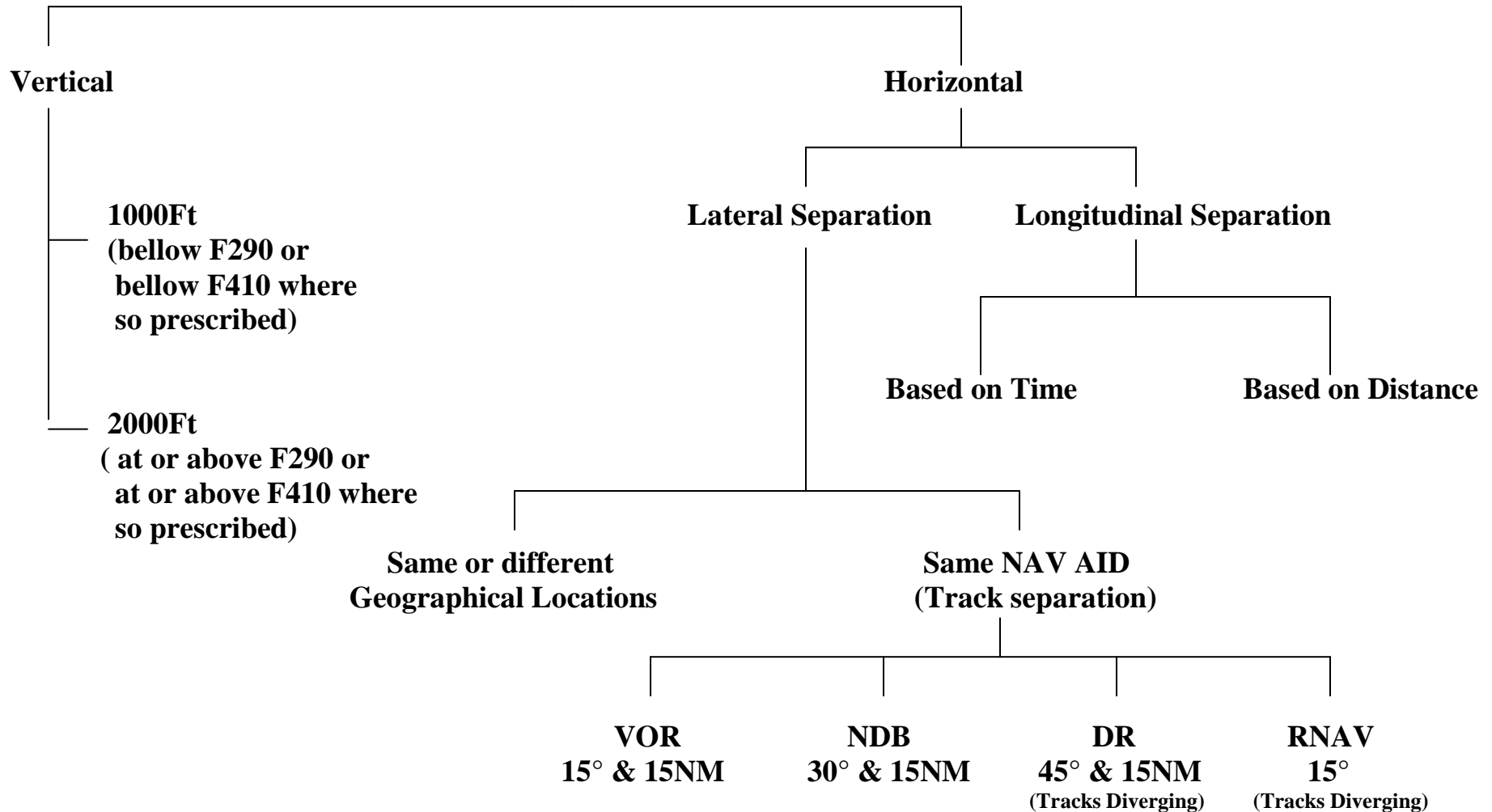
**Prepared By**

**Fakhir .F. Mohammed**

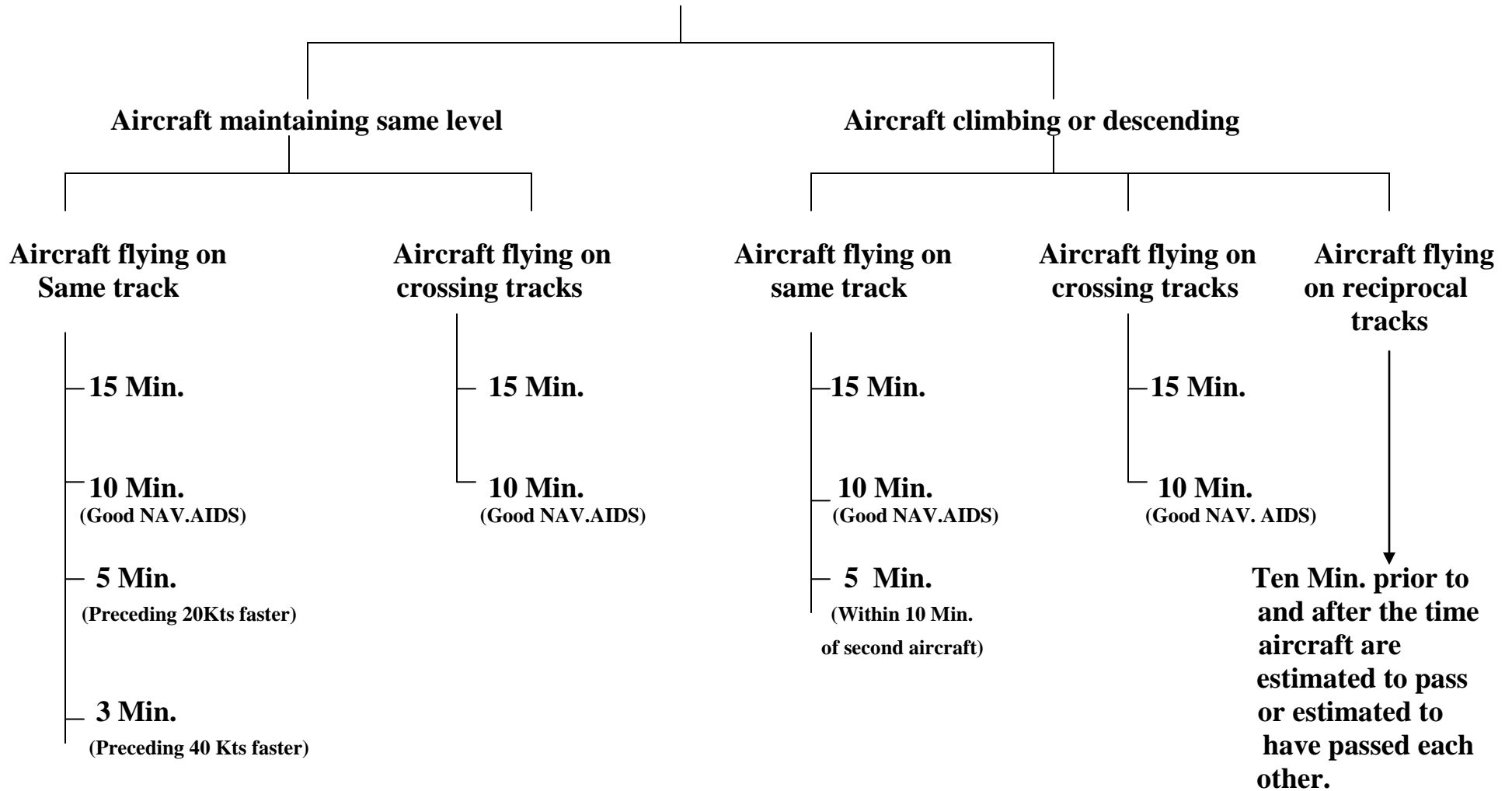
**Civil Aviation Consultant**

# SEPARATION

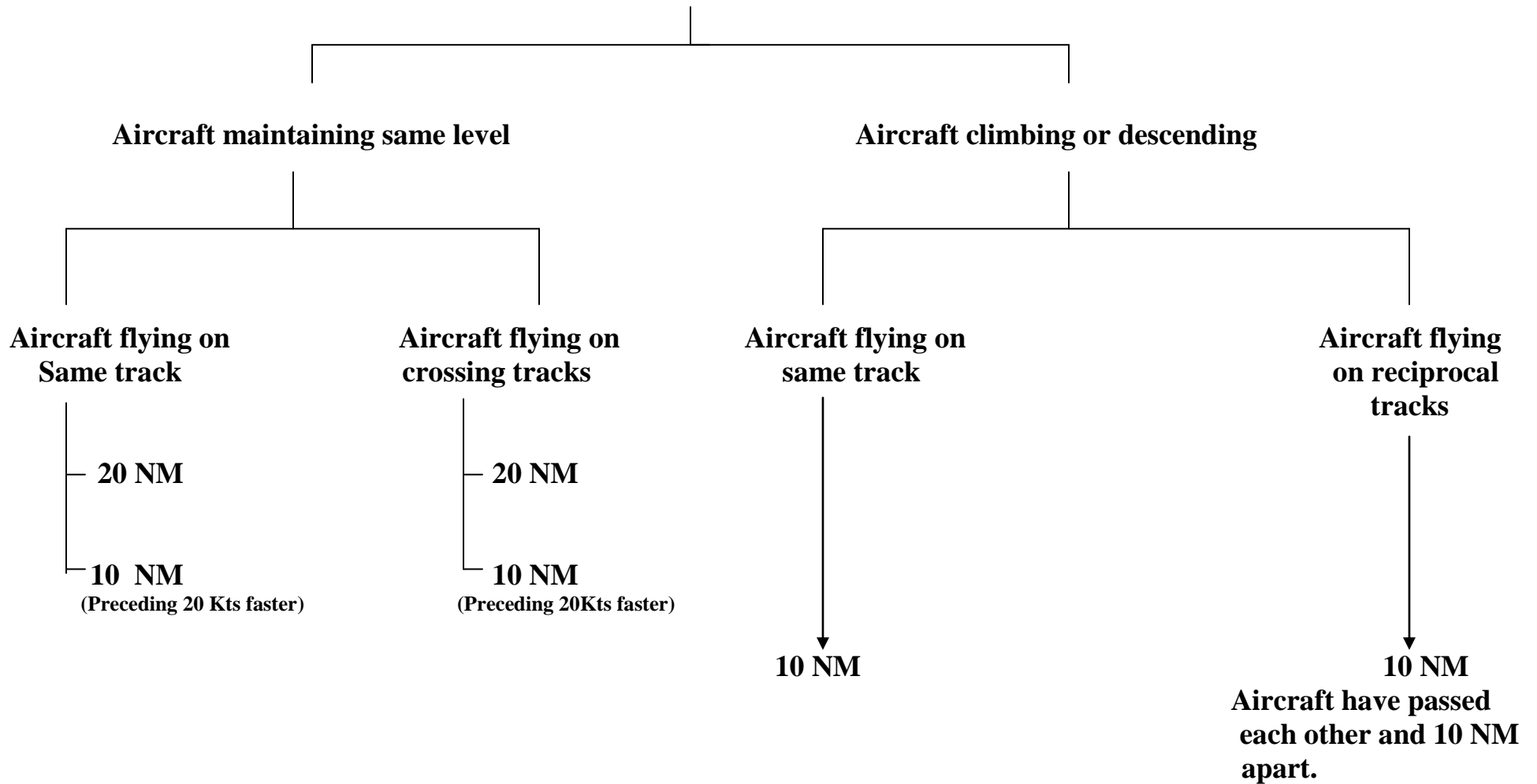
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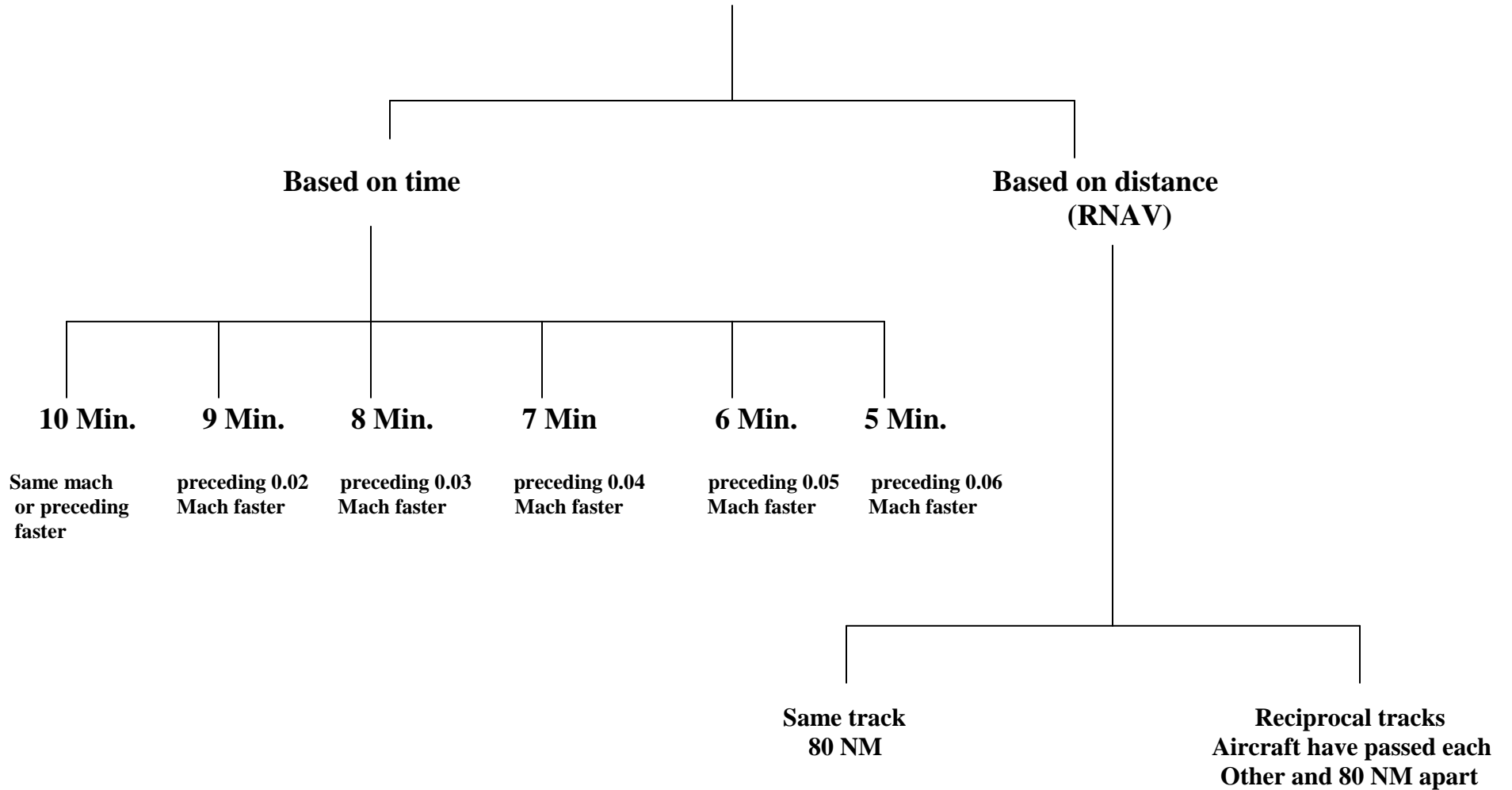
# LONGITUDINAL SEPARATION BASED ON TIME



# LONGITUDINAL SEPARATION BASED ON DISTANCE ( DME )

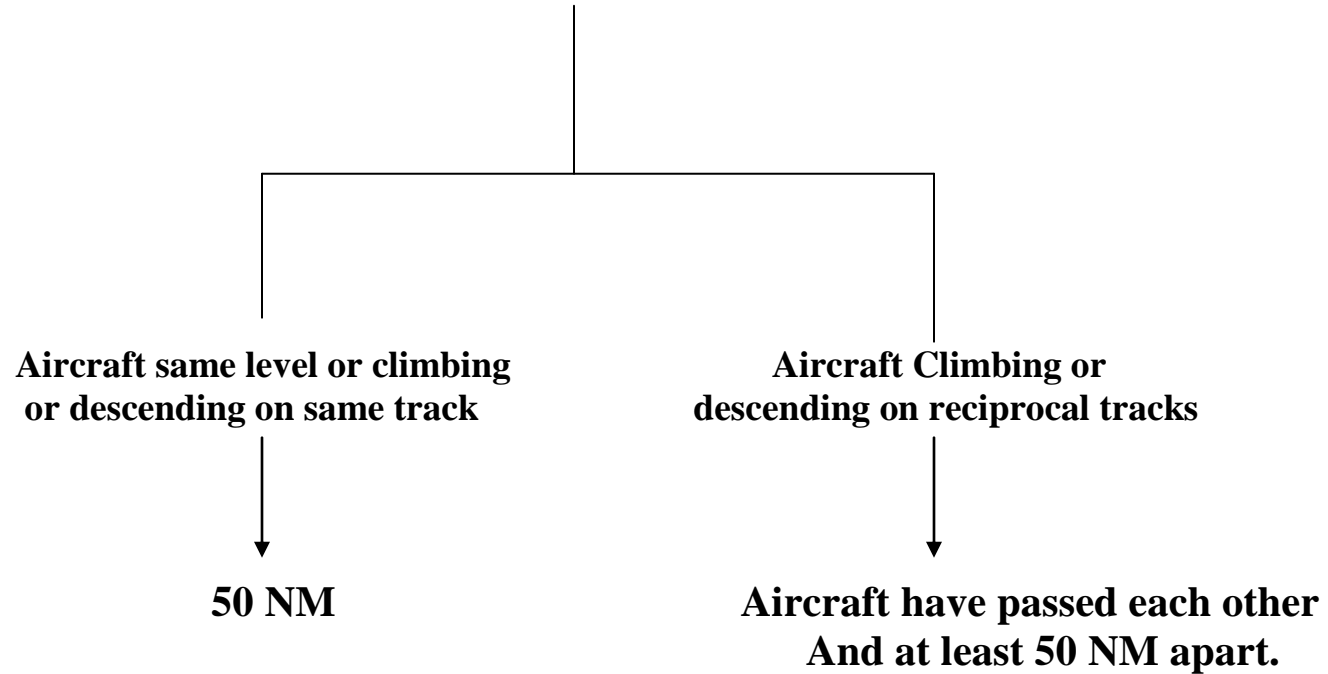


**LONGITUDINAL SEPARATION WITH MACH NUMBER TECHNIQUE**



**Longitudinal Separation Based on Distance Using RNAV Where RNP is Specified**

**( RNP 10)**

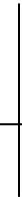


## Separation Of Aircraft Holding In Flight



**Vertical separation shall be applied between aircraft holding  
In flight and other aircraft as far as the other  
Aircraft within 5 Minutes flying time of the  
Holding area**

## Separation Between Departing Aircraft



**One Minute**  
(Tracks diverging by 45 degrees  
immediately after take-off )

**Tow Minutes**  
( preceding aircraft 40Kts  
faster than the following aircraft  
and both will follow the same track)

**5 Minutes**  
(following departing aircraft  
will be flown through the level of  
preceding departing aircraft and  
both will follow the same track)  
**Note:** Both aircraft shall either  
maintain same climbing speed  
or the preceding aircraft is  
faster than the following aircraft

## Separation Between Departing Aircraft & Arriving Aircraft

**If An Arriving Aircraft Making Complete Instrument Approach ( Departing Aircraft Can Depart)**

**In any direction until arriving Aircraft started its procedure turn or base turn.**

**In a direction which is different by at least 45 degrees from the reciprocal of the direction of approach after the arriving aircraft reported procedure turn or base turn started.  
( Arriving aircraft shall be At least 3 Min. from the beginning of the runway).**

**If An Arriving Aircraft Making a Straight - In Approach**

**In any direction until 5 Min. before the arriving aircraft is estimated to be over the instrument runway.**

**In a direction which is different by at least 45 degrees from the reciprocal of the direction of approach.**

**Until 3 Min. before the arriving aircraft estimated to be over the beginning of the runway.**

**Before the arriving aircraft crosses a designated FIX on the approach track.**



# OWN Separation While In VMC

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## 1. Conditions Of Clearing a controlled Flight to Climb or Descend VMC Maintaining OWN Separation

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- a. Authorized by ATS Authority, AND
- b. Requested by aircraft, AND
- c. Agreed by the pilot of the other aircraft, AND
- d. Accepted by Controller, AND
- e. Achieved during hours of DAYLIGHT only, AND
- f. Aircraft flying in controlled airspace classes “ D ” and “ E “, AND
- g. Aircraft flying in Visual Meteorological Conditions (VMC), AND
- h. Aircraft will Maintain OWN Separation to ONE other aircraft ONLY and remaining in VMC, AND
- i. The clearance shall be for a specified portion of the flight and at or bellow 10000 Ft, during climb or descend, AND
- j. An IFR flight shall be provided with alternative clearance to be complied with in the event that flight in VMC cannot be maintained for the term of clearance.

*Note. For phraseology to be used, see Chapter 21 (Radio Telephony Procedures and Phraseologies) Item 21.11.1.3.*