

Figure IV-1 (see 3.1)

Note.— Calculations, based on TAS, of speed differentials of aircraft during climb may not be sufficiently accurate in all circumstances for determining if the procedure in 3.2 can be applied, in which case calculations based on IAS may be more suitable.

3.3 Five-minute separation at the time cruising levels are crossed if a departing aircraft will be flown through the level of a preceding departing aircraft and both aircraft propose to follow the same track (see Figure IV-3). Action must be taken to ensure that the five-minute separation will be maintained or increased when cruising levels are crossed.

4. Clearances for departing aircraft to climb maintaining own separation while in visual meteorological conditions

4.1 When requested by the aircraft and if so prescribed by the appropriate ATS authority a departing aircraft may be cleared to climb, subject to maintaining own separation and remaining in visual meteorological conditions until a specified time or to a specified location if reports indicate that this is possible.

Note.— See also Part III, Section 13.

5. Departing aircraft from parallel or near-parallel runways

Note.— Guidance material is contained in the Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (Doc 9643).*

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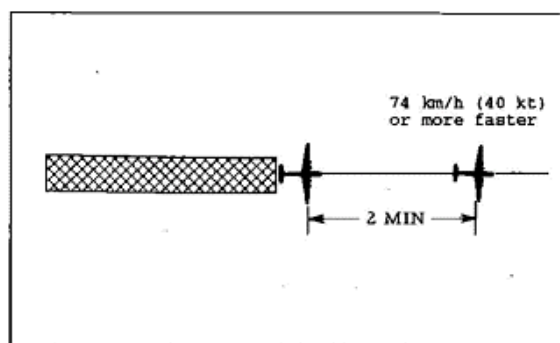


Figure IV-2 (see 3.2)

5.1 Parallel runways may be used for independent instrument departures as follows:

- both runways are used exclusively for departures (independent departures);
- one runway is used exclusively for departures while the other runway is used for a mixture of arrivals and departures (semi-mixed operation); and
- both runways are used for mixed arrivals and departures (mixed operation).

5.2 Independent parallel departures may be conducted from parallel runways provided:

- the runway centre lines are spaced by the distance specified in Annex 14, Volume I;
- the departure tracks diverge by at least 15 degrees immediately after take-off;
- suitable surveillance radar capable of identification of the aircraft within 2 km (1.0 NM) from the end of the runway is available; and
- ATS operational procedures ensure that the required track divergence is achieved.

6. Information for departing aircraft

Note.— See Part VIII, 4.3 regarding flight information messages.

* In preparation.