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Aerodrome control and visual separation near aerodromes: key figures

35 figures in 6 groups. Read the cue, say the figure, then check. Each group ends with a recap. Rules change: check the regulation in force.

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Designated positions in the circuit and taxi for tower clearances

6

From the taxi call to parking information.

Categories for landing priority

4

Categories (a) to (d), from a forced landing down to others.

Circuit control: recap

CUE	FIGURE	DETAIL
Designated positions in the circuit and taxi for tower clearances	6	From the taxi call to parking information.
Categories for landing priority	4	Categories (a) to (d), from a forced landing down to others.

Six clearance positions. Four landing priority categories.

Elements of a conditional clearance, in order

4

Call sign, condition, clearance, brief reiteration of the condition.

Conditional clearances: recap

CUE	FIGURE	DETAIL
Elements of a conditional clearance, in order	4	Call sign, condition, clearance, brief reiteration of the condition.

Visibility below which take-off visibility is given before taxi

10 km

Otherwise RVR, where applicable.

Information to aircraft: recap

CUE	FIGURE	DETAIL
Visibility below which take-off visibility is given before taxi	**10 km**	Otherwise RVR, where applicable.

> **Visibility 10 km.**

Highest level for a clearance to keep own separation in VMC

10 000 ft

3 050 m. Class D or E, by day, during climb or descent, on request and agreed.

Own separation: recap

CUE	FIGURE	DETAIL
Highest level for a clearance to keep own separation in VMC	**10 000 ft**	3 050 m. Class D or E, by day, during climb or descent, on request and agreed.

Height band below a preceding aircraft where wake minima apply

1 000 ft

300 m. Directly behind or crossing behind, at the same altitude or less than this below.

Parallel-runway spacing below which wake minima apply as on one runway

2 500 ft

760 m. Approach and departure.

Upper MCTOM of wake category LIGHT

7 000 kg

Or less.

Lower MCTOM of wake category HEAVY

136 000 kg

Excluding SUPER types.

Number of wake turbulence categories

4

SUPER (J), HEAVY (H), MEDIUM (M), LIGHT (L).

Arrival minimum, LIGHT behind HEAVY or MEDIUM

3 min

Not for arriving VFR or visual approaches.

Arrival minimum, LIGHT behind SUPER

4 min

Not for arriving VFR or visual approaches.

Arrival minimum, MEDIUM behind HEAVY

2 min

Not for arriving VFR or visual approaches.

Arrival minimum, MEDIUM behind SUPER

3 min

Not for arriving VFR or visual approaches.

Departure minimum, LIGHT or MEDIUM behind HEAVY, or LIGHT behind MEDIUM

2 min

Same runway, parallel under 760 m, or crossing paths.

Same departure cases, starting from an intermediate part of the runway

3 min

Intermediate part of the same runway, or parallel under 760 m.

Departure minimum, LIGHT or MEDIUM behind SUPER

3 min

Same runway, parallel under 760 m, or crossing paths.

Departure minimum, HEAVY behind SUPER

2 min

Same runway, parallel under 760 m, or crossing paths.

LIGHT or MEDIUM behind SUPER, starting from an intermediate part of the runway

4 min

Intermediate part of the same runway, or parallel under 760 m.

Displaced threshold, paths expected to cross, lighter against HEAVY

2 min

Or LIGHT against MEDIUM.

Heavier aircraft low or missed approach, lighter one goes the opposite way, against HEAVY

2 min

Or LIGHT against MEDIUM.

Wake turbulence: recap

CUE	FIGURE	DETAIL
Height band below a preceding aircraft where wake minima apply	**1 000 ft**	300 m. Directly behind or crossing behind, at the same altitude or less than this below.
Parallel-runway spacing below which wake minima apply as on one runway	**2 500 ft**	760 m. Approach and departure.
Upper MCTOM of wake category LIGHT	**7 000 kg**	Or less.
Lower MCTOM of wake category HEAVY	**136 000 kg**	Excluding SUPER types.
Number of wake turbulence categories	**4**	SUPER (J), HEAVY (H), MEDIUM (M), LIGHT (L).
Arrival minimum, LIGHT behind HEAVY or MEDIUM	**3 min**	Not for arriving VFR or visual approaches.
Arrival minimum, LIGHT behind SUPER	**4 min**	Not for arriving VFR or visual approaches.
Arrival minimum, MEDIUM behind HEAVY	**2 min**	Not for arriving VFR or visual approaches.
Arrival minimum, MEDIUM behind SUPER	**3 min**	Not for arriving VFR or visual approaches.
Departure minimum, LIGHT or MEDIUM behind HEAVY, or LIGHT behind MEDIUM	**2 min**	Same runway, parallel under 760 m, or crossing paths.
Same departure cases, starting from an intermediate part of the runway	**3 min**	Intermediate part of the same runway, or parallel under 760 m.
Departure minimum, LIGHT or MEDIUM behind SUPER	**3 min**	Same runway, parallel under 760 m, or crossing paths.
Departure minimum, HEAVY behind SUPER	**2 min**	Same runway, parallel under 760 m, or crossing paths.
LIGHT or MEDIUM behind SUPER, starting from an intermediate part of the runway	**4 min**	Intermediate part of the same runway, or parallel under 760 m.
Displaced threshold, paths expected to cross, lighter against HEAVY	**2 min**	Or LIGHT against MEDIUM.
Heavier aircraft low or missed approach, lighter one goes the opposite way, against HEAVY	**2 min**	Or LIGHT against MEDIUM.

RRSM daylight window starts

30 min

After local sunrise.

RRSM daylight window ends

30 min

Before local sunset.

RRSM Category 1 upper MCTOM, single-engine propeller

2 000 kg

Category 1 aircraft.

RRSM Category 2 upper MCTOM, exclusive

7 000 kg

Single-engine over 2 000 kg, and twin-engine propeller.

Number of RRSM aircraft categories

3

Categories one, two and three.

Minimum visibility for RRSM

5 km

Minimum for RRSM.

Minimum ceiling for RRSM

1 000 ft

300 m.

Maximum tailwind component for RRSM

5 kt

Tailwind not above this value.

RRSM landing, following Category 1, preceding Category 1 or 2 beyond the threshold

600 m

Preceding aircraft at least this far past the threshold.

RRSM landing, following Category 2, preceding Category 1 or 2 beyond the threshold

1 500 m

Preceding aircraft at least this far past the threshold.

RRSM landing, preceding Category 3 beyond the threshold, any following landing aircraft

2 400 m

Preceding aircraft at least this far past the threshold.

RRSM departure, succeeding Category 1, preceding Category 1 or 2 airborne

600 m

Preceding Category 1 or 2 airborne, at least this far past the succeeding aircraft.

RRSM departure, succeeding Category 2, preceding Category 1 or 2 airborne

1 500 m

Preceding Category 1 or 2 airborne, at least this far past the succeeding aircraft.

RRSM departure, preceding Category 3 airborne, any succeeding aircraft

2 400 m

Preceding departure at least this far past the succeeding aircraft.

Runway separation: recap

CUE	FIGURE	DETAIL
RRSM daylight window starts	**30 min**	After local sunrise.
RRSM daylight window ends	**30 min**	Before local sunset.
RRSM Category 1 upper MCTOM, single-engine propeller	**2 000 kg**	Category 1 aircraft.
RRSM Category 2 upper MCTOM, exclusive	**7 000 kg**	Single-engine over 2 000 kg, and twin-engine propeller.
Number of RRSM aircraft categories	**3**	Categories one, two and three.
Minimum visibility for RRSM	**5 km**	Minimum for RRSM.
Minimum ceiling for RRSM	**1 000 ft**	300 m.
Maximum tailwind component for RRSM	**5 kt**	Tailwind not above this value.
RRSM landing, following Category 1, preceding Category 1 or 2 beyond the threshold	**600 m**	Preceding aircraft at least this far past the threshold.
RRSM landing, following Category 2, preceding Category 1 or 2 beyond the threshold	**1 500 m**	Preceding aircraft at least this far past the threshold.
RRSM landing, preceding Category 3 beyond the threshold, any following landing aircraft	**2 400 m**	Preceding aircraft at least this far past the threshold.
RRSM departure, succeeding Category 1, preceding Category 1 or 2 airborne	**600 m**	Preceding Category 1 or 2 airborne, at least this far past the succeeding aircraft.
RRSM departure, succeeding Category 2, preceding Category 1 or 2 airborne	**1 500 m**	Preceding Category 1 or 2 airborne, at least this far past the succeeding aircraft.
RRSM departure, preceding Category 3 airborne, any succeeding aircraft	**2 400 m**	Preceding departure at least this far past the succeeding aircraft.

Landing: 600 m, 1 500 m, then 2 400 m. Daylight from 30 min after sunrise.