

TBS

Airport perspective

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What is TBS ?

- ❖ TBS, Time based separation, Isn't that just another separation based on time instead of distance...
...or is it a new system
...or infrastructure?
- ❖ TBS , does it really concern airports ?
- ❖ Isn't TBS another ANSP invention ?



What is TBS ?

- ❖ OK, in strong headwinds it might be effective but which airports or ANSPs do suffer from strong headwinds justifying investments in TBS ?



Airport capacity

- ❖ Airport peak capacity is, in broad terms, the sum of RWY/TWY/ APR/Terminal capacity
- ❖ RWY/TWY peak capacity is heavily dependent on ANSP capability to handle ARR/DEP traffic.
- ❖ Ability to handle ARR/DEP traffic during peak hours is extremely vital for airports with typical peak patterns



Airport capacity

- ❖ To develop a CBA, is it really worth the required effort ?
- ❖ There are other “conventional” means of achieving more capacity ...
- ❖ More asphalt/concrete
- ❖ RWY/TWY/Gates etc.



Where do we find information ?

- ❖ The key message is:
- ❖ Coordinate/Collaborate with your local ANSP.
- ❖ TBS is operational at LHR, why not call NATS/LHR
- ❖ TBS projects are initiated at WIE, CDG, CPH, ZRH why not call them too....
- ❖ Seek advice and help from SDM
- ❖ Seek support from Eurocontrol



Airport benefits (1/3)

- ❖ There can be benefits not only during weather conditions with strong headwinds.
- ❖ ANSPs could benefit from this system, enabling operation in a consistent manner regardless of weather conditions.
- ❖ Increased Airport capacity could be achieved through using the TBS tool and operational concept.



Airport benefits (2/3)

- ❖ Airport capacity constraints due to windy weather conditions can be reduced.
- ❖ TBS will reduce DLA and increase punctuality.
- ❖ TBS supports/promotes ANSPs and ATCOs to be more efficient in delivering arriving traffic regardless of weather conditions or wake turbulence categories.
- ❖ TBS will function in all modes of operations (Single/Mixed mode).



Airport benefits (3/3)

- ❖ TBS can provide airports with additional capacity without having to invest in expensive infrastructure.
- ❖ TBS gives “breathing space” for airports
- ❖ TBS will improve “customer” relations between ANSP and Airport.
- ❖ ... Probably more benefits to come...



Conclusions

- ❖ TBS as a means to increase airport capacity, cannot and must not be ignored.
- ❖ TBS can be a very cost-effective way of increasing airport capacity not limited to strong headwind conditions
- ❖ TBS can provide airports with additional capacity without having to invest in expensive infrastructure.
- ❖ TBS is applicable not only to capacity constrained airports.

Thank you for your attention

Any questions?

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Happy Airlines
Happy ATC**