

Edinburgh Airport ACP Support

SID Options Analysis

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- Simulation tools offer a 'first cut' assessment of operational scenarios. Changes to operations must not be implemented without first completing all appropriate actions, which may include further analytical assessment, real-time simulation, operational trials, safety assessment and obtaining regulatory approval.
- When interpreting results from simulation models, please note that models generally present an optimistic view of operations because events such as aircraft technical problems, pilot-ATC communication errors, variation in ATC/pilot performance, weather and slot compliance are not modelled.
- It should be noted that whilst every effort has been made to ensure that the modelled scenarios are as representative of real life as is possible, fast-time computer simulations can never predict future ATM operations with 100% certainty. Any business decisions made based on the outputs of such modelling need to take these uncertainties into account as well as all assumptions made during the modelling process.

- This analysis is in support of the Edinburgh ACP.
- It assesses the difference in departure capacity of two different SID options for Runway 06 departures. The two options are as follows:
 - a) The H-GOSAM SID being available for Jet traffic, with increased separation required when following non-Jet traffic using the H-TALLA SID;
 - b) Moving all flights which would use the H-GOSAM SID to the E-GOSAM SID, reducing the requirement for increased separations between Jets and non-Jets on the H SIDs but increasing the load on the E-GOSAM SID.

Departure Runway Holding Area (RHA) Delay: The time spent waiting to use the Runway by departing flights.

Runway 06 departures (2016: 19% - 69 days per year)

