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**AIP
SUPPLEMENT
NR 03/23
DATE:16 /03/2023**

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AERODROME (AD)

1. Introduction

- 1.1 This AIP Supplement is to inform airline operators and pilots of the closure of a portion of taxiway E1 and other associated taxiways to facilitate construction work activities on E1 from 19 March 2023, 0300UTC for a period of approximately 320 days. The projected finish date is 2 February 2024. This end date can be extended due to work requirements.**
- 1.2 Please refer to Attachment A for the location of the construction zone. The work zone will be demarcated by barricades and supplemented with visual aids such as white crosses.**
- 1.3 NOTAMs will be issued notifying operators of the closures as well as changes to the works schedule and any other additional requirements such as Holding Fuel.**

2. Closure of Taxiways and Aircraft Stands

- 2.1 Closure of taxiways and aircraft stands affected by the works are tabulated below**

| Taxiways / Aircraft Stands | Closure period | Chart |
|---------------------------------------|--|--------------|
| E1 between E2 and E13 | 19 March 2023, 0300UTC To 2 February 2024, 2000UTC | Attachment A |
| E3, E4, E5 and E14 | Closed and Decommissioned | Attachment A |
| Aircraft 80's Stands and Compass area | Closed and Decommissioned | Attachment A |

3. Air Traffic Management (ATM) – Use of Runways

3.1 Normal Operations

3.1.1 Normal operations will continue with the use of Segregated Parallel Runway operations as currently exist.

| | | |
|-----------|---|---|
| RWY 15L/R | Departures RWY 15 L <i>(Note 1: in the event of a rejected take-off aircraft will be instructed to vacate via E2, or RWY 33R Loop 2 or Loop1).</i> <i>(Note 2: Medium and smaller aircraft may be offered a 180 degree turn on the runway and backtrack)</i> | Arrivals RWY 15R |
| RWY 33L/R | Departures RWY 33L | Arrivals RWY 33R <i>(Note 1: Arriving aircraft will be instructed to roll to the end of the runway and vacate via Loop 1 or Loop 2);</i> <i>(Note 2: if aircraft require RWY 33R for departure, spacing between arriving aircraft will be increased to 15NM)</i> |

3.1.2 Aircraft requiring RWY 33R for departure, will be instructed to enter the runway via the RWY 15L Loop 2, backtrack, and to expedite vacating via E2.
(Note: The E2 intersection with E1 has been modified to allow both left and right turns into and out of taxiway E2 for aircraft up to and including Code 4E aircraft.)

3.2 Single Runway Operations

3.2.1 In the event RWY 15R/33L becomes unavailable, there will be traffic management implications for single runway operations when using RWY 15L or RWY 33R due to the WIP on taxiway E1.

3.2.2

| RWY 15L | |
|--------------------|---|
| Departures: | Normal operations |
| Arrivals: | <ul style="list-style-type: none"> • Up to 4 aircraft sequenced to land in trail • Following traffic to expect delays of up to 10 minutes • CAT I ILS only |

3.2.3

| RWY 33R | |
|--------------------|--|
| Departures: | Normal operations <i>(Note: Aircraft will be instructed to enter the runway via the RWY 15L Loop 2, backtrack, and to expedite vacating via E2)</i> |
| Arrivals: | Normal operations <i>(Note: in trail spacing will be increased to 15NM between arriving aircraft to facilitate backtracking of departing traffic. Speed reductions or delays can be expected)</i> |

3.2.4 When single runway operations are in use, a NOTAM will be issued notifying operators of holding fuel requirements.

3.3 **Other ATM Considerations**

3.3.1 **Holding Fuel:**

A NOTAM will be issued with Holding Fuel requirements when it becomes apparent Single Runway Operations will be required .

3.3.2 **Enroute and Terminal Area Holding:**

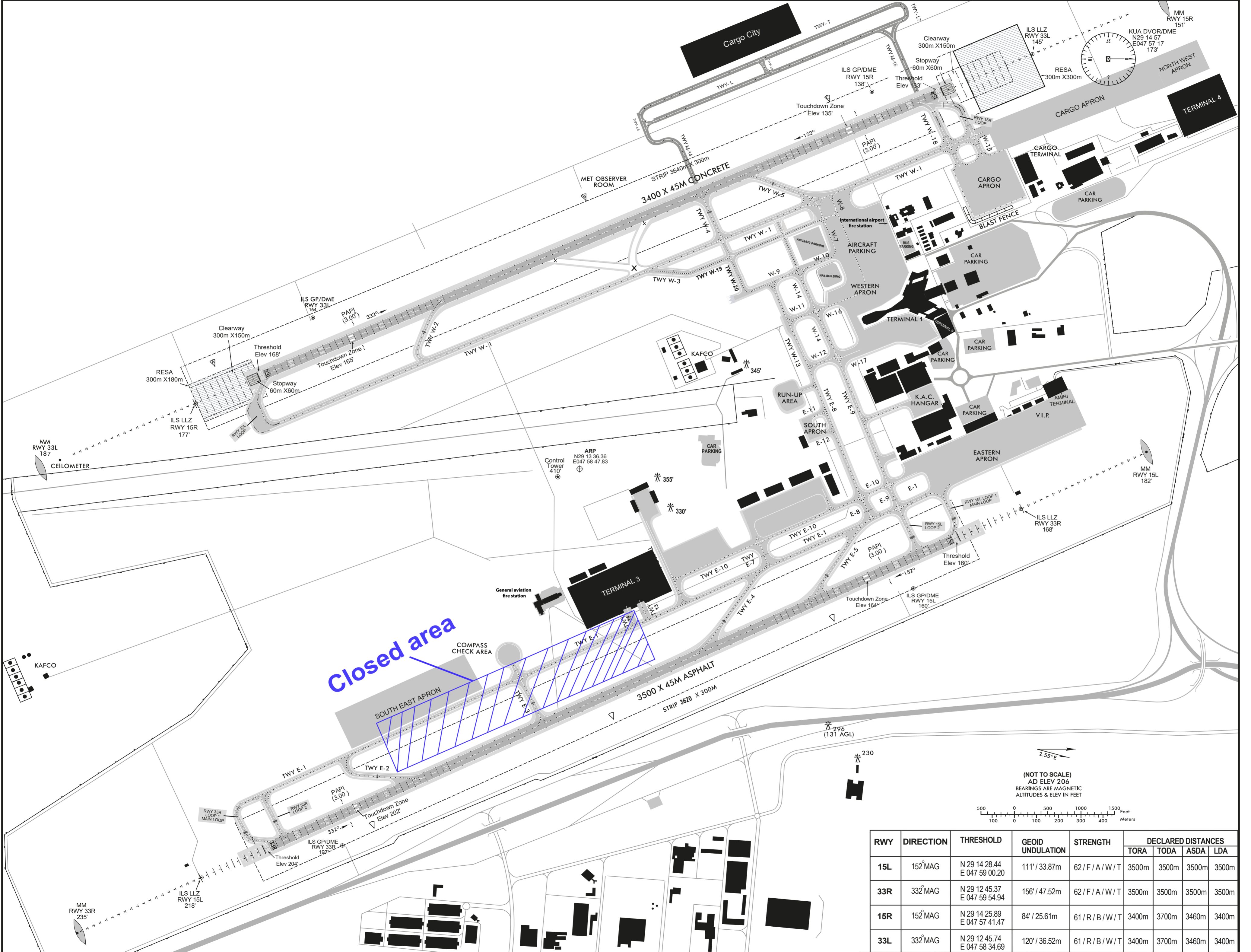
Holding must be expected particularly in Single Runway Operations due to capacity limitations on the ground. Pilots must be prepared for this event.

3.3.3 **Start Clearances on Departure:**

Pilots must be prepared for ground delays, especially during Single Runway operations. Any ground delays will be notified by Clearance Delivery at time of Clearance request. The intention is for ATC to advise expected delays for start or an expected start time.

END

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| RWY | DIRECTION | THRESHOLD | GEOID UNDULATION | STRENGTH | DECLARED DISTANCES | | | |
|-----|-----------|---------------------------------|------------------|--------------------|--------------------|-------|-------|-------|
| | | | | | TORA | TODA | ASDA | LDA |
| 15L | 152° MAG | N 29 14 28.44 E 047 59 00.20 | 111' / 33.87m | 62 / F / A / W / T | 3500m | 3500m | 3500m | 3500m |
| 33R | 332° MAG | N 29 12 45.37 E 047 59 54.94 | 156' / 47.52m | 62 / F / A / W / T | 3500m | 3500m | 3500m | 3500m |
| 15R | 152° MAG | N 29 14 25.89 E 047 57 41.47 | 84' / 25.61m | 61 / R / B / W / T | 3400m | 3700m | 3460m | 3400m |
| 33L | 332° MAG | N 29 12 45.74 E 047 58 34.69 | 120' / 36.52m | 61 / R / B / W / T | 3400m | 3700m | 3460m | 3400m |