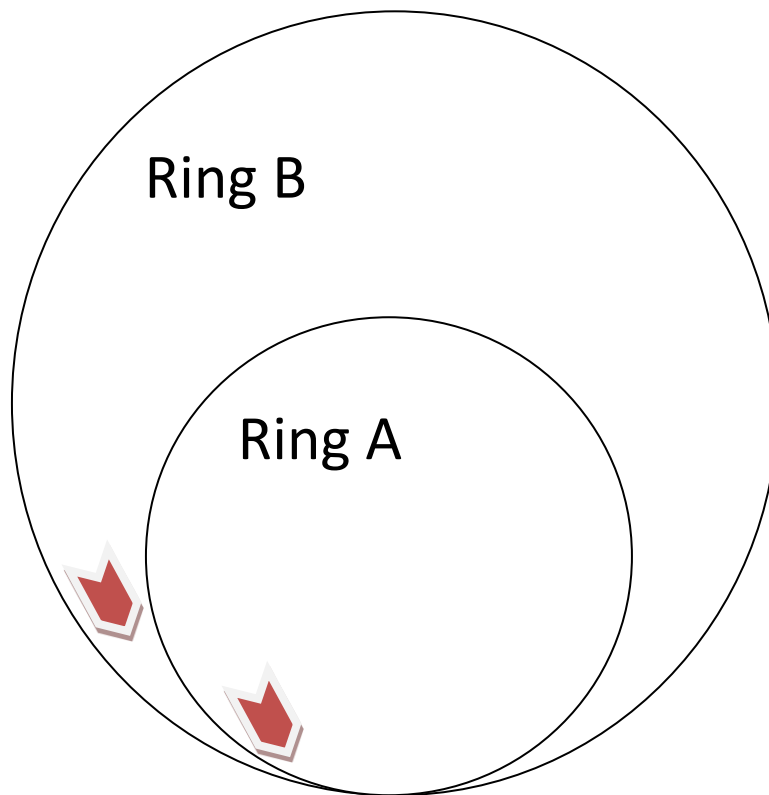




Path of aircraft in their circular descent



Ring B is for full size narrow bodies. Nominal radius 3-3.5 NMi

Ring A is for light weight, jet and turboprop, Nominal radius 2-2.5 NMi

The radius is uniquely computed using the incoming direction and altitude for a precision, stabilized exit from the stack at 1 FL (flight level). By adding additional laps to the circular descent, the radius can be decreased to a desired value.

The exit from all stacks is at 1 FL, aligned with the runway.

The aircraft in all stacks are sequenced by their ETA to maintain safe separation for the final approach.

Safe wake turbulence separation is automatic in the 2 ring concept.

VSAT benefits are:

1. Reduced fuel consumption
2. Reduced emissions
3. Reduced landing noise
4. Improve airport efficiency
5. Improved Safety (wake avoidance)
6. Autonomous Capability for “pilotless” aircraft (future)
7. Wake avoidance: VSAT rings provide descent avoidance
8. ETA is the best method of ensuring adequate separation for all A/C.
9. The airport ATC uses ASD/B to verify safe separation
10. Separating aircraft by weight class facilitates airport taxing.