

TEL : 82-53-668-0255  
FAX : 82-53-668-0277  
AFS : RKRRYNYX  
E-mail : aais@korea.kr  
Web : http://ais.casa.go.kr

**REPUBLIC OF KOREA**  
**Ministry of Land, Infrastructure and Transport**  
**Office of Civil Aviation**  
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

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**A D : SEOUL/Incheon INTL(RKSI), SEOUL/Gimpo INTL(RKSS)**

**TRIAL OPERATION OF RE-CATEGORIZATION(RECAT) WAKE TURBULENCE**  
**SEPARATION MINIMA WITHIN SEOUL TMA**

**1. INTRODUCTION**

As ICAO PANS-ATM revised in November 2020, RECAT wake turbulence(WT) separation minima will be used at Seoul TMA(RKSI, RKSS). The RECAT WT separation minima is based on a grouping of aircraft types into seven groups(A to G).

**2. PERIOD**

From 1600 UTC 15 DEC 2021 To 1600 UTC 14 DEC 2022

**3. APPLICATION**

- (1) Applicable airport : Incheon INTL Airport(RKSI), Gimpo INTL Airport(RKSS)
- (2) Applicable area : Seoul TMA, Incheon control zone and Gimpo control zone
- (3) RECAT WT separation minima is applied for arrival and departure phases, when the aircraft is in the air.
- (4) For take-off phase, time based RECAT WT separation minima described in ICAO PANS-ATM is not applicable.
- (5) RECAT WT group designators are described as follows:

RECAT Group	MTOW	Wing Span	Example
GROUP A	136 000 kg or more	74.68 m < A ≤ 80.0 m	A380
GROUP B		53.34 m < B ≤ 74.68 m	A359, B748, B773
GROUP C		38.1 m < C ≤ 53.34 m	B767, MD11
GROUP D	less than 136 000 kg, but more than 18 600 kg	32.0 m < D	A320, B737
GROUP E		27.43 m < E ≤ 32.0 m	E190, GLEX
GROUP F		F ≤ 27.43 m	GLF4, CRJ7
GROUP G	18 600 kg or less	No wing span criterion	C525, C172

- (6) The following separation minima will be provided between the leading aircraft and the succeeding aircraft as specified in 3.(6).a, 3.(6).b or 3.(6).c.

Leading Aircraft Group	Succeeding Aircraft Group	Separation Minima
A	B	4 NM
	C	5 NM
	D	5 NM
	E	6 NM
	F	6 NM
	G	8 NM
B	B	3 NM
	C	4 NM
	D	4 NM
	E	5 NM
	F	5 NM
	G	7 NM
C	D	3 NM
	E	3.5 NM
	F	3.5 NM
	G	6 NM
D	G	4 NM
E	G	4 NM

- An aircraft is operating directly behind another aircraft at the same altitude or less than 1 000 ft below.
- Both aircraft are using the same runway, or parallel runways separated by less than 760 m.
- An aircraft is crossing behind another aircraft, at the same altitude or less than 1 000 ft below.

#### 4. PILOT PROCEDURES

The implementation of RECAT WT separation minima will not affect pilot procedure in any how. Nothing is changing with regard to flight planning and flight management. As separation minima will be reduced in most cases, pilots should however pay attention to the following points;

- It is important to comply with ATC speed restriction at all times especially to maintain the speed on final approach as described in RKSJ AD 2.22, RKSS AD 2.22, each instrument approach charts or assigned by ATC. If for any reason, a speed cannot be maintained then the pilot must inform ATC as soon as possible.
- Pilot should communicate the correct aircraft type(including series) on first contact with Seoul Approach.
- Aircraft are expected to vacate the runway expeditiously and pilots are reminded to keep moving until the aircraft is completely clear of the runway.
- The WT designator on the ICAO flight plan does not change. Pilots will continue to fill in the flight plan WT in item 9 with the ICAO aircraft category, H, M or L and J for SUPER category.
- For aircraft in the ICAO SUPER or HEAVY WT categories the suffix of 'SUPER' or 'HEAVY' does not change. On first transmission, the word "SUPER" or "HEAVY" shall still be included.
- It is not necessary or required for pilots to know their RECAT WT aircraft group.

## **5. WAKE TURBULENCE ENCOUNTER REPORT**

- (1) In order to conduct the safety assessment for wake turbulence separation minima by RECAT, Wake Turbulence Encounter Reports should be collected. Information contained in the collected reports shall be used only for safety assessment.
- (2) Action to be taken by pilot  
When a pilot have encountered wake turbulence, a pilot submit the Wake Turbulence Encounter Report (hereinafter referred to as "the report").
- (3) Action to be taken by aircraft operators  
The operator will promptly send the report submitted by the pilot to the report destination in 5.(4).  
Note that the reporting form is available on KAIRS website <[www.airsafety.or.kr/kairs](http://www.airsafety.or.kr/kairs)>.
- (4) Address
  - a. Internet, mobile homepage : [www.airsafety.or.kr/kairs](http://www.airsafety.or.kr/kairs) → click [web reporting]  
(Fill out the reporting form → submit)
  - b. E-mail : [kairs@kotsa.or.kr](mailto:kairs@kotsa.or.kr)  
(Download and fill out the form, and send it to the email address of the KAIRS manager.)
  - c. Mail : 17, Hyeoksin 6-ro, Gimcheon-si, Gyeongsangbuk-do, Korea  
(Yulgok-dong, Korea Transportation Safety Authority)  
ATTN : Manager of KAIRS  
TEL : +82-54-459-7391  
FAX : +82-54-459-7149

## **6. REMARK**

Any change to the contents of these pages will be notified by NOTAM.