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GEN : NIL

ENR : NIL

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 separation minima will be used at Seoul TMA(RKSI, RKSS). The RECAT wake turbulence separation minima are 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 2024

3. APPLICATION

- (1) Applicable airport : Incheon INTL Airport(RKSI) and Gimpo INTL Airport(RKSS)
- (2) Applicable area : Seoul TMA, Incheon control zone, and Gimpo control zone
- (3) RECAT wake turbulence separation minima are applied for arrival and departure phases when the aircraft is airborne.
- (4) For take-off phase, the time-based RECAT wake turbulence separation minima described in ICAO PANS-ATM are not applicable.
- (5) RECAT wake turbulence 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 application of RECAT wake turbulence separation minima will not affect the pilot procedure mostly. Nothing has changed with regard to flight planning and flight management. As the separation minima will be reduced in most cases, pilots should pay attention to the following points;

- (1) It is important to comply with ATC speed restriction at all times, especially on the final approach course. The pilot must inform ATC as soon as possible if the speed cannot be maintained.
- (2) Pilots should report the type of the aircraft(including series) on the initial contact with Seoul Approach.
- (3) It is expected for pilots to vacate the runway expeditiously until the aircraft is completely clear of the runway.
- (4) The wake turbulence designator of the ICAO flight plan does not change. Pilots will continue to fill in the flight plan wake turbulence in item 9 with the ICAO aircraft category, H, M or L and J for SUPER category.
- (5) Pilots should include the word "SUPER" or "HEAVY" regarding the type of aircraft ICAO wake turbulence categories on the initial call. The suffix of 'SUPER' or 'HEAVY' has not been changed.
- (6) It is not required for pilots to know their RECAT wake turbulence aircraft group.

5. WAKE TURBULENCE ENCOUNTER REPORT

- (1) In order to conduct the safety assessment for wake turbulence separation minima by RECAT, it is required to collect Wake Turbulence Encounter Reports, and the information contained in the reports would be used only for the purpose of safety assessment.
- (2) Action to be taken by pilot
When the pilot may have encountered wake turbulence, the pilot should submit the Wake Turbulence Encounter Report(hereinafter referred to as "the report").
- (3) Action to be taken by aircraft operators
The operator is recommended to promptly send the report submitted by the pilot to the report destination in 5.(4). The reporting form is available on KAIRS website
<<https://www.airsafety.or.kr>>.
- (4) Address
 - a. Internet, mobile homepage : <https://www.airsafety.or.kr> → click[web reporting]
(Fill out the reporting form → submit)
 - b. E-mail : 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
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6. REMARK

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

(AIP SUP 37/22 is hereby superseded)