

Caution Wake Turbulence: New Rules for the EU

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What Wake Turbulence Category is a B757? That long favoured question by Dispatch Trainers and ATC Instructors will become a thing of the past under new rules slowly being introduced in Europe, where the current four (Light, Medium, Heavy, Super) will become **six**. The first place you will see this happening is at LFPG/Paris Charles de Gaulle and LFPB/Paris Le Bourget, from 22 MAR 2016.

Those **six new categories** are Light, Medium (with Lower and Upper), and Heavy (with Lower, Upper and Super). The rules are part of the RECAT-EU project, with the intention of squeezing more traffic into busy European Airports by applying more precise turbulence separation rules.

The separation minima are determined specific to each Aircraft Pair. For example, at the moment, an A330 following a B777 (Heavy behind heavy) requires 4 miles in trail. With the new rules, that is reduced to **3nm**. An A320 can now follow 4 miles behind a B777, instead of the current 5nm.

There are no Flight Planning Changes (continue to use /L,M,H,J for the ICAO Category). For crews, you'll notice the smaller separation, but there are no changes to callsigns or pilot obligations - for now.

New Wake Turbulence Categories		
Phased Introduction from 22MAR2016		
	Max Take Off Weight (MTOW)	Wing Span
SUPER HEAVY		> 72m
UPPER HEAVY	100,000 KGS +	60 – 72m
LOWER HEAVY		< 52m
UPPER MEDIUM	15 – 100,000 KGS	> 32m
LOWER MEDIUM		< 32m
LIGHT	15,000 KGS -	

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SUPER HEAVY	UPPER HEAVY	LOWER HEAVY	UPPER MEDIUM	LOWER MEDIUM	LIGHT
A380	B777*	B757*	B737-6	B737-3	D328
	B747*	B767*	B737-7	B737-4	FA10/20
A124	B787*		B737-8	B737-5	C560
			B737-9		C56X
	A340*	A310*	A318	all ATR	C650
	A330*	A300*	A319	all DH8	C680
	A350*		A320	all BAE	H25B
			A321	all CRJ	LJ35/45
	IL96	C135	C130/C160		SF34
	AN22	MD11/DC10	all MD80	EMB 135	SW4
		IL76	MD90	at 195	BE40
	* all current types	TU95/22	TU204		EMB120
		*all types	BCS1	F70/F100	
			BCS3	GLF2/4	
				CL30/60	

References:

- **France AIC 03/16**
- **Eurocontrol RECAT-EU Project**