

**ATTACHMENT A** to [Include reference here]]

**GUIDANCE ON A380-800 WAKE VORTEX ASPECTS**  
**(Issued on 30 June 2008)**

**1. INTRODUCTION**

This guidance is based on the current outcome of work by an ad hoc group of experts under the auspices of the United States Federal Aviation Administration, the European Organisation for the Safety of Air Navigation (Eurocontrol), the Joint Aviation Authorities and the manufacturer. A review by the ad hoc group of the current wake turbulence categorization scheme is under way.

The Airbus A380-800, with a maximum take-off mass in the order of 560 000 kg, is the largest passenger aircraft ever to enter into revenue service. The aircraft is in the HEAVY wake turbulence category and the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) apply. However, as vortices generated by the A380-800 are more substantial than for other aircraft in the HEAVY wake turbulence category, this guidance recommends an increase in relation to the wake turbulence separation minima published in the PANS-ATM. This is intended to ensure that aircraft operating near an A380-800 do not encounter wake vortices of a greater magnitude than are generated by other aircraft in the HEAVY wake turbulence category. States are strongly encouraged to implement this guidance pending an amendment to the PANS-ATM.

*Note. — For ease of reference, related PANS-ATM provisions are indicated below.*

**2. INDICATION OF AIRCRAFT TYPE**  
(PANS-ATM 4.9.2 and Appendix 2)

2.1 For A380-800 aircraft the letter "J" should be entered into the space allocated to wake turbulence under Item 9 of the ICAO flight plan.

2.2 For A380-800 aircraft the expression "SUPER" should be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units.

**3. NON-RADAR WAKE TURBULENCE LONGITUDINAL SEPARATION MINIMA**  
(PANS-ATM 5.8.2, 5.8.3, 5.8.4 and 5.8.5)

**3.1 Arriving aircraft**

The following non-radar separation minima should be applied to aircraft landing behind an A380-800 aircraft:

- a) MEDIUM aircraft behind an A380-800 aircraft — 3 minutes;
- b) LIGHT aircraft behind an A380-800 aircraft — 4 minutes.

### **3.2 Departing aircraft**

3.2.1 A minimum separation of 3 minutes should be applied for a LIGHT or MEDIUM aircraft and 2 minutes for a non-A380-800 HEAVY aircraft taking off behind an A380-800 aircraft when the aircraft are using:

- a) the same runway;
- b) parallel runways separated by less than 760 m (2 500 ft);
- c) crossing runways if the projected flight path of the second aircraft will cross the projected flight path of the first aircraft at the same altitude or less than 300 m (1 000 ft) below;
- d) parallel runways separated by 760 m (2 500 ft) or more, if the projected flight path of the second aircraft will cross the projected flight path of the first aircraft at the same altitude or less than 300 m (1 000 ft) below.

3.2.2 A separation minimum of 4 minutes should be applied for a LIGHT or MEDIUM aircraft when taking off behind an A380-800 aircraft from:

- a) an intermediate part of the same runway; or
- b) an intermediate part of a parallel runway separated by less than 760 m (2 500 ft).

### **3.3 Displaced landing threshold**

A separation minimum of 3 minutes should be applied between a LIGHT or MEDIUM aircraft and an A380-800 aircraft when operating on a runway with a displaced landing threshold when:

- a) a departing LIGHT or MEDIUM aircraft follows an A380-800 aircraft arrival; or
- b) an arriving LIGHT or MEDIUM aircraft follows an A380-800 aircraft departure if the projected flight paths are expected to cross.

### **3.4 Opposite direction**

A separation minimum of 3 minutes should be applied between a LIGHT or MEDIUM aircraft and an A380-800 aircraft when the A380-800 aircraft is making a low or missed approach and the LIGHT or MEDIUM aircraft is:

- a) utilizing an opposite-direction runway for take-off; or
- b) landing on the same runway in the opposite direction, or on a parallel opposite-direction runway separated by less than 760 m (2 500 ft).

**4. RADAR WAKE TURBULENCE SEPARATION MINIMA**  
(PANS-ATM 8.7.4.4 and 8.7.4.4.1)

4.1 The following wake turbulence radar separation minima should be applied to aircraft in the approach and departure phases of flight in the circumstances given in 4.2.

<i>Preceding aircraft</i>	<i>Succeeding aircraft</i>	<i>Wake turbulence radar separation minima</i>
A380-800/ non-A380-800 HEAVY	A380-800	Not required*
A380-800	Non-A380-800 HEAVY	11.1 km (6.0 NM)
A380-800	MEDIUM	13 km (7.0 NM)
A380-800	LIGHT	14.8 km (8.0 NM)

\*When a wake turbulence restriction is not required then separation reverts to radar separation minimum as prescribed by the appropriate ATS authority. The recommendation of the ad hoc group (safety case) indicated that no wake constraint exists for the A380-800 either following another A380-800 or a non-A380-800 HEAVY aircraft.

4.2 The minima set out in 4.1 should be applied when:

- a) an aircraft is operating directly behind an A380-800 aircraft at the same altitude or less than 300 m (1 000 ft) below; or
- b) both aircraft are using the same runway, or parallel runways separated by less than 760 m; or
- c) an aircraft is crossing behind an A380-800 aircraft, at the same altitude or less than 300 m (1 000 ft) below.

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