

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
SOUTHERN CALIFORNIA TERMINAL RADAR APPROACH CONTROL
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Southern California Terminal Radar Approach Control LETTER TO AIRMEN: LTA-SCT-12

Subject: FAA Aircraft Wake Turbulence Re-Categorization (RECAT) Phase II Implementation within Southern California Terminal Radar Approach Control (TRACON) airspace.

Cancellation: 09/25/2018

Background: RECAT is the safe decrease in separation standards between some aircraft types. Following a decade of worldwide collaborative research by experts in wake turbulence, extensive safety and risk analysis, and four years of RECAT Phase I operational experience at 23 major U.S. airports, it was concluded that the required separation criteria between certain aircraft could be safely decreased. RECAT Phase II will take advantage of the continuing evolution of wake mitigation strategies to further optimize aircraft separations for the fleet mix at a particular facility.

Implementation: Effective 0500 Pacific Daylight Time (PDT)/ 1200 Coordinated Universal Time (UTC), September 26, 2016, Southern California TRACON (SCT), Los Angeles Airport Traffic Control Tower (LAXT), Santa Ana John Wayne (SNA), San Diego Lindbergh Air Traffic Control Tower (SAN) Ontario Air Traffic Control Tower (ONT) and Burbank Air Traffic Control Tower (BUR) will be designated RECAT Facilities and will separate arrivals and departures using RECAT Phase II aircraft separation standards. All remaining Air Traffic Control Towers within the Southern California area will remain Non-RECAT Facilities, however, SCT will provide RECAT separation between arriving aircraft.

Discussion: RECAT Phase II is a pairwise separation matrix developed for the most common ICAO type designator aircraft that comprise 99% of the operations at 32 airports within the NAS. Each aircraft is addressed as both a leader and a follower in each pair. Aircraft are then assigned to a Wake Category instead of a Weight Class, based on wake-based data rather than weight-based data. For SCT, aircraft are grouped into seven Wake Categories based on the following definitions:

Category A – The A388

Category B – Upper Heavy aircraft.

Category C – Lower Heavy aircraft.

Category D – Large aircraft.

Category E – Small Plus aircraft with a maximum takeoff weight of more than 15,400 pounds up to 41,000 pounds.

Category F – Small aircraft with a maximum takeoff weight of 15,400 pounds or less.

Category G – Heavy aircraft not included in Category B or C.

RECAT separation standards are located in Federal Aviation Administration (FAA) Joint Order (JO) 7110.659C *Wake Turbulence Recategorization*. Refer to FAA (JO) [7110.123](#),

Wake Turbulence Recategorization (RECAT) — Phase II, Appendix A, for information on aircraft designator types and wake turbulence separation tables for SCT. Additional RECAT information can be found in Safety Alert For Operators (SAFO) #12007, #14007, and Information For Operators (InFO) #16016.

These documents are available online at:

http://www.faa.gov/regulations_policies/orders_notices

Please direct questions concerning RECAT to Kevin Teare, Traffic Management Officer, Southern California TRACON, 858 537-5907.

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