

**Wake Turbulence program** (Information contained in Pre-Read Briefing) – No discussion.

✧ **1<sup>st</sup> Solution Set:** Change 2 to FAA Order JO 7110.308 adding runways for EWR, MEM, and SEA was signed and effective on August 18, 2010. Work has begun to assess the centerline separation and threshold stagger for a new runway 26R at DEN to be compliant with JO 7110.308. In addition, work has begun on LAS and PHX for potential addition to JO 7110.308.

✧ **2<sup>nd</sup> Solution Set:**

- Wake Turbulence Mitigation for Departures (WTMD), another Closely Spaced Parallel Runways (CSPR) project, incorporates existing meteorological data and a simple technology solution to achieve additional departure capacity at 10 OEP airports. Terminal has determined that demonstration systems should be evaluated at IAH, SFO, and MEM to demonstrate the cost and benefits of WTMD prior to a decision to implement at additional airports from the ten original candidates.
- Wake Turbulence Mitigation for Arrivals (WTMA) is another project being developed in the second 2nd solution set. This is the data collection and development of a concept definition for WTMA. This effort expands on the procedures-only solutions to include more types of aircraft and the number of CSPRs that can realize increased arrival capacity in less than visual conditions. This project also expands on the technology and meteorological data used by WTMD to address the longer planning horizons and larger airspace with reduced separation that is necessary for the arrival solution. Wake data collection and analysis has begun at ATL and SFO in support of WTMA. ATO Terminal is developing requirements for a controller decision support tool called Automated Terminal Proximity Alert (ATPA) that will support dependent staggered separation changes required for WTMA.

✧ **3<sup>rd</sup> Solution Set:** Additionally the Wake Turbulence program is supporting a R&D project for single runway departures called CREDOS (Crosswind-Reduced Separation for Departure Operations) with the European community. CREDO involves longer term research and development activities. Also included in this third set is a single runway arrival solution.

✧ **Recategorization:** An international effort is being undertaken to re-categorize current wake categories. This multi-phased effort is seeking capacity gains in each phase and has application in all three solution sets. A joint FAA/EUROCONTROL recommendation for recategorization was presented to ICAO on September 16, 2010. This recommendation includes a 6 category system, a safety case supporting those recommendations, recommended assignment of all 9000+ ICAO registered aircraft to those categories and a methodology for categorizing new aircraft. The FAA and EUROCONTROL are working with ICAO toward approval of the recommendations over the next 18 to 24 months. A similar USA only effort underway is an attempt at a re-classification of the B757. This change was signed by System Operations and became effective on the 8th of April 2010. In addition, the weight boundary between Large and Heavy aircraft was adjusted to 300,000 effective the same date, thus making the boundary consistent with ICAO's weight boundary between Medium and Heavy. Interim guidance has been issued for the Boeing 747-8 aircraft. Flight tests are being conducted at FAT to determine a final set of wake separations for that aircraft. Analysis is ongoing for the Boeing 787-9 and 787-9 and a final set of wake separations will be issued for those aircraft shortly.