

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Louisville Standiford Airport Traffic Control Tower/TRACON
755 Grade Lane
Louisville, Kentucky 40213**

ISSUED: August 26, 2013

EFFECTIVE: September 9, 2013

LOUISVILLE STANDIFORD ATC TOWER LETTER TO AIRMEN NO. 13-1

SUBJECT: WAKE TURBULENCE RE-CATEGORIZATION (RECAT)

CANCELLATION: September 9, 2015

Effective September 9, 2013, the FAA and the Louisville Standiford ATCT/TRACON (SDF) will implement a new wake turbulence separation program known as Wake Turbulence Re-categorization (RECAT). RECAT re-categorizes wake turbulence separation minima to a new standard and is considered a component of the FAA's initiative to modernize airspace management. The new separation standards are based on years of joint research and development by the FAA, scientific experts in wake turbulence, and experts in safety and risk analysis.

RECAT places aircraft into six (6) categories (labeled A-F) for both departure and arrival separation. Categories will be based on the aircraft's actual wake turbulence characteristics; such as weight, approach speeds, wing characteristics, along with special consideration given to aircraft with limited ability to counteract adverse rolls.

Through a detailed system safety analysis, RECAT has proven to be as safe, or safer, than current separation standards while providing the opportunity for increased airspace efficiency. As a result of RECAT, pilots may see reductions in required and applied wake turbulence separation distances during takeoff, approach, and landing.

In conjunction with RECAT, SDF will incorporate use of the Automated Terminal Proximity Alert (ATPA). ATPA monitors all associated IFR aircraft that are on or near the final approach course, and will support RECAT by helping controllers consistently maintain precise minimum separation standards.

A Safety Alert For Operators (SAFO) covering the implementation of RECAT at SDF and some further facilities will be published later in September 2013. Other than the implementation dates and locations, the information in this SAFO will be the same as in the SAFO 12007 published October 18, 2012 for Memphis. The SAFO for Memphis can be found on the following link:
http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/media/2012/SAFO12007.pdf



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