

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Anchorage TRACON
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Anchorage TRACON

Effective: 12/16/2020 1400 (UTC)
Letter to Airmen: LTA-A11-4

Subject: FAA Consolidated Wake Turbulence (CWT) Radar Separation Standards Implementation within the Anchorage Terminal Radar Approach Control (TRACON) airspace.

Cancellation: 12/16/2022 0900 (UTC)

Background: Aircraft wake re-categorization(RECAT) is the safe decrease in separation standards between some aircraft types. Worldwide collaborative research by experts in wake turbulence, extensive safety and risk analysis, and over six years of RECAT operational experience at major U.S. airports has shown the required separation criteria between certain aircraft could be safely decreased. Consolidated Wake Turbulence (CWT) will take advantage of the continuing evolution of wake mitigation strategies to consolidate the benefits of previous RECAT efforts along with the standards of FAA Order JO 7110.65.

Implementation: Effective 0500 Alaska Standard Time/1400 Coordinated Universal Time (UTC), Wednesday, December 16, 2020, Anchorage Tower/TRACON (ANC/A11) will be designated a RECAT CWT facility and will separate arrivals and departures using RECAT CWT aircraft separation standards. The following Air Traffic Control Towers (ATCTs) within the Anchorage Approach Control areas will be designated as RECAT CWT facilities and will separate arrivals and departures using RECAT CWT aircraft separation standards.

- Ted Stevens Anchorage International Airport (ANC)
- Joint Base Elmendorf (EDF)
- Merrill Field (MRI)
- Bryant AAF (FRN)

Discussion: For Anchorage Tower/TRACON (ANC/A11), aircraft are grouped into nine Wake Categories based on the following definitions:

Category A – A388

Category B – Upper Heavy aircraft.

Category C – Lower Heavy aircraft.

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

Category E – B757 aircraft.

Category F – Upper Large aircraft excluding B757 aircraft.

Category G – Lower Large aircraft.

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

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

**This order changes the lower boundary of Upper Small aircraft from 12,500 pounds to 15,400 pounds, however, be aware, some Small Plus aircraft are categorized as Lower Small (Category I).*

Refer to FAA Order JO 7110.126, Consolidated Wake Turbulence Radar Separation Standards (CWT), for information on aircraft designator types and wake turbulence separation tables. There are no changes to existing radiotelephony usage, "HEAVY" and "SUPER" are used when applicable. RECAT information can also be found in Safety Alert For Operators (SAFO) #12007, #14007, and Information For Operators (Info) #16016. Additional wake turbulence information can be found in Advisory Circular (AC) 90-23G, "Aircraft Wake Turbulence," and the FAA "Aeronautical Information Manual (AIM)."

These documents are available online at: http://www.faa.gov/regulations_policies/orders_notices
(http://www.faa.gov/regulations_policies/orders_notices)

Please direct questions concerning Consolidated Wake Turbulence (CWT) to:

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