

**Twenty Eighth Meeting of the  
Informal South Pacific ATS Co-ordinating Group  
(ISPACG/28)**

**Papeete, Tahiti  
5-7 March 2014**

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**Agenda Item 4: Open Action Item AI 27-3**

**Wake Turbulence Category "J" for A380 and its Allocation in Item 9  
of the ICAO ATS FPL**

**Presented by IATA**

**Summary**

For A380-800 aircraft use of the expression “SUPER” is globally established and has to be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units.

The letter “J”, which signifies the ‘Super’ wake turbulence category, should therefore be globally accepted and processed as the WTC under Item 9 of the ICAO flight plan for Airbus A380-800 aircraft.

**References**

- ICAO interim State Letter (Ref. 05-0661-EN, November 10th 2005)
- ICAO State Letter (Ref. ES AN 4/44 - 0750, October 9th 2006)
- ICAO State Letter (Ref. TEC/OPS/SEP – 08-0294.SLG, July 8th 2008)
- ICAO, 1<sup>st</sup> Meeting APANPIRG ATM Sub-Group (ATM /SG/1), Bangkok, May 2013, FLIGHT PLAN 2012 POST IMPLEMENTATION REVIEW

**1. Introduction**

1.1 A State letter regarding wake turbulence aspects of Airbus A380-800 aircraft operations was issued by ICAO Paris and all ICAO Regional Offices on 08 Jul 2008.

1.2 There has been no further information issued either amending or withdrawing the information in that State Letter.

## 2. General

- 2.1 In 2008, State Letter AP080/08 circulated information and guidance material from ICAO Headquarters regarding wake turbulence considerations for Airbus A380 aircraft. The guidance material indicated that the letter J should be inserted into the space allocated for wake turbulence category in Item 9 of the ICAO flight plan and the expression “SUPER” should be included immediately after the aircraft call sign in the initial radiotelephony contact between A380-800 aircraft and ATS units.
- 2.2 The ICAO PANS-ATM amendment giving effect to FPL2012 did not include the letter ‘J’ as an available wake turbulence category indicator. Rather, wake turbulence indications remained unchanged from the previous version of PANS-ATM. In correspondence ICAO HQ did confirm however that the recommendations in the July 2008 State Letter were still valid.
- 2.3 As a result of the above, operators of A380-800 aircraft are faced with an absence of any globally consistent flight planning requirements and flight data processing treatment in terms of Item 9 of the FPL, e.g. some ANSPs will accept a ‘J’ in item 9 of the FPL; some will not accept a ‘J’; and others will accept a ‘J’ but manually or automatically convert it to an ‘H’. In a worst case scenario this means aircraft operators can be forced to file two versions of the same ICAO FPL to ANSPs – one with the WTC ‘J’ and one with the WTC ‘H’ – in order to prevent a rejection of the filed FPL. As an example, this occurs on routes between Dubai and the United States, and Dubai and Australia.

## 3. Action by the Meeting

- 3.1 The meeting is invited to:
- Note the information contained in this paper.
  - Individual ANSPs are respectfully asked to update the meeting regarding how this matter is addressed within their jurisdictions, and where relevant, advise the meeting of any plans to adopt WTC letter ‘J’ for A380 aircraft and upgrade their Flight Data Processing Systems to accept ‘J’ in item 9 of the filed ATS FPL.

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