

**Twenty Third Meeting of the  
Informal South Pacific ATS Co-ordinating Group (ISPACG/23)**

**Santiago, Chile, 26-27 March 2009**

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**Agenda Item 4: Review Open Action Items**

**A388 FLIGHT PLANNING ISSUES (“J” VS “H”)**

(Presented by Airservices Australia)

**SUMMARY**

There are ongoing issues concerning the flight planning of a wake turbulence category of “J” for the A388. This working paper seeks feedback from other ATS Units.

**1. INTRODUCTION**

- 1.1 ICAO has released a number of State letters recommending that Operators flight plan a wake turbulence category of “J” for A388. This has considerable impact on the software systems that have been implemented by many ATS Units.

**2. DISCUSSION**

- 2.1 With current Australian air traffic software, any flight plan that contains a wake turbulence category of a “J” is rejected. The Flight Data Coordinator (ATC assistant) is then required to amend the flight planned wake turbulence to an “H” and resubmit the flight plan into the system. This same process is probably being duplicated in the majority of ATS Units that have received the flight plan.
- 2.2 Similarly, if an AIDC message (e.g. ABI) is received containing a wake turbulence category of “J” it will also be rejected, requiring any changes contained in the AIDC message to be manually processed.

2.3 While the number of A388 operating is still relatively small (3 airlines operating 12 A388s flight planned through YBBB airspace during Feb 2009), these numbers can be expected to increase. Of these airlines:

**QFA** flight plans an “H” (at ASA request) for flights between Singapore and Australia, but a “J” for flights westbound from Singapore;

**UAE** flight plan “J”;

**SIA** flight plan “J”.

There is currently no benefit in flight planning a “J” – all that results is the flight plan being rejected and the wake turbulence being modified to an “H” anyway!

2.4 Airservices Australia has no immediate plans to implement a wake turbulence category of “J”.

## 2.5 Considerations

2.5.1 Prior to any ATS Unit adapting software to support a wake turbulence category of a “J” it is suggested that they consider the effects of AIDC messaging on adjoining ATS Units.

2.5.2 Consideration needs to be given to:

- What wake turbulence category should be sent to adjoining ATS Units in AIDC messages?
- What wake turbulence category will be received from adjoining ATS Units in AIDC messages (and how should it be processed)?

2.5.3 The consideration could also be extended to other types of flight plan messages (e.g. response to an RQP).

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Discuss the issues associated with the “J” wake turbulence category;
- b) Discuss any planned software implementation to support a “J” wake turbulence category.