

Contact

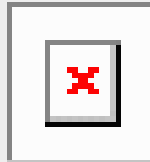
Post:

Aeronautical Information
Services
Department of Civil
Aviation
Private Bag B311
Lilongwe 3
Malawi.

Tel: +265 (0) 1 770577/586

Fax: +265 (0) 1 774 986/770
006

AFS: FWHQYOYX

Email: aishq@civilaviation.gov.mwaviationhq@malawi.netcivilavi@malawi.net**AIC for Malawi****AIC****A 4/2008****Effective from 08 AUG 2008****Published on 08 AUG 2008**

GUIDANCE ON A380 – 800 WAKE VORTEX ASPECTS

1 NOTICE

This AIC is only available in PDF. Please click the PDF link in the commands pane.

Transition Period and Exemption Process for Aircraft Unable to Comply with ACAS II Carriage and Operation Requirements on 01 January, 2000.

1.1 INTRODUCTION

- i. This guidance is based on the current outcome of work by an adhoc group of experts under the auspices of the US FAA, Euro – control, the Joint Aviation Authorities and the manufacturer.
- ii. The adhoc group has now provided updated guidance based on a revised safety case. Accordingly, the new guidance related to wake turbulence aspects of the Airbus A380 – 800 aircraft is contained here below.
- iii. The Airbus A380-800, with a maximum take-off mass in the order of 560, 000kg, is the largest passenger aircraft ever to enter into revenue service. The aircraft is in the HEAVY wake turbulence category and the procedures for Air Navigation Services – Air Traffic Management (PANS – ATM, DOC 4444) apply. However, as vortices generated by the A380 – 800 are more substantial than for other aircraft in the HEAVY wake turbulence category, the guidance recommends an increase in relation to the wake turbulence separation minima published in the PANS – ATM. This is intended to ensure that aircraft operating near A380 – 800 do not encounter wake vortices of a greater magnitude than are generated by other aircraft in the HEAVY wake turbulence category.
- iv. A separation minimum of 4 minutes should be applied for a LIGHT or MEDIUM aircraft when taking off behind an A380 – 800 aircraft from:
 - a. An immediate part of the same runway, or
 - b. An immediate part of a parallel runway separated by less than 760m (2500ft) A separation minimum of 3 minutes should be applied between LIGHT or MEDIUM and an A380 – 800 aircraft when operating on a runway with displaced landing threshold when:

1.2 Displaced Landing Threshold

A separation minimum of 3 minutes should be applied between a LIGHT or MEDIUM and an A380-800 when operating on runway with displaced threshold when:

- a. A departing LIGHT or MEDIUM aircraft follows an A380 – 800 aircraft arrival; or
- b. A arriving LIGHT or MEDIUM aircraft follows an A380 – 800 aircraft departure if the projected flight paths are expected to cross.

1.3 Opposite Direction

A separation minimum of 3 minutes should be applied between LIGHT or MEDIUM and an A380 – 800 aircraft when the A380 – 800 aircraft is making a low or missed approach and the LIGHT or MEDIUM aircraft is:

- a. Utilising an opposite – direction runway for take-off; or
- b. Landing on the same runway in the opposite direction, or on a parallel opposite – direction runway separated by less than 760m (2500ft)

1.4 Radar Wake Turbulence Separation Minima

The following wake turbulence radar separation minima should be applied to aircraft in the approach and departure phases of flight in the circumstances given in 4.2.

This circular is issued for guidance, information and necessary action.

A.C. Mtilatila

DIRECTOR OF CIVIL AVIATION