

# Wake Turbulence Schematic

Departure from teh same runway, using the same takeoff positions

Departing / Behind	Light	Medium	Heavy	Super
Light	1 Minute(s)	2 Minute(s)	2 Minute(s)	3 Minute(s)
Medium	1 Minute(s)	1 Minute(s)	2 Minute(s)	3 Minute(s)
Heavy	1 Minute(s)	1 Minute(s)	1 Minute(s)	2 Minute(s)
Super	1 Minute(s)	1 Minute(s)	1 Minute(s)	1 Minute(s)

Intersection departures

Departing / Behind	Light	Medium	Heavy	Super
Light	1 Minute(s)	3 Minute(s)	3 Minute(s)	4 Minute(s)
Medium	1 Minute(s)	1 Minute(s)	3 Minute(s)	4 Minute(s)
Heavy	1 Minute(s)	1 Minute(s)	1 Minute(s)	3 Minute(s)
Super	1 Minute(s)	1 Minute(s)	1 Minute(s)	1 Minute(s)

Arriving aircraft on APP

Arriving / Behind	Light	Medium	Heavy	Super
Light	1 Minute(s) (2.5 miles)	3 Minute(s) (3.5 miles)	3 Minute(s) (3.5 miles)	4 Minute(s) (5 miles)
Medium	1 Minute(s) (2.5 miles)	1 Minute(s) (2.5 miles)	2 Minute(s) (3 miles)	4 Minute(s) (10 miles)
Heavy	1 Minute(s) (2.5 miles)	1 Minute(s) (2.5 miles)	1 Minute(s) (2.5 miles)	1 Minute(s) (2.5 miles)
Super	1 Minute(s) (2.5 miles)	1 Minute(s) (2.5 miles)	1 Minute(s) (2.5 miles)	1 Minute(s) (2.5 miles)

NOTE concerning EKCH:

- 2 minutes shall be used when departing 22R, after a landing 22R of higher category
- 2 minutes shall be used between landings and departures when using 12/04R configuration
- Departure wake turbulence separation shall also be used between parallel departures, 22R and 22L

Types of Departure	Preceding A/C	Trailing A/C
Same SID	2nm from Threshold	Clear for Takeoff
Different SID	Passing Threshold	Clear for Takeoff
KEMAX after KEMAX (04R)	3nm from Threshold	Clear for Takeoff
Same SID – JET after PROP	Passing 2500'	Climb 3000' Clear for takeoff*

### Wake Turbulence Separation

↓Departing behind→	Light	Medium	Heavy	Super
Light	1 minute	2 minutes	2 minutes	3 minutes
Medium	1 minute	1 minute	2 minutes	3 minutes
Heavy	1 minute	1 minute	1 minute	2 minutes
Super	1 minute	1 minute	1 minute	1 minute

Departure from 04R		Preceding A/C	Trailing A/C
KOPEX-NEXEN, KOPEX-LANGO,	PROP before JET	PROP: passing <u>2500'</u>	JET: Right 090 Climb 3000' Clear for Takeoff*
BALOX-SIMEG		PROP: right 090	JET: climb 3000' clear for takeoff
West-East		PROP Left 350	JET: Clear for takeoff
West-West		PROP: Left 350	JET: Climb straight ahead FL70, Clear for takeoff
West-West (SAME SID)		PROP: straight ahead, passing <u>2500'</u>	JET: Left 350 climb 3000, clear for takeoff*

\*JET is turned in in front the PROP

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