



Safety recommendation no. 560

Date of the publication	15.09.2020
Number of the final report	2359
Safety deficit	<p>A business jet touched the runway with the tip of one wing during landing (wingtip strike). The most likely cause was wake turbulence from a previous commercial aircraft taking off on the same runway.</p> <p>It was found that there is no minimum separation requirement for wake turbulence between a preceding departing and a landing aircraft. In addition, there are generally no minimum separation requirements regarding wake turbulence between aircraft of the same weight category. In the case of the MEDIUM weight category, this includes all aircraft with a maximum takeoff mass (MTOM) between 7 t and 136 t according to EASA regulations .</p>
Safety recommendation	The European Union Aviation Safety Agency (EASA) should reconsider and adapt the insufficiently differentiated minimum separation requirements regarding wake turbulence, especially in the case of displaced runway thresholds.
Addressees	EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	Not implemented. The European Union Aviation Safety Agency (EASA) considers that appropriate and proportionate guidance already exists in EASA regulations to adequately address the needs of national competent authorities and air navigation service providers in establishing minimum separation distances with respect to wake turbulence. These measures allow national authorities and air navigation service providers to take into account the specificities of local conditions and to adapt operations accordingly. This approach was chosen in order to provide Member States with common principles and at the same time allow sufficient flexibility to deal with local circumstances, such as a displaced runway threshold. In a specific case such as this, EASA states that additional, nationally applicable measures could be implemented, as mentioned in Safety Recommendations Nos 558 and 559 addressed to the Federal Office of Civil Aviation (FOCA).
Investigation report concerning the safety recommendation	<u>Final report</u> <u>Schlussbericht</u> <u>Notification</u>