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This initiative is termed Wake Turbulence Recategorization (RECAT), and changes the current weight-based classes (Super, Heavy, B757, Large, Small+, and Small) to a wake-based categorical system that utilizes the aircraft matrices of weight, wingspan, and approach speed. RECAT is currently in use at a limited number of airports in the National Airspace System.

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Inform the pilot of a small aircraft when the preceding aircraft is a B757. Visual separation is prohibited behind super aircraft. When weather is available for the destination airport, do not initiate a vector for a visual approach unless the reported ceiling at the airport is 500 feet or more above the MVA and visibility is 3 miles or more. If vectoring weather minima are not available but ...

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