TO: KRWA NOUS2 251836
GENOT RWA 14/08
N JO 7110.665
FF ALRGNS 1/500/530 AMC-1 AMA-500 ACT-1 ALATFO XVM
EFFECTIVE: 04/03/2014
CANCELLATION: 07/24/2014
SUBJECT: EXTENSION OF FAA NOTICE JO 7110.621, PARAGRAPH 7-9-4, SEPARATION.

ON JULY 8, 2013, TERMINAL PROCEDURES ISSUED N JO 7110.621 THAT DELINEATED SEPARATION MINIMA FOR THE V-22 OSPREY WHILE OPERATING WITHIN CLASS B AIRSPACE. ADDITIONALLY, A DEFINITION OF TILTROTOR WAS IDENTIFIED TO BE ADDED TO THE PILOT CONTROLLER GLOSSARY.

THE PROCEDURES IDENTIFIED IN THIS NOTICE WERE INADVERTENTLY OMITTED FROM THE PUBLICATION EFFECTIVE ON APRIL 3, 2014 AND THE FOLLOWING MUST BE COMPLETED:
1. AMEND FAA ORDER JO 7110.65, PARAGRAPH 7-9-4, SEPARATION, TO READ AS FOLLOWS:

7-9-4. SEPARATION

TITLE THROUGH A, NO CHANGE.

B. VFR FIXED-WING AIRCRAFT MUST BE SEPARATED FROM VFR/IFR AIRCRAFT/HELICOPTER/ROTORCRAFT THAT WEIGH MORE THAN 19,000 POUNDS AND TURBOJETS BY NO LESS THAN:

1. 1½ MILES SEPARATION, OR

2. 500 FEET VERTICAL SEPARATION, OR

NOTE-

APPLY THE PROVISIONS OF PARAGRAPH 5-5-4, MINIMA, WHEN WAKE TURBULENCE SEPARATION IS REQUIRED.

3. VISUAL SEPARATION, AS SPECIFIED IN PARAGRAPH 7-2-1, VISUAL SEPARATION, PARAGRAPH 7-4-2, VECTORS FOR VISUAL APPROACH, AND PARAGRAPH 7-6-7, SEQUENCING.

NOTE-

ISSUE WAKE TURBULENCE CAUTIONARY ADVISORIES IN ACCORDANCE WITH PARAGRAPH 2-1-20, WAKE TURBULENCE CAUTIONARY ADVISORIES.
C. FOR THE APPLICATION OF CLASS BRAVO AIRSPACE
SEPARATION REQUIREMENTS, THE V-22 OSPREY MUST BE TREATED
AS A HELICOPTER/ROTORCRAFT.

NO FURTHER CHANGES TO PARAGRAPH

2. PILOT/CONTROLLER GLOSSARY:

DISREGARD THE DEFINITION OF TILTROTOR AS DEFINED IN
FAA NOTICE N JO 7110.621. TERMINAL PROCEDURES DECIDED NOT TO
PURSUE THIS SPECIFIC DEFINITION.

FACILITIES THAT HAVE CONCERNS OR QUESTIONS REGARDING THIS
GENOT SHOULD CONTACT ROBERT LAW, AJV-822, AT 202-385-8793.

ORIGINAL S/ HEATHER HEMDAL

HEATHER HEMDAL

DIRECTOR, AIR TRAFFIC PROCEDURES (AJV-8)