

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.501

Effective Date:
March 30, 2009

Cancellation Date:
March 29, 2010

SUBJ: Wake Turbulence and Missed Approach/Go-Around Operations

- 1. Purpose of This Notice.** This notice provides information pertaining to wake turbulence and missed approach/go-around operations.
- 2. Audience.** This notice applies to all airport traffic control tower personnel.
- 3. Where Can I Find This Notice?** The notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.
- 4. Action.** The content in this notice is presented as informational only. No air traffic procedures have changed; therefore, no training is required for air traffic operational personnel. Air traffic managers must ensure that all terminal air traffic control personnel are briefed on this notice. Until new requirements are established, all terminal facilities should review their standard operating procedures and training programs to ensure that operational personnel are provided best practices for deconflicting missed approach/go-around operations that they are most likely to confront in their airport's configurations. Local operations should be modified to minimize such potential conflicts where it is determined to be practical and without undue operational impact.
- 5. Distribution.** This notice is distributed to the following Air Traffic Organization (ATO) service units: Terminal, Safety, and System Operations Services; service center offices; and the Air Traffic Safety Oversight Service.
- 6. Background.** In researching a request for interpretation to Federal Aviation Administration Order (FAAO) 7110.65R, Air Traffic Control, Paragraph 7-2-1a2, Visual Separation, it was determined that:

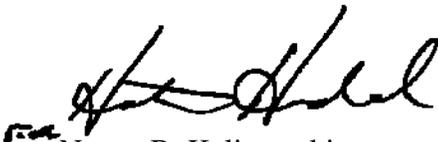
FAAO 7110.65 does not explicitly prescribe the wake-turbulence separation responsibilities for controllers controlling missed approaches and go-arounds. While separation requirements are clearly defined for application between arrivals and departures, subsequent departures, they are not explicitly stated for application to missed approach/go-around traffic as it transitions from arrival to departure status.

FAAO 7110.65, paragraph 1-1-1, states, in part, "Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations that are not covered by it." For example: a missed approach occurs after a heavy departure, or two missed approaches occur with the smaller aircraft behind the larger aircraft, and turns for one or both aircraft are not possible. The missed approaches/go-arounds should be handled as situations not specifically covered by FAAO 7110.65. Controller actions must be

in accordance with FAAO 7110.65, Paragraph 2-1-2 NOTE, Duty Priority, which states, "Because there are many variables involved, it is virtually impossible to develop a standard list of duty priorities that would apply uniformly to every conceivable situation. Each set of circumstances must be evaluated on its own merit, and when more than one action is required, controllers shall exercise their best judgment based on facts and circumstances known to them. That action which is most critical from a safety standpoint is performed first." It is incumbent upon controllers as a first priority of duty to establish departure separation as soon as possible after the transition of a missed approach/go-around. When an aircraft executes a missed approach/go-around, controllers must exercise their best judgment, considering the effect of wake turbulence and issuing control instructions to minimize its impact. In addition, a wake turbulence cautionary advisory must be issued in accordance with FAAO 7110.65, Paragraph 2-1-20b, Wake Turbulence Cautionary Advisories, which states, "Issue cautionary information to any aircraft if in your opinion, wake turbulence may have an adverse effect on it. When traffic is known to be a heavy aircraft, include the word "heavy" in the description." Controllers must issue traffic advisories in accordance with FAAO 7110.65, Paragraph 2-1-21, Traffic Advisories, which states, in part, "Issue traffic advisories to all aircraft (IFR or VFR) on your frequency when, in your judgment, their proximity may diminish to less than the applicable separation minima." Issuing advisories will alert the pilots to traffic which may warrant their attention and assist in avoiding wake turbulence.

The request for interpretation has highlighted the need for developing specific guidance for the separation of missed approach/go-around operations.

The ATO Safety Services office will immediately begin collecting separation data between missed approach/go-around traffic and other operations using passive collection tools such as the Performance Data Analysis and Reporting System (PDARS) and Continuous Data Recording Player Plus (CDRPP). Any detected wake remnant encounters will be documented as a nonconformance procedural operational error attributed to the system, not the individual facility or employee. ATO Terminal Services will lead development of specific definitions and separation requirements that operational personnel will apply to missed approach/go-around operations.



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 Air Traffic Organization

2-27-09

Date Signed