

NOTICE

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

N JO 7110.504

Effective Date:
June 24, 2009

Cancellation Date:
February 11, 2010

SUBJ: Boeing 757-200 Weight Class

- 1. Purpose of This Notice.** This notice addresses the dual weight class status of the B757-200 (B752). It can be classified as either large or heavy. When the actual weight class of a B752 is unknown, separation criteria for B752 aircraft will depend on whether it is leading or following.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, and System Operations Services, including the David J. Hurley Air Traffic Control System Command Center (ATCSCC); and all terminal and en route air traffic field facilities.
- 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. Procedures.** Amend Federal Aviation Administration (FAA) Order JO 7110.65, Paragraph 5-5-4, Minima, as follows:

5-5-4. MINIMA

Separate aircraft by the following minima:

Subparagraphs a thru d, No change.

WAKE TURBULENCE APPLICATION

e. Separate aircraft operating directly behind, or directly behind and less than 1,000 feet below, or following an aircraft conducting an instrument approach by:

NOTE-

- 1. When applying wake turbulence separation criteria, directly behind means an aircraft is operating within 2,500 feet of the flight path of the leading aircraft over the surface of the earth.*
- 2. Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.*
- 3. If the actual weight class of a B757-200 (B752) aircraft is unknown, for the purposes of applying wake turbulence separation criteria stated in this paragraph, consider the B752 aircraft as a heavy when it is the lead aircraft and as a large when it is the trailing aircraft.*

1. Heavy behind heavy – 4 miles.
2. Large/heavy behind B757 – 4 miles.
3. Small behind B757 – 5 miles.
4. Small/large behind heavy – 5 miles.

WAKE TURBULENCE APPLICATION

f. *TERMINAL.* In addition to subpara e, separate an aircraft landing behind another aircraft on the same runway, or one making a touch and go, stop and go, or low approach, by ensuring the following minima will exist at the time the preceding aircraft is over the landing threshold:

NOTE-

- 1. Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.
- 2. If the actual weight class of a B757-200 (B752) aircraft is unknown, for the purposes of applying wake turbulence separation criteria stated in this paragraph, consider the B752 aircraft as a heavy when it is the lead aircraft and as a large when it is the trailing aircraft.

- 1. Small behind large – 4 miles.
- 2. Small behind B757 – 5 miles.
- 3. Small behind heavy – 6 miles.

No further changes to paragraph.

5. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Safety, and System Operations Services, including the ATCSCC; the service center offices; the Air Traffic Safety Oversight Service; and all air traffic terminal and en route control field facilities.

6. Background. Several operators have been refitting some of their B752 aircraft to increase their operating range. These modifications increase the maximum gross takeoff weight to approximately 255,500 pounds making these aircraft “heavy” as defined by the FAA’s weight classification system.

Operators planning flights in and out of the United States or with advanced navigation capabilities are required to file flight plans in the International Civil Aviation Organization (ICAO) format. The ICAO flight plan requires the inclusion of an ICAO Wake Turbulence Category (for example, H - Heavy, M - Medium, or L - Light), and 757s are “medium” (similar to the FAA “large”) which are filed as “B752/M.” Due to this ICAO discrepancy, operators of “heavy” B752s are unable to file as a “heavy.” This information can be entered into the HOST by air traffic control changing the Special Aircraft Indicator (SAI) with one the following amendment formats after being notified by the aircrew:

- a. AM (CID or AID) SAI H, or
- b. AM (CID or AID) 22 H

NOTE-

Do not amend the “TYP” or “03” field for this purpose. It may result in the loss or overwrite of critical equipment information for use in the flight.


 Nancy B. Kalinowski
 Vice President, System Operations Services
 Air Traffic Organization

6-18-09
 Date Signed