

NOTICE

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

N JO 7110.621

Effective Date:
July 8, 2013

Cancellation Date:
February 5, 2014

SUBJ: Separation

1. Purpose of This Notice. This notice amends Federal Aviation Administration Order (FAAO) JO 7110.65, Air Traffic Control, Paragraph 7-9-4, Separation, as well as adding the definition of “Tiltrotor” to the Pilot/Controller Glossary.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations; and all associated air traffic control 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. Explanation of Policy Change. This change removes the requirement to treat the V-22 Osprey as a fixed-wing aircraft while operating in Class B airspace and consider it at all times to be a helicopter as annotated in Appendix B. Additionally, a new definition of the term “Tiltrotor” is being added to the Pilot Controller Glossary.

5. Procedures.

a. *FAA Order JO 7110.65.* Amend the following paragraph 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. 1 ½ 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.

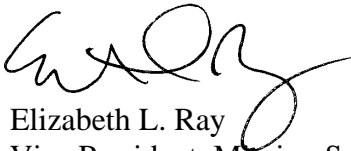
No further changes to paragraph.

b. *Pilot Controller Glossary.* Add the following definition for “TILTROTOR” to read as follows:

TILTROTOR - an aircraft which uses a pair or more of powered rotors (sometimes called proprotors) mounted on the rotating shaft or nacelles at the end of a fixed wing for lift and propulsion, and combines the vertical lift capability of a helicopter with the speed and range of a conventional fixed wing aircraft.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, Safety, En Route and Oceanic, System Operations Services; and Mission Support, ATO Safety and Technical Training, the Air Traffic Safety Oversight Service; and the William J. Hughes Technical Center.

7. Background. The requirement for the V-22 Osprey to be considered a fixed-wing aircraft while operating in Class B airspace was based on the need to avoid misinterpretation by controllers as to the application of separation standards for a Fixed-Wing or Helicopter/Tiltrotor. At the time of that decision, no safety related studies had been completed concerning the flying characteristics of the V-22 Osprey. The V-22 Osprey is currently listed in JO 7110.65U Appendix B. Aircraft Information, Helicopters/Rotorcrafts.



Elizabeth L. Ray
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May 30, 2013
Date Signed