

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7110.65U

**CHANGE:** 2

**EFFECTIVE DATE:** March 7, 2013

**TRACKING #:** 52- 7-2-1

**SPECIALIST/ROUTING:** Kevin W. Martin AJV-11 (202) 493-1427

**1. PARAGRAPH NUMBER AND TITLE:**

7-2-1. VISUAL SEPARATION

**2. BACKGROUND:** Current air traffic procedures specify that visual separation may be applied between aircraft under the control of the same facility within the terminal area. With the advent of consolidated air traffic control facilities, this restriction has limited the ability to apply the procedure as the radar facility is no longer “the same facility” even though there have been minor or no changes to the airspace or operation. Additionally, controllers are required to advise the pilot if aircraft are on converging courses during the initial traffic description, along with the direction of the other aircraft.

**3. EXPLANATION OF CHANGE:** This change revises the requirement for aircraft to be under control of the same facility in the terminal area when applying visual separation. That requirement is replaced by mandatory letters of agreement or a facility directive to specify local procedures for applying visual separation. The procedures for tower-applied visual separation and pilot-applied visual separation are clarified. This change cancels and incorporates N JO 7110.590, Visual Separation, effective July 20, 2012.

**4. CHANGE:**

**OLD**

**NEW**

7-2-1. VISUAL SEPARATION

7-2-1. VISUAL SEPARATION

Title thru REFERENCE

No change

a. *TERMINAL*. Visual separation may be applied between aircraft under the control of the same facility within the terminal area up to but not including FL180 provided:

a. *TERMINAL*. Visual separation may be applied between aircraft up to but not including FL180 **under the following conditions:**

Add

**1. Tower-applied visual separation.**

1. Communication is maintained with at least one of the aircraft involved or the capability to communicate immediately as prescribed in para 3-9-3, Departure Control Instructions, subpara a2 is available, and:

(a) **Maintain** communication with at least one of the aircraft involved or **ensure there is an ability** to communicate immediately as prescribed in **paragraph** 3-9-3, Departure Control Instructions, **subparagraph** a2.

2. The aircraft are visually observed by the tower and visual separation is maintained between the aircraft by the tower. The tower must not provide visual separation between aircraft when wake turbulence separation is required or when the lead aircraft is a B757.

(b) The **tower** visually observes the aircraft, **issues timely traffic advisories,** and **maintains** visual separation between the aircraft. The **use of tower-applied** visual separation **is not authorized** when wake turbulence separation is required.

Add

(c) **Issue subsequent control instructions as necessary to ensure continued separation between the applicable aircraft.**

Add

**NOTE-**  
**Adjacent airports with operating ATCTs are not authorized to apply visual separation between their traffic and the other ATCT's traffic.**

Add

Add

3. A pilot sees another aircraft and is instructed to maintain visual separation from the aircraft as follows:

(a) Tell the pilot about the other aircraft including position, direction and, unless it is obvious, the other aircraft's intention.

(b) Obtain acknowledgment from the pilot that the other aircraft is in sight.

(c) Instruct the pilot to maintain visual separation from that aircraft.

(d) Advise the pilot if the radar targets appear likely to converge.

Add

Add

Add

Add

**NOTE**

Issue this advisory in conjunction with the instruction to maintain visual separation, or thereafter if the controller subsequently becomes aware that the targets are merging.

(e) If the aircraft are on converging courses, inform the other aircraft of the traffic and that visual separation is being applied.

(f) If the pilot advises he/she has the traffic in sight and will maintain visual separation from it (the pilot must use that entire phrase), the controller need only “approve” the operation instead of restating the instructions.

**PHRASEOLOGY-**

TRAFFIC, (clock position and distance), (direction) BOUND, (type of aircraft), (intentions and other relevant information).

If applicable.

ON CONVERGING COURSE.

DO YOU HAVE IT IN SIGHT?

If the answer is in the affirmative.

MAINTAIN VISUAL SEPARATION.

**2. Pilot-applied visual separation.**

**(a) Maintain communication with at least one of the aircraft involved and ensure there is an ability to communicate with the other aircraft.**

(b) **The** pilot sees another aircraft and is instructed to maintain visual separation from the aircraft as follows:

(1) Tell the pilot about the other aircraft. **Include** position, direction, and, unless it is obvious, the other aircraft's intention.

(2) Obtain acknowledgment from the pilot that the other aircraft is in sight.

(3) Instruct the pilot to maintain visual separation from that aircraft.

Delete

**PHRASEOLOGY-**

TRAFFIC, (clock position and distance), (direction) BOUND, (type of aircraft), (intentions and other relevant information).

**DO YOU HAVE IT IN SIGHT?**

If the answer is in the affirmative.

**MAINTAIN VISUAL SEPARATION.**

Delete

Delete

(c) If the pilot advises he/she has the traffic in sight and will maintain visual separation from it (the pilot must use that entire phrase), the controller need only “approve” the operation instead of restating the instructions.

**PHRASEOLOGY-**

Delete

Delete

Delete

Delete

Delete

Delete

If the pilot advises he/she has the traffic in sight and will maintain visual separation from it (pilot must use that entire phrase):

Delete

APPROVED

APPROVED

Add

NOTE-  
Pilot-applied visual separation between aircraft is achieved when the controller has instructed the pilot to maintain visual separation and the pilot acknowledges or when the controller has approved pilot-initiated visual separation.

Add

REFERENCE-  
FAAO JO 7110.65, Para 5-4-5, Transferring Controller Handoff

If aircraft are on converging courses, advise the other aircraft:

**(d) If the aircraft are on converging courses, inform the other aircraft of the traffic and that visual separation is being applied.**

TRAFFIC, (clock position and distance), (direction)  
BOUND, (type of aircraft), HAS YOU IN SIGHT AND WILL MAINTAIN VISUAL SEPARATION.

PHRASEOLOGY-  
TRAFFIC, (clock position and distance), (direction)  
BOUND, (type of aircraft), HAS YOU IN SIGHT AND WILL MAINTAIN VISUAL SEPARATION.

Add

**(e) Advise the pilots if the radar targets appear likely to merge.**

Add

NOTE-  
Issue this advisory in conjunction with the instruction to maintain visual separation, the advisory to the other aircraft of the converging course, or thereafter if the controller subsequently becomes aware that the targets are merging.

Add

EXAMPLE-  
“Radar targets appear likely to merge.”

Add

**b. TERMINAL. Control of aircraft maintaining visual separation may be transferred to an adjacent position/sector/facility. Coordination procedures must be specified in an LOA or facility directive.**

Add

REFERENCE-  
FAAO JO 7210.3, Para 4-3-1, Letters of Agreement

Subparagraphs **b** thru **c**

Renumber **c** thru **d**

No further changes to paragraph

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.590, Visual Separation, effective July 20, 2012

8. **FORMATTING & PLAIN LANGUAGE REVIEW:**  **HM 5/25/2012**

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

**SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

SRMDM. Proposed change is not safety related.

10. ICAO DIFFERENCES: YES  NO



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Date: 5/29/12