



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Air Traffic Organization Policy

**NOTICE
N JO 7110.464**

Cancellation Date:
4/30/07

SUBJ: Interim Procedures for A380 Proving and Promotional Flights

1. PURPOSE. This notice transmits interim air traffic procedures applicable to Airbus A380 route-proving or promotional operations from Europe to the United States, scheduled to be conducted in March 2007. The procedures contained in this notice supplement existing guidance contained in Federal Aviation Administration Order 7110.65, Air Traffic Control.

2. DISTRIBUTION. This notice is distributed to En Route Safety and Operations Support, Terminal Safety and Operations Support, Eastern Service Area, Central Service Area, Western Service Area, Systems Operations Air Traffic Control Systems Command Center (ATCSCC), selected Air Route Traffic Control Center (ARTCC), Terminal Radar Control (TRACON) and Air Traffic Control Tower (ATCT) facilities possibly affected by A380 flights in March/April 2007.

3. TRAINING. Affected ATC facility managers and Traffic Management Unit (TMU) Officers shall ensure that operational personnel are briefed on the pertinent provisions of this notice prior to the first planned route-proving/promotional A380 flight, which is currently scheduled for March 19, 2007.

4. EFFECTIVE DATE. This notice is effective March 1, 2007.

5. DOCUMENT AVAILABILITY. The notice is available on the Directives Management Information System (DMIS) at <http://dmis.faa.gov> and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.

6. BACKGROUND. On October 9, 2006, the International Civil Aviation Organization (ICAO) issued guidance regarding the wake vortex aspects of A380 aircraft. The FAA Flight Standards Service (AFS) has not yet issued final standards for the A380 pursuant to the October 9, 2006, ICAO guidance. Pending the issuance of such standards, ATO will issue interim guidance to support the occasional operation of the A380 in U.S.-controlled airspace on a case-by-case basis.

Although a "J" indicator has been identified by ICAO in its October 9, 2006 guidance, the FAA has not rendered a final determination in support of such an indicator at this time. Accordingly, existing flight data processing systems and records have not yet been modified to reflect a "J" indicator for the A380, and a "J" will not show up on electronic flight lists or printed flight progress strips.

Distribution: (Electronically)

Initiated By: AJE-3
En Route and Oceanic Safety and Operations Support

The A380 is in the “Heavy” aircraft weight category. However, wake vortices generated by the A380 are more substantial than those of other aircraft in the Heavy wake turbulence category, thus requiring special designation (“Super”) and additional wake turbulence separation during certain segments of flight. The A380 may therefore identify itself as [call sign] “*Super*” in radio communications with air traffic control.

7. EXPLANATION OF CHANGES. Pending the issuance of final AFS wake separation criteria for A380 operations, ATO issues this interim guidance to support A380 proving and promotional operations in U.S.-controlled airspace.

8. PROCEDURES.

Standard ATC procedures contained in FAAO 7110.65 and facility Letters of Agreement shall be applied in support of the A380 with the following additions/changes:

a. EN ROUTE:

1. Small/large/heavy behind an A380 - *5 miles*.
2. When transitioning to Terminal airspace - provide a minimum of *10 miles* spacing.
3. Include the expression “*SUPER*” immediately after the aircraft call sign in communications with a terminal facility about A380 operations, and when issuing traffic advisories regarding an A380.
4. Visual Separation rules specified in FAA O 7110.65, Chapter 7, Visual, Section 2 Visual Separation, shall not be applied with respect to the A380.

b. TERMINAL:

1. Separate aircraft operating directly behind or directly behind and less than 1,000 feet below by:

NOTE-

Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.

- (a) Heavy behind A380 - *6 miles*
 - (b) Large behind A380 - *8 miles*
 - (c) Small behind A380 - *10 miles*
 - (d) When applying wake turbulence separation criteria for terminal operations that are defined in minutes, add 1 additional minute.
2. Use the expression “*SUPER*” immediately after the aircraft call sign in all communications with or about an A380.
 3. Visual Separation rules specified in FAA O 7110.65, Chapter 7, Visual, Section 2 Visual

Separation, shall not be applied with respect to the A380.

c. Front Line Managers are responsible for notifying the appropriate TMU in advance of planned A380 flights to allow for further coordination with other facilities and the ATCSCC as necessary.

8. SAFETY MANAGEMENT SYSTEM.

These procedures are based on guidance received from ICAO and the joint FAA/Eurocontrol Wake Turbulence Steering Group that studied the wake vortices of the A380 in 2006. Therefore, no further safety risk analysis is necessary.



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