

TELEGRAPHIC MESSAGE

Federal Aviation Administration 800 Independence Avenue, SW Washington, DC 20591	PRECEDENCE: PRIORITY ACTION: PRIORITY	SECURITY CLASSIFICATION UNCLASSIFIED
ACCOUNTING CLASSIFICATION	DATE PREPARED: 4 September 2013	FILE:
FOR INFORMATION	CALL	
NAME PHIL FREED	PHONE NUMBER (202) 385-8777	TYPE OF MESSAGE _ SINGLE _ BOOK <u>X</u> MULTI ADDRESS

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: **KRWA NOUS2 051419**

GENOT RWA 13/27

N JO 7110.636

FF ALRGNS 1/500/530 AMC-1 AMA-500 ACT-1 ALATFO XVM

EFFECTIVE: 09/05/2013

SUBJECT: CHANGE TO NOTICE JO 7110.608, GUIDANCE FOR THE IMPLEMENTATION OF WAKE TURBULENCE RECATEGORIZATION SEPARATION STANDARDS AT MEMPHIS INTERNATIONAL AIRPORT.

AMEND THE TITLE TO READ: WAKE TURBULENCE RECATEGORIZATION STANDARDS AT MEMPHIS INTERNATIONAL AIRPORT AND LOUISVILLE INTERNATIONAL AIRPORT – STANDIFORD FIELD.

AMEND THE FOLLOWING PARAGRAPHS IN THE SUBJECT NOTICE TO READ AS FOLLOWS:

1. PURPOSE OF THIS NOTICE. THIS NOTICE PROVIDES GUIDANCE FOR THE USE OF WAKE TURBULENCE RECATEGORIZATION (WAKE RECAT) STANDARDS FOR THE SEPARATION OF AIRCRAFT AT MEMPHIS TRACON (M03), MEMPHIS INTERNATIONAL AIRPORT TRAFFIC CONTROL TOWER (MEM), AND THE LOUISVILLE INTERNATIONAL AIRPORT – STANDIFORD FIELD AIRPORT TRAFFIC CONTROL TOWER (SDF).

2. AUDIENCE. THIS NOTICE APPLIES TO THE AIR TRAFFIC ORGANIZATION (ATO) TERMINAL SERVICE UNIT AT M03, MEM, AND SDF.

4A – 3-9-6, SAME RUNWAY SEPARATION, SUBPARAGRAPHS F3, G3, AND J3:

3. Behind a Category C aircraft:

(a) Category D and E – *2 minutes*.

(b) Category F – *3 minutes*.

4A – 3-9-7, WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES, SUBPARAGRAPH A2(C):

(c) Behind a Category C aircraft:

(1) Category D and E – *3 minutes*.

(2) Category F – *4 minutes*.

4A – 3-9-8, INTERSECTING RUNWAY SEPARATION, SUBPARAGRAPH B3(C):

(c) Behind a Category C aircraft:

(1) Category D and E – *2 minutes*.

(2) Category F – *3 minutes*.

4A – 3-10-4, INTERSECTING RUNWAY SEPARATION, SUBPARAGRAPH C3:

3. Behind a Category C aircraft:

(a) Category D and E – *2 minutes*.

(b) Category F – *3 minutes*.

4A – 5-5-4, MINIMA, SUBPARAGRAPH G:

2.5 nautical miles (NM) separation is authorized between aircraft established on the final approach course within 10 NM of the landing runway when operating in single sensor slant range mode and aircraft remains within 40 miles of the antenna and:

1. Wake turbulence separation is applied in accordance with TBL 5-5-2;

2. An average runway occupancy time of 50 seconds or less is documented;

3. CTRDs are operational and used for quick glance references;

REFERENCE-

FAAO JO 7110.65, Para 3-1-9, Use of Tower Radar Displays

4. Turnoff points are visible from the control tower.

4A – 6-1-4, ADJACENT AIRPORT OPERATION, SUBPARAGRAPH C:

c. Behind a Category C aircraft:

1. Category D and E – *2 minutes*.

2. Category F – 3 minutes.

4A – 6-1-5, ARRIVAL MINIMA, SUBPARAGRAPH C:

c. Behind a Category C aircraft:

1. Category D and E – 2 minutes.

2. Category F – 3 minutes.

4A – 6-7-5, INTERVAL MINIMA, SUBPARAGRAPH A3:

3. Behind a Category C aircraft:

(a) Category D and E – 2 minutes or 3 ½ miles.

(b) Category F – 3 minutes or 6 miles.

Original Signed by : Tony Mello

TONY A. MELLO

ACTING DIRECTOR, TERMINAL OPERATIONS, HEADQUARTERS, AJT-2

PAGE NO.
3

NO. OF PGS
3

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