

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N JO 7110.797

Air Traffic Organization Policy

Effective Date:
October 1, 2025

Cancellation Date:
January 22, 2026

SUBJ: Addition of Powered Lift and Vertiport Terms for Operational Procedures

- 1. Purpose of this Notice.** This change to FAA Order JO 7110.65, Air Traffic Control, adds the term “powered-lift” to Multiple paragraphs. Additionally, this change removes four Notes pertaining to 14 CFR § 91.119, Minimum Safe Altitudes, replacing and ensuring that applicable references exist. The language pertaining to the V-22 Osprey in paragraph 7-9-4, Separation, will be removed as the V-22 will be designated as a powered-lift aircraft. Additional changes to the Pilot/Controller Glossary (P/CG) and FAA Order JO 7360.1, Aircraft Type Designators, will also be made.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, System Operations Services, Safety and Technical Training, and all associated air traffic facilities.
- 3. Where can I Find This Notice? This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/.**
- 4. Background.** The Air Traffic Organization (ATO) Urban Air Mobility (UAM) Near-Term Operational Integration Workgroup (NTI WG) was established in November 2021 to review, develop, and consider procedures or services that will enable the safe and efficient integration of UAM operations into the National Airspace System (NAS). A workgroup was established to conduct a review of FAA Order JO 7110.65, Air Traffic Control, to identify air traffic services, terms, and definitions applicable to UAM operations and to recommend amendments to specific sections of the order. Currently, two types of air traffic services are provided: fixed-wing and helicopter. With the exception of the V-22 Osprey, an aircraft only receives one service or the other in all phases of flight. Aircraft used in UAM operations will be certified as either powered-lift aircraft or helicopter/rotorcraft under 14 CFR § 21.17(b). Powered-lift aircraft are aircraft able to take off and land vertically and are able to operate in either vertical lift mode or use a fixed-wing for horizontal flight. Powered-lift aircraft will be able to utilize identified procedures currently only approved for helicopters. The aircraft certification process will inform which designation (helicopter/rotocraft, fixed wing, or powered-lift), will be assigned in FAA Order JO 7360.1, Aircraft Type Designators. The term “tiltrotor” will also be removed from FAA Order JO 7360.1, as all aircraft currently designated as tiltrotor aircraft will be recategorized as powered lift aircraft. This change initiative addresses items identified in Sec.957. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE, (b)(1) of the 2024 FAA Reauthorization.

5. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Cancellation. This notice is canceled upon the publication of the January 22, 2026, edition of FAA Order JO 7110.65, Air Traffic Control.

7. Procedures/Action. Amend FAA Order JO 7110.65, Air Traffic Control, by changing the following paragraphs to read as follows:

3-9-6. SAME RUNWAY SEPARATION

Title through subparagraph **a.4.**, No Change

5. When the succeeding aircraft is a helicopter or powered-lift aircraft, visual separation may be applied in lieu of using distance minima.

No further changes to paragraph

3-10-3. SAME RUNWAY SEPARATION

Title through subparagraph **a.2.**, No Change

3. When the succeeding aircraft is a helicopter or powered-lift aircraft, visual separation may be applied in lieu of using distance minima.

No further changes to paragraph

3-10-11. CLOSED TRAFFIC

Title through *PHRASEOLOGY*, No Change

NOTE-

Segregated traffic patterns for helicopters and powered-lift aircraft to runways and other areas may be established by letter of agreement or other local operating procedures.

No further change to paragraph

3-11-1. TAXI AND GROUND MOVEMENT OPERATION

a. When necessary for a wheeled helicopter or powered-lift aircraft to taxi on the surface, use the phraseology in paragraph 3-7-2, Taxi and Ground Movement Operations.

b. When requested or necessary for a helicopter or powered-lift aircraft to proceed at a slow speed above the surface, normally below 20 knots and in ground effect, use the following phraseology, supplemented as appropriate with the phraseology in paragraph 3-7-2, Taxi and Ground Movement Operations.

Subparagraph **b.** *PHRASEOLOGY* through *REFERENCE*, No Change

c. When requested or necessary for a helicopter or powered-lift aircraft to proceed expeditiously from one point to another, normally below 100 feet AGL and at airspeeds above 20 knots, use the following phraseology, supplemented as appropriate with the phraseology in paragraph 3-7-2, Taxi and Ground Movement Operations.

PHRASEOLOGY-

AIR-TAXI:

VIA (direct, as requested, or specified route)

TO (location, heliport, helipad, vertiport, vertipad operating/movement area, active/inactive runway).

AVOID (aircraft/vehicles/personnel). If required,

REMAIN AT OR BELOW (altitude).

CAUTION (wake turbulence or other reasons above).

LAND AND CONTACT TOWER,

or

HOLD FOR (reason- takeoff clearance, release, landing/taxiing aircraft, etc.)

No further changes to paragraph

3-11-2. HELICOPTER/POWERED-LIFT TAKEOFF CLEARANCE

a. Issue helicopter or powered-lift takeoff clearances from movement areas other than active runways or in diverse directions from active runways, with additional instructions as necessary. Whenever possible, issue takeoff clearance in lieu of extended hover-taxi or air-taxi operations.

Through *PHRASEOLOGY*, No Change

b. If takeoff is requested from non-movement areas, an area not authorized for helicopter or powered-lift aircraft use, or an area off the airport, and, in your judgment, the operation

appears to be reasonable, use the following phraseology instead of the takeoff clearance in subparagraph a.

No further changes to paragraph

3-11-3. HELICOPTER/POWERED-LIFT DEPARTURE SEPARATION

Separate a departing helicopter or powered-lift aircraft from other helicopters or powered-lift aircraft by ensuring that it does not takeoff until one of the following conditions exists:

NOTE-

Helicopters or powered-lift aircraft performing air-taxiing operations within the boundary of the airport are considered to be taxiing aircraft.

a. A preceding, departing helicopter or powered-lift has left the takeoff area. (See FIG 3-11-1.)

FIG 3-11-1, No Change

b. A preceding, arriving helicopter or powered-lift aircraft has taxied off the landing area. (See FIG 3-11-2.)

No further changes to paragraph

3-11-4. HELICOPTER/POWERED-LIFT ARRIVAL SEPARATION

Separate an arriving helicopter or powered-lift aircraft from other helicopters or powered-lift aircraft by ensuring that it does not land until one of the following conditions exists:

a. A preceding, arriving helicopter or powered-lift aircraft has come to a stop or taxied off the landing area. (See FIG 3-11-3 and FIG 3-11-4)

FIG 3-11-3 through FIG 3-11-4, No Change

b. A preceding, departing helicopter or powered-lift aircraft has left the landing area. (See FIG 3-11-5.)

No further changes to paragraph

3-11-5. SIMULTANEOUS LANDINGS OR TAKEOFFS

Authorize helicopters or powered-lift aircraft to conduct simultaneous landings or takeoffs if the distance between the landing or takeoff points is at least 200 feet and the courses to be

flown do not conflict. Refer to surface markings to determine the 200 foot minimum or instruct a helicopter or powered-lift aircraft to remain at least 200 feet from another helicopter or powered-lift aircraft. (See FIG 3-11-6.)

No further changes to paragraph

3-11-6. HELICOPTER/POWERED-LIFT LANDING CLEARANCE

a. Issue landing clearances to helicopters or powered-lift aircraft going to movement areas other than active runways or from diverse directions to points on active runways, with additional instructions as necessary. Whenever possible, issue a landing clearance in lieu of extended hover-taxi or air-taxi operations.

PHRASEOLOGY-

MAKE APPROACH STRAIGHT-IN/CIRCLING LEFT/RIGHT TURN TO (location, runway, taxiway, helipad, vertipad, Maltese cross) ARRIVAL/ARRIVAL ROUTE (number, name, or code).

HOLD SHORT OF (active runway, extended runway centerline, other).

REMAIN (direction/distance; e.g., 700 feet, 1 1/2 miles) OF/FROM (runway, runway centerline, other helicopter/aircraft).

CAUTION (power lines, unlighted obstructions, wake turbulence, etc.).

CLEARED TO LAND.

b. If landing is requested to non-movement areas, an area not authorized for helicopter or powered-lift aircraft use, or an area off the airport, and, in your judgment, the operation appears to be reasonable, use the following phraseology instead of the landing clearance in subparagraph a.

No further changes to paragraph

5-8-3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES

TERMINAL

Separate aircraft departing from the same airport/heliport/vertiport or adjacent airports/heliports/vertiports in accordance with the following minima provided radar identification with the aircraft will be established within 1 mile of the takeoff runway end/helipad/vertipad and courses will diverge by at least the minimum required, as stated below.

NOTE-1 through NOTE-2, No Change

3. *When one or both of the departure surfaces is a helipad/vertipad, use the takeoff course as a reference, comparable to the centerline of a runway and the helipad/vertipad center as the threshold.*

a. Between successive departures from the same runway/helipad/vertipad or parallel runways/takeoff courses separated by less than 2,500 feet- *1 mile* if courses diverge by 15 degrees or more immediately after departure. (See FIG 5-8-1, FIG 5-8-2, and FIG 5-8-3.)

FIG 5-8-1 through FIG 5-8-3 *REFERENCE*, No Change

b. Between simultaneous departures departing in the same direction from parallel runways/takeoff courses, authorize simultaneous takeoffs if the centerlines/takeoff courses are separated by at least 2,500 feet and courses diverge by 15 degrees or more immediately after departure. (See FIG 5-8-5, and FIG 5-8-6.)

Through **c.1.** *NOTE-*, No Change

2. Between simultaneous departures from parallel runways/takeoff courses, authorize simultaneous takeoffs if the centerlines/takeoff courses are separated by at least 700 feet and less than 2,500 feet, courses diverge by 15 degrees or more, and departures are released in accordance with the release distance stagger stated in TBL 5-8-1 below.

REFERENCE through FIG 5-8-4, No Change

3. Between simultaneous departures from parallel runways/takeoff courses, authorize simultaneous takeoffs if the centerlines/takeoff courses are separated by at least 2,500 feet and courses diverge by 10 degrees or more immediately after departure. (See FIG 5-8-5, and FIG 5-8-6.)

NOTE- through FIG 5-8-5, No Change

FIG 5-8-6, retitle as Parallel Helipad/Vertipad Course Departures

Subparagraph **d.** through **d.1.**, No Change

2. Intersecting runways and/or takeoff courses that diverge by 15 degrees or more. Authorize takeoff of a succeeding aircraft when the preceding aircraft has passed the point of runway and/or takeoff course intersection. When applicable, apply the procedure in paragraph 3-9-5, Anticipating Separation. (See FIG 5-8-8 and FIG 5-8-9.)

FIG 5-8-8, No Change

FIG 5-8-9, retitle as Parallel Helipad/Vertipad Course Departures

No further changes to paragraph

5-8-5. DEPARTURES AND ARRIVALS ON PARALLEL OR NONINTERSECTING DIVERGING RUNWAYS

Title through first paragraph, No Change.

NOTE-

When one or both of the takeoff/landing surfaces is a helipad or vertipad, consider the takeoff course as the runway centerline and the helipad/vertipad center as the threshold.

Subparagraph **a.** through FIG 5-8-15, No Change.

d. When the aircraft on takeoff is a helicopter or powered-lift, hold the departure until visual separation is possible or apply the separation criteria in subparagraphs **a,** **b,** or **c**

No further changes to paragraph

5-11-2. VISUAL REFERENCE REPORT

Aircraft may be requested to report the runway, approach/runway lights, or airport in sight. Helicopters and powered-lift aircraft making a “point-in-space” approach may be requested to report when able to proceed to the landing area by visual reference to a prescribed surface route.

PHRASEOLOGY-

REPORT (runway, approach/runway lights, or airport) IN SIGHT.

REPORT WHEN ABLE TO PROCEED VISUALLY TO AIRPORT/HELIPORT/VERTIPORT

No further changes to paragraph

6-2-1. MINIMA ON DIVERGING COURSES

Title paragraph through *NOTE-1*, No Change

2. *When one or both of the departure surfaces is a helipad or vertipad, use the takeoff course as a reference, comparable to the centerline of a runway, and the helipad/vertipad center as the threshold.*

No further changes to paragraph

7-4-7. CONTACT APPROACH

Title through subparagraph **d.**, No Change

NOTE, Delete

REFERENCE-

14 CFR Section 91.119, Minimum Safe Altitudes: General.

14 CFR part 194, Special Federal Aviation Regulation (SFAR) No. 120-Powered-Lift Subpart C, 194.302 Provisions under part 91 applicable to powered-lift.

No further changes to paragraph

7-5-1. AUTHORIZATION

Title through subparagraph **a.1.**, No Change

2. Powered-lift aircraft, for the purposes of SVFR operations contained in this section, must be handled as helicopters.

Subparagraph **a.2.** through **a.5.**, renumber as **a.3.** through **a.6.**

REFERENCE-

FAA Order JO 7110.65, Para 7-5-6, Climb to VFR.

FAA Order JO 7110.65, Para 7-5-7, Ground Visibility Below One Mile.

14 CFR Section 91.157, Special VFR weather minimums.

14 CFR part 194, Special Federal Aviation Regulation (SFAR) No. 120-Powered-Lift Subpart C, 194.302 Provisions under part 91 applicable to powered-lift.

No further changes to paragraph

7-5-4. ALTITUDE ASSIGNMENT

Title through *NOTE- 1*, No Change

NOTE- 2, Delete

No further changes to paragraph

7-5-7. GROUND VISIBILITY BELOW 1 MILE

Title through subparagraph **c.** *PHRASEOLOGY*, No Change

NOTE-

Clear an aircraft to land at an airport with an operating control tower, traffic permitting, if the pilot reports the airport in sight. The pilot is responsible to continue to the airport or exit the surface

area. 14 CFR Section 91.157 prohibits VFR aircraft (other than helicopters or powered-lift aircraft) from landing at any airport within a surface area when ground visibility is less than 1 mile. A pilot could inadvertently encounter conditions that are below SVFR minimums after entering a surface area due to rapidly changing weather. The pilot is best suited to determine the action to be taken since pilots operating under SVFR between sunrise and sunset are not required to be instrument rated, and the possibility exists that flight visibility may not be the same as ground visibility. 14 CFR Section 91.3 authorizes a pilot encountering an inflight emergency requiring immediate action to deviate from any rule of 14 CFR Part 91 to the extent required to meet that emergency. Flight into adverse weather conditions may require the pilot to execute the emergency authority granted in 14 CFR Section 91.3 and continue inbound to land.

No further changes to paragraph

7-5-8. FLIGHT VISIBILITY BELOW 1 MILE

Title through subparagraph **c.**, No Change

NOTE-

Clear an aircraft to land at an airport with an operating control tower, traffic permitting, if the pilot reports the airport in sight. The pilot is responsible to continue to the airport or exit the surface area. 14 CFR Section 91.157 prohibits VFR aircraft (other than helicopters or powered-lift aircraft) from landing at any airport within a surface area when flight visibility is less than 1 mile. A pilot could inadvertently encounter conditions that are below SVFR minimums after entering a surface area due to rapidly changing weather. The pilot is best suited to determine the action to be taken since pilots operating under SVFR between sunrise and sunset are not required to be instrument rated, and the possibility exists that flight visibility may not be the same as ground visibility. 14 CFR Section 91.3 authorizes a pilot encountering an inflight emergency requiring immediate action to deviate from any rule of 14 CFR Part 91 to the extent required to meet that emergency. Flight into adverse weather conditions may require the pilot to execute the emergency authority granted in 14 CFR Section 91.3 and continue inbound to land.

No further changes to paragraph

7-7-4. HELICOPTER/POWERED-LIFT TRAFFIC

Helicopters and powered-lift aircraft need not be separated from other helicopters or powered-lift aircraft. Traffic information must be exchanged, as necessary.

No further changes to paragraph

7-7-5. ALTITUDE ASSIGNMENTS

Title through subparagraph **b.**, No Change.

NOTE, Delete

REFERENCE-

14 CFR Section 91.119, Minimum Safe Altitudes: General.

14 CFR part 194, Special Federal Aviation Regulation (SFAR) No. 120-Powered-Lift Subpart C, 194.302 Provisions under part 91 applicable to powered-lift.

No further changes to paragraph

7-8-6. EXCEPTIONS

a. VFR helicopters and powered-lift aircraft need not be separated from IFR helicopters or powered-lift aircraft. Traffic information and safety alerts must be issued as appropriate.

No further changes to paragraph

7-9-4. SEPARATION

Title through subparagraph **a.**, No Change

b. VFR aircraft must be separated from VFR/IFR aircraft that weigh more than 19,000 pounds and turbojets by no less than:

Subparagraph **b.1.** through **b.3.** *NOTE*, No Change

Subparagraph **c.**, Delete

Subparagraph **d.**, re letter as subparagraph **c.**

No further changes to paragraph

7-9-6. HELICOPTER/POWERED-LIFT TRAFFIC

VFR helicopters and powered-lift aircraft need not be separated from VFR or IFR helicopters or powered-lift aircraft. Traffic advisories and safety alerts must be issued as appropriate.

No further changes to paragraph

7-9-7. ALTITUDE ASSIGNMENTS

Title through subparagraph **b.**, No Change

NOTE, Delete

REFERENCE-

FAA Order JO 7110.65, Para 4-5-2, Flight Direction.

FAA Order JO 7110.65, Para 4-5-3, Exceptions.

FAA Order JO 7110.65, Para 4-5-6, Minimum En Route Altitudes.

14 CFR Section 91.119, Minimum Safe Altitudes: General.

14 CFR part 194, Special Federal Aviation Regulation (SFAR) No. 120-Powered-Lift Subpart C, 194.302 Provisions under part 91 applicable to powered-lift.

No Further changes to Paragraph

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For Jon M. Stowe
Acting Director, Policy, AJV-P
Mission Support Services
Air Traffic Organization (ATO)