NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Organization Policy

N JO 7110.808

Effective Date:
December 24, 2026

Cancellation Date:
June 10, 2027

SUBJ: Helicopter Separation Procedures

1. Purpose of this Notice. This notice incorporates GENOT N JO 7110.801 and amends FAA Order JO 7110.65, Air Traffic Control, paragraph 7–2–1 Visual Separation.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Readiness Services, System Operations Services, Operational System Intelligence, 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. GENOT N JO 7110.801, Interim Helicopter Separation Procedures was effective on March 18, 2026, due to an identified medium risk hazard with an upward trend towards a high risk between helicopter or powered-lift aircraft when transiting across the flight path of arriving and departing aircraft. The change has proven to be an effective mitigation to the identified risk, and as a result, the interim procedures will now be permanent.

5. Action. Amend FAA Order JO 7110.65 by changing the following paragraph to read as follows:

7–2–1. VISUAL SEPARATION

Title through Reference, No Change

a. TERMINAL. Except for helicopter or powered-lift aircraft crossing the flight path of arriving or departing aircraft within Class B, Class C, or TRSA airspace, visual separation may be applied between aircraft at or below 10,000 feet MSL or between aircraft conducting a visual approach up to but not including 18,000 feet MSL under the following conditions:

No further changes to paragraph

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Readiness Services, and System Operations, and Operational System Intelligence; Aviation Safety Management; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

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