NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.520

Effective Date:
April 8, 2010

Cancellation Date:
August 26, 2010

SUBJ: Appendix A, Aircraft Information Fixed-Wing Aircraft

1. Purpose of This Notice. This notice amends Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, Appendix A, Aircraft Information Fixed-Wing Aircraft, to address the reclassification of certain Boeing 757 (B757) aircraft.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, and System Operations Services, including the David J. Hurley Air Traffic Control System Command Center (ATCSCC) and all associated air traffic control facilities.

3. Where Can I Find This Notice? This notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications.

4. Cancellation. This notice cancels N JO 7110.519, Boeing 757-200 Weight Class, effective February 11, 2010.

5. Explanation of Policy Change. This change implements a reclassification by the Flight Standards Service, for wake turbulence purposes, for certain Boeing 757-200 (B752) and Boeing 757-300 (B753) aircraft capable of takeoff weights of more than 255,000 pounds. These aircraft will be in the "Large" weight category and are subject to the separation criteria specified in FAA Order JO 7110.65, Paragraph 5-5-4, Minima. A new subparagraph under Appendix A, Aircraft Weight Classes, is added to apply to all B757 aircraft. B757 aircraft that had previously been considered "Heavy" as the lead aircraft under paragraph 5-5-4 will now be considered “B757s.” In addition, all Boeing 757 models will be considered "Large" aircraft when following another aircraft.

6. Procedures.

a. Amend FAA Order JO 7110.65, Appendix A, Aircraft Information Fixed-Wing Aircraft, Aircraft Weight Classes, to read as follows:

Appendix A. Aircraft Information Fixed-Wing Aircraft

AIRCRAFT WEIGHT CLASSES

a. Heavy. Aircraft capable of takeoff weights of more than 255,000 pounds, whether or not they are operating at this weight during a particular phase of flight.

NOTE-
For the purposes of applying separation standards prescribed in this order, all B752 and B753 aircraft, regardless of weight certification, are to be considered a large aircraft when following another aircraft and a B757 when the lead aircraft.

No further changes to paragraph.

b. Amend FAA Order JO 7110.65, Appendix A, Aircraft Information Fixed-Wing Aircraft, Boeing Company (USA), to read as follows:

BOEING COMPANY (USA)

(Also GRUMMAN, IAI, LOCKHEED-BOEING, Mc DONNELL DOUGLAS, NORTHROP-GRUMMAN, ROHR)

Model	Type Designator	Description	Performance Information			
		Number & Type Engines/ Weight Class	Climb Rate (fpm)	Descent Rate (fpm)	SRS Cat.	LAHSO Group
No change						
757-200 (C32)	B752	2J/L	3,500	2,500	III	7
757-300	B753	2J/L	3,500	2,500	III	8

No further changes to appendix A.

7. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, and System Operations Services, including the ATCSCC; service center offices; the Office of Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

8. Background. Existing procedures for applying wake turbulence separation in instrument flight rules operations depend on the weight classes of the two in-trail aircraft and whether or not the lead or in-trail aircraft is a B757. Current weight class definitions categorize B757s as either "Large," with special separation applied behind the B757, or "Heavy," depending on the particular model. Three variants of the aircraft were built, each characterized by a different value for maximum certificated gross takeoff weight. As a result, different wake turbulence separation may be applied to different B757 models, despite the fact that they differ relatively little in weight.

The FAA recently conducted a review of the performance characteristics, separation standards, and weight classes for B757 aircraft following the Safety Risk Management (SRM) process to determine if changes were warranted. The physics-based and data-driven analysis concluded that the wake behavior of the lightest B757 bounded that for all three variants. The analysis concluded that all B757s could be treated the same. The Safety Risk Management Document was approved by the Office of Safety on January 9, 2009, and the separation change was accepted by the Air Traffic Safety Oversight Service on July 22, 2009. As a result of these approvals, the additional one nautical mile of separation previously required for the B757-300 (B753) and B757-200H (B752H) models is unnecessary. Therefore, all B757 models will be in the “Large” weight category but with the same special separation procedures applied regardless of model type. The separation procedures are noted in FAA Order JO 7110.65, Paragraph 5-5-4, Minima.

9. Related Publication. FAA Order JO 7340.2, Contractions.

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Air Traffic Organization

2/19/10
Date Signed