

NOTICE

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

N JO 7110.521

Effective Date:
April 1, 2010

Cancellation Date:
August 26, 2010

SUBJ: Separation

- 1. Purpose of This Notice.** This notice is prepared to increase the awareness within the Air Traffic Organization (ATO) of the change the Federal Aviation Administration is making to the separation requirement for the V-22 Osprey tilt-rotor aircraft in Class B airspace.
- 2. Audience.** This notice applies to the Terminal Services organization 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. Procedures.** Change FAA Order JO 7110.65, Air Traffic Control, Paragraph 7-9-4, Separation, to read as follows:

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:

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Ink change
Per memo*
1. 1 1/2 miles separation, or
 2. 500 feet vertical separation, or

NOTE-

Apply the provisions of Para 5-5-4, Minima, when wake turbulence separation is required.

3. Visual separation, as specified in para 7-2-1, Visual Separation, para 7-4-2, Vectors for Visual Approach, and para 7-6-7, Sequencing.

NOTE-

Issue wake turbulence cautionary advisories in accordance with para 2-1-20, Wake Turbulence Cautionary Advisories.

c. For the application of Class B airspace separation requirements, the V-22 Osprey must be treated as a fixed-wing aircraft. It is an SRS Category II aircraft but weighs more than 19,000 pounds. The V-22 Osprey must be separated from VFR/IFR aircraft by the minimum identified in subparagraph b above.

d. VFR aircraft must be separated from all VFR/IFR aircraft which weigh 19,000 pounds or less by a minimum of:

No further changes to paragraph.

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

6. Background. The characteristics of the V-22 Osprey are listed in FAA Order JO 7110.65, Appendix B, Aircraft Information Helicopters/Rotorcrafts. Controllers could possibly interpret that the V-22 Osprey be treated as a helicopter for the application of Class B airspace separation standards. The V-22 Osprey's same runway separation (SRS) category is "II" and weighs more than 19,000 pounds. In Class B airspace, the separation requirements between all SRS "I" and "II" aircraft weighing 19,000 pounds or less is target resolution. To avoid any misinterpretation, the V-22 Osprey is to be considered a fixed-wing aircraft for the application of Class B airspace separation requirements.



Nancy B. Kalinowski
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Air Traffic Organization

2-22-2010

Date Signed