

# NOTICE

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

N JO 7110.525

**Effective Date:**  
April 8, 2010

**Cancellation Date:**  
August 26, 2010

**SUBJ:** Appendix A, Aircraft Information Fixed-Wing Aircraft

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- 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 Boeing 757 (B757) aircraft and the reclassification of the “Heavy” aircraft weight class.
- 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/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
- 4. Cancellation.** This notice cancels N JO 7110.520, Appendix A, Aircraft Information Fixed-Wing Aircraft, effective April 8, 2010.
- 5. Explanation of Policy Change.** Appendix A is being revised to harmonize FAA weight category standards with those of the International Civil Aviation Organization (ICAO). All aircraft that weigh more than 41,000 pounds, maximum certificated takeoff weight, up to but not including 300,000 pounds, will now be classified as a “Large” aircraft according to FAA standards. Aircraft capable of takeoff weights of 300,000 pounds or more, whether or not they are operating at this weight during a particular phase of flight, will now be classified as a “Heavy” aircraft according to FAA and ICAO weight classification standards.  
This change reclassifies all B757 aircraft as “Large” aircraft; however, controllers are required to apply the special wake turbulence separation criteria as specified in paragraph 5-5-4.
- 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 300,000 pounds or more, whether or not they are operating at this weight during a particular phase of flight.
- b. Large. Aircraft of more than 41,000 pounds, maximum certificated takeoff weight, up to but not including 300,000 pounds.

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.
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 ATO Office of Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**8. Background.** The FAA conducted a review of the performance characteristics, separation standards, and weight classes specifically for B757 aircraft following the safety risk management process to determine if changes were warranted. The Safety Risk Management Document was approved by the ATO Office of Safety on January 9, 2009, and the separation criteria change was accepted by the Air Traffic Safety Oversight Service on July 22, 2009. As a result, all B757 aircraft will now be classified as “Large.” However, the provisions of paragraph 5-5-4 must still be applied by ATC.

Following the B757 weight classification change, the ATO Office of Safety and the Air Traffic Safety Oversight Service considered further modifying the “Large” and “Heavy” aircraft weight classification to harmonize with that of ICAO standards.

  
 Nancy B. Kalinowski  
 Vice President, System Operations Services  
 Air Traffic Organization

4-6-2010  
 Date Signed