

NOTICE

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

N JO 7110.531

Effective Date:
June 16, 2010

Cancellation Date:
June 15, 2011

SUBJ: Wake Turbulence and Missed Approach/Go-Around Operations

- 1. Purpose of This Notice.** This notice provides information pertaining to wake turbulence and missed approach/go-around operations. This notice reissues N JO 7110.501, Wake Turbulence and Missed Approach/Go-Around Operations, effective March 30, 2009.
- 2. Audience.** This notice applies to all airport traffic control tower personnel.
- 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. Action.** The Air Traffic Organization (ATO) Office of Safety continues to collect separation data between missed approach/go-around traffic and other operations using passive collection tools such as the Performance Data Analysis and Reporting System (PDARS) and Continuous Data Recording Player Plus (CDRPP). Detected wake remnant encounters are being documented as a nonconformance procedural operational error attributed to the system and not to the individual facility or employee. Additionally, ATO Terminal Services is developing specific definitions and separation requirements that operational personnel will apply to missed approach/go-around operations.

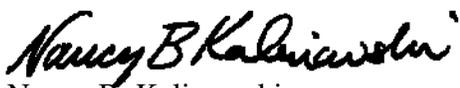
The content in this notice is informational only. No air traffic procedures have changed; therefore, no training is required. Air traffic managers must ensure that all terminal air traffic control personnel are briefed on this notice. Until new requirements are established, all terminal facilities should review their standard operating procedures and training programs to ensure that operational personnel are provided best practices for deconflicting missed approach/go-around operations that they are most likely to confront in their airport's configurations. Local operations should be modified to minimize such potential conflicts where it is determined to be practical and without undue operational impact.
- 5. Distribution.** This notice is distributed to the following ATO service units: Terminal and System Operations Services; the ATO Office of Safety; Office of the Service Center; and the Air Traffic Safety Oversight Service.
- 6. Background.** Research involving an interpretation request to Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, Paragraph 7-2-1, Visual Separation, revealed that:

FAA Order JO 7110.65 does not explicitly prescribe the wake-turbulence separation responsibilities for controlling missed approaches and/or go-arounds. While separation requirements are clearly defined for application between arriving and departing aircraft and between subsequent departures, they are not explicitly stated for application to missed approach/go-around traffic as it transitions from arrival to departure status.

FAA Order JO 7110.65, paragraph 1-1-1 states, in part, "*Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations that are not covered by it.*" For example, a missed approach occurs following a heavy/B757 aircraft departure or two missed approaches occur simultaneously with the smaller aircraft behind the larger aircraft, and turns for one or both aircraft are not possible. The missed approach/go-around should be handled as a situation not specifically covered by FAA Order JO 7110.65.

Additionally, controller actions must be in accordance with FAA Order JO 7110.65, Paragraph 2-1-2, Duty Priority, which states, "*Because there are many variables involved, it is virtually impossible to develop a standard list of duty priorities that would apply uniformly to every conceivable situation. Each set of circumstances must be evaluated on its own merit, and when more than one action is required, controllers shall exercise their best judgment based on facts and circumstances known to them. That action which is most critical from a safety standpoint is performed first.*" It is incumbent upon controllers as a first priority of duty to establish departure separation as soon as possible after the transition of a missed approach/go-around. When an aircraft executes a missed approach/go-around, controllers must exercise their best judgment, considering the effect of wake turbulence and issuing control instructions to minimize its impact. Also, a wake turbulence cautionary advisory must be issued in accordance with FAA Order JO 7110.65, Paragraph 2-1-20, Wake Turbulence Cautionary Advisories, which states, "*Issue cautionary information to any aircraft if in your opinion, wake turbulence may have an adverse effect on it. When traffic is known to be a heavy aircraft, include the word "heavy" in the description.*"

Lastly, controllers must issue traffic advisories in accordance with FAA Order JO 7110.65, Paragraph 2-1-21, Traffic Advisories, which states, in part, "*Issue traffic advisories to all aircraft (IFR or VFR) on your frequency when, in your judgment, their proximity may diminish to less than the applicable separation minima.*" Issuing these advisories alerts pilots to traffic which may warrant their attention and assist in avoiding wake turbulence.



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6-14-10

Date Signed