

NOTICE

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

N JO 7110.543

Effective Date:
November 1, 2010

Cancellation Date:
October 31, 2011

SUBJ: Interim Procedures for Boeing 747-8 (B748) Flights

- 1. Purpose of This Notice.** This notice provides interim air traffic procedures applicable to B748 operations. The procedures specified in this notice supplement existing guidance contained in Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations.
- 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. Explanation of Policy Change.** The procedures in this notice establish interim wake turbulence separation criteria for the B748 aircraft.
- 5. Procedures.** Standard air traffic control procedures contained in FAA Order JO 7110.65 and facility letters of agreement must be applied in support of the B748 with the following additions/changes:
 - a. TERMINAL.**
 1. Separate aircraft operating directly behind or directly behind and less than 1,000 feet below or following an aircraft conducting an instrument approach by:

NOTE-
Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.

 - (a) Heavy behind B748 – 10 miles.
 - (b) Large behind B748 – 10 miles.
 - (c) Small behind B748 – 10 miles.
 - (d) When applying wake turbulence separation criteria for terminal operations that are defined in minutes, add 1 additional minute.
 2. Visual separation rules specified in FAA Order JO 7110.65, Chapter 7, Section 2, Visual Separation, must not be applied with respect to B748 aircraft.
 - b. EN ROUTE.**
 1. Small/large/heavy behind a B748 – 5 miles.
 2. Small/large/heavy behind a B748 being handed off/transferred to terminal facilities – 10 miles when the trailing aircraft crosses the terminal/en route airspace boundary.

3. Visual separation rules specified in FAA Order JO 7110.65, Chapter 7, section 2, Visual Separation, must not be applied with respect to B748 aircraft.

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

7. Background. The FAA has not yet issued final standards for this aircraft. Pending the issuance of such standards, the ATO will continue to issue interim guidance to support the operation of the B748 aircraft in U.S. controlled airspace.

8. Safety Management System. The analyses of computational models suggest that the B748 wake vortices are similar to those generated by the B744. The separation standards and procedures contained in this notice are conservative. Flight test data is currently being collected for the B748. Final guidance will be issued once the flight test data have been evaluated.



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Date Signed