

# NOTICE

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

N JO 7110.567

**Effective Date:**  
October 1, 2011

**Cancellation Date:**  
September 30, 2012

**SUBJ:** Interim Procedures for Airbus A388 Flights

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- 1. Purpose of This Notice.** This notice provides interim air traffic procedures applicable to Airbus A388 operations. The procedures contained 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/](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. Explanation of Changes.** This notice is a continuation of N JO 7110.541, Interim Procedures for Airbus A388 Flights, effective October 1, 2010. Visual separation procedures for terminal have been clarified.
- 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 A388 with the following additions/changes:
  - a. EN ROUTE.**
    - (1) Small/large/heavy behind an A388 – 5 miles.
    - (2) When transitioning to terminal airspace - provide a minimum of 10 miles spacing.
    - (3) Include the expression “SUPER” immediately after the aircraft call sign in communications with a terminal facility about A388 operations and when issuing traffic advisories regarding an A388.
    - (4) Visual separation rules specified in FAA Order JO 7110.65, Chapter 7, Section 2, Visual Separation, must not be applied with respect to the A388.

**b. TERMINAL.**

- (1) Separate aircraft operating directly behind, directly behind and less than 1,000 feet, 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 A388 – 6 miles.
- (b) Large behind A388 – 8 miles.
- (c) Small behind A388 – 10 miles.

(d) When applying wake turbulence separation criteria for terminal operations that are defined in minutes, add 1 additional minute.

(2) Use the expression "SUPER" immediately after the aircraft call sign in all communications with or about an A388.

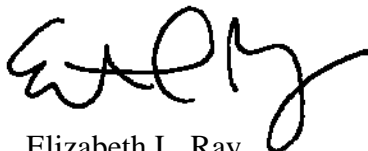
(3) Visual separation rules, as specified in FAA Order JO 7110.65, Chapter 7, Section 2, Visual Separation, must not be applied to aircraft operating directly behind, within 2,500 feet of the flight path of the leading aircraft, or directly behind and less than 1,000 feet below the A388.

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

**7. Background.** On October 9, 2006, the International Civil Aviation Organization (ICAO) issued guidance regarding the wake vortex aspects of A388 aircraft. FAA Flight Standards Service has not yet issued final standards for the A388 pursuant to the ICAO guidance. Until final standards are issued, the ATO will continue to issue interim guidance to support the operation of the A388 in U.S.-controlled airspace.

Although a "J" indicator for the A388 has been identified by ICAO in its October 9, 2006, guidance, the FAA has not rendered a final determination in support of such an indicator. Accordingly, existing flight data processing systems and records have not yet been modified to reflect a "J" indicator for the A388 on electronic flight lists or printed flight progress strips. Studies indicate that wake vortices generated by the A388 may be more substantial than those of aircraft in the "Heavy" wake turbulence category thus requiring special designation ("Super") and additional wake turbulence separation during certain segments of flight. The A388 may identify itself as call sign "Super" in radio communications with air traffic control.

**8. Safety Management System.** These procedures are based on guidance received from ICAO and the joint FAA/EUROCONTROL Wake Turbulence Steering Group that studied the wake vortices of the A388 in 2006. Although ICAO recently has issued revised guidance regarding reduced wake separation criteria behind the A388, the ATO has not fully evaluated the revision. Accordingly, the separation standards contained in this notice are unchanged from what was approved in N JO 7110.541. Therefore, no further safety risk analysis is necessary.



Elizabeth L. Ray  
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Air Traffic Organization

September 30, 2011  
Date Signed