

NOTICE

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

N JO 7110.472

Effective Date:
June 28, 2007

Cancellation Date:
February 14, 2008

SUBJ: Longitudinal Separation

1. **Purpose of This Notice.** This notice clarifies and modifies Federal Aviation Administration Order (FAAO) 7110.65R, Air Traffic Control, Paragraph 8-9-3, Longitudinal Separation.
2. **Audience.** This notice applies to the Air Traffic Organization (ATO) En Route and Oceanic service unit and select En Route and Oceanic air traffic control facilities.
3. **Where Can I Find This Notice?** This notice is available on 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/airports_airtraffic/air_traffic/publications.
4. **Explanation of Policy Changes.** This amendment clarifies the longitudinal separation requirement based on time to 10 minutes between turbojet aircraft on the same course and 15 minutes for all other aircraft in accordance with Chapter 8, Offshore/Oceanic Procedures, Section 3, Longitudinal Separation.
5. **Procedures.** Amend FAAO 7110.65R, Paragraph 8-9-3, Longitudinal Separation, to read as follows:

8-9-3. LONGITUDINAL SEPARATION

In accordance with Chapter 8, Offshore/Oceanic Procedures, Section 3, Longitudinal Separation, apply the following:

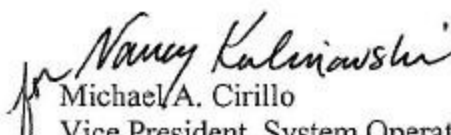
- a. Minima based on time:
 1. Fifteen minutes between aircraft; or
 2. Ten minutes between turbojet aircraft whether in level, climbing, or descending flight provided the aircraft concerned follow the same track or continuously diverging tracks until some other form of separation is provided; or
 3. The prescribed minima in accordance with Paragraph 8-3-3, Mach Number Technique.
 4. Reciprocal track aircraft - where lateral separation is not provided, vertical separation shall be provided for at least 10 minutes before and after the time the aircraft are estimated to pass or are estimated to have passed.

No further changes to the paragraph.

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

7. Background. FAAO 7110.65R, Change 2, Paragraph 8-9-3, Longitudinal Separation, allowed 10 minutes separation between aircraft operating in the Pacific International Civil Aviation Organization Region. This notice clarifies that 10 minutes separation is only applicable to turbojet aircraft on the same track. Basic longitudinal separation between aircraft remains 15 minutes. While change 2 was predicated on turbojet aircraft conducting operational trials in the Oakland Oceanic Flight Information Region (FIR) for several years, the same safety case can be made for turbojet aircraft operating in the Anchorage Oceanic FIR. Consequently, effective with this notice, FAA can begin operational trials, monitoring of data, and appropriate safety case development to support the application of 10 minutes separation between turbojet aircraft on the same course operating in the Anchorage Oceanic FIR as well. Therefore, both Oakland and Anchorage oceanic controllers may apply 10 minutes separation between turbojet aircraft operating on the same course.

8. Implementation. This notice shall be implemented on the effective date and the content of this notice will be incorporated into FAAO 7110.65S, Basic, effective February 14, 2008.


Michael A. Cirillo
Vice President, System Operations Services
Air Traffic Organization

6/28/07
Date Signed