**NOTICE**

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

**N JO 7110.478**

**Effective Date**:
October 1, 2007

**Cancellation Date**:
October 1, 2008

**SUBJ**: Interim Procedures for A380 Proving and Promotional Flights

**1. Purpose of This Notice**. This notice transmits interim air traffic procedures applicable to Airbus A380 route-proving or promotional operations from Europe to the United States scheduled to be conducted in October 2007. The procedures contained in this notice supplement existing guidance contained in Federal Aviation Administration Order (FAAO) 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 Services.

**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. Action**. Terminal/en route facility managers shall ensure the provisions of this notice are briefed to all front-line managers, controllers-in-charge, and air traffic controllers before the effective date of this notice.

**5. Procedures.** Standard air traffic control procedures contained in FAAO 7110.65 and facility letters of agreement shall be applied in support of the A380 with the following additions/changes:

a. *EN ROUTE:*

1. Small/large/heavy behind an A380 – *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 A380 operations, and when issuing traffic advisories regarding an A380.

4. Visual separation rules specified in FAAO 7110.65, chapter 7, section 2, shall not be applied with respect to the A380.

b. *TERMINAL:*

1. Separate aircraft operating directly behind or directly behind and less than 1,000 feet below 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 A380 – *6 miles*

(b) Large behind A380 – *8 miles*

(c) Small behind A380 – *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 A380.

3. Visual separation rules specified in FAAO 7110.65, chapter 7, section 2, shall not be applied with respect to the A380.

c. Front-line managers are responsible for notifying the appropriate traffic management unit in advance of planned A380 flights to allow for further coordination with other facilities and the David J. Hurley Air Traffic Control System Command Center, as necessary.

**6. Distribution**. This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, System Operations, and Safety Services; 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 A380 aircraft. The FAA Flight Standards Service has not yet issued final standards for the A380 pursuant to the October 9, 2006, ICAO guidance. Pending the issuance of such standards, ATO will issue interim guidance to support the occasional operation of the A380 in U.S.-controlled airspace on a case-by-case basis.

Although a "J" indicator 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 at this time. Accordingly, existing flight data processing systems and records have not yet been modified to reflect a "J" indicator for the A380, and a "J" will not show up on electronic flight lists or printed flight progress strips. The A380 is in the "Heavy" aircraft weight category. However, wake vortices generated by the A380 are more substantial than those of other aircraft in the "Heavy" wake turbulence category, thus requiring special designation ("Super") and additional wake turbulence separation during certain segments of flight. The A380 may, therefore, identify itself as *CALL SIGN "Super"* in radio communications with air traffic control.

**8. Implementation**. This notice shall be implemented on the effective date of October 1, 2007.

**9. 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 A380 in 2006. Separation standards are not being reduced from what is currently approved in FAAO 7110.65. Therefore, no further safety risk analysis is necessary.

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9-17-2007
Date Signed