

NOTICE

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

N JO 7110.666

Effective Date:
April 24, 2014

Cancellation Date:
July 24, 2014

SUBJ: Wake Turbulence Separation for Intersection Departures

- 1. Purpose of This Notice.** This notice amends FAA Order JO 7110.65, paragraph 3-9-7, Wake Turbulence Separation for Intersection Departures, by removing the requirement for controllers to ensure that visual separation/visual spacing exists between aircraft operating in a VFR tower pattern.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations, including the David J. Hurley Air Traffic Control System Command Center (ATCSCC); all terminal and en route air traffic field facilities, and Department of Defense facilities, where applicable.
- 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. Procedures.** Amend FAA Order JO 7110.65, paragraph 3-9-7, Wake Turbulence Separation for Intersection Departures, to read as follows:

3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES

Title through paragraph 3-9-7b2, no change.

3. Successive touch-and-go and/or stop-and-go operations are authorized to the same runway or parallel runways separated by less than 2,500 feet under the following conditions:

(a) When a small aircraft is sequenced behind a small aircraft that weighs more than 12,500 lbs. or a large aircraft to the same runway or parallel runway, ensure aircraft involved have been issued appropriate traffic and have reported the traffic in sight. Issue instructions to follow (if applicable) and a wake turbulence cautionary advisory.

EXAMPLE-

“Follow DH-8 base leg, caution wake turbulence, Runway One-Eight Left, cleared touch-and-go/stop-and-go.”

“Traffic DH-8 right base Runway One-Eight Right, caution wake turbulence, Runway One-Eight Left cleared touch-and-go/stop-and-go.”

(b) When a small aircraft is landing behind a departing small aircraft that weighs more than 12,500 lbs. or a large aircraft on the same runway or parallel runway, ensure aircraft involved have been issued appropriate traffic and have reported the departing traffic in sight. Issue a wake turbulence cautionary advisory.

EXAMPLE-

“Caution wake turbulence, MD-90 departing, Runway One Eight Left, cleared touch-and-go/stop-and-go.”

“Traffic MD-90 departing Runway One-Eight Right, caution wake turbulence, Runway One-Eight Left cleared touch-and-go/stop-and-go.”

REFERENCE-

*FAAO 7110.65, 2-1-20, Wake Turbulence Cautionary Advisories.
Advisory Circular 90-23F, Wake Turbulence Avoidance.*

4. Successive touch-and-go and/or stop-and-go operations are authorized to the same runway or parallel runways separated by less than 2,500 feet under the following conditions:

(a) When an aircraft is sequenced behind a heavy aircraft/B757 to the same runway or parallel runway, ensure aircraft involved have been issued appropriate traffic and/or sequencing and have reported the traffic in sight. Issue instructions to follow (if applicable) and a wake turbulence cautionary advisory.

EXAMPLE-

“Follow B757 mid-field downwind, caution wake turbulence, Runway One-Eight Left, cleared touch-and-go/stop-and-go.”

“Traffic Heavy Boeing 767 right base Runway One-Eight Right, caution wake turbulence, Runway One-Eight Left, cleared touch-and-go/stop-and-go.”

(b) When an aircraft is landing behind a departing heavy aircraft/B757 on the same runway or parallel runway, ensure aircraft involved have been issued appropriate traffic and have reported the departing traffic in sight. Issue a wake turbulence cautionary advisory.

EXAMPLE-

“Caution wake turbulence, heavy Boeing 767 departing, Runway One-Eight Left, cleared touch-and-go/stop-and-go.”

“Traffic Boeing 757 departing Runway One-Eight Right, caution wake turbulence, Runway One Eight Left, caution wake turbulence, cleared touch-and-go/stop-and-go.”

REFERENCE-

*FAAO 7110.65, 2-1-20, Wake Turbulence Cautionary Advisories.
Advisory Circular 90-23F, Wake Turbulence Avoidance.*

No further changes to paragraph

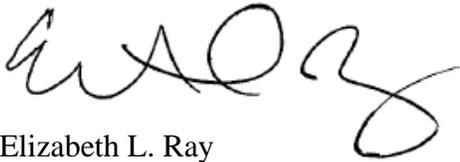
7. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, and System Operations; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center, and Department of Defense facilities, where applicable.

8. Background. FAA Order JO 7110.65, paragraph 3-9-7b3 allows pilots to deviate from the 3-minute interval when "successive touch-and-go and/or stop-and-go operations are conducted with a small aircraft following another small aircraft weighing more than 12,500 lbs. or a large aircraft in the pattern, or a small aircraft weighing more than 12,500 lbs. or a large aircraft departing the same runway, provided the pilot of the small aircraft is maintaining visual separation/spacing behind the preceding large aircraft."

In July 2011, Terminal Operations, Headquarters, issued an interpretation that controllers need not apply "visual separation" procedures to aircraft operating in a VFR traffic pattern. Provided that ATC does not take any action to reduce/alter the flight path of the succeeding aircraft, the controller is only required to issue traffic to the affected pilot, obtain confirmation from that pilot that traffic is in sight, and then issue a landing clearance with a cautionary wake turbulence advisory, when applicable.

These changes remove the "visual separation/visual spacing" requirement from paragraph 3-9-7b3 and 3-9-7b4 and aligns the procedure with 14 CFR 61.105(b)(7) and Advisory Circular 90-23F, paragraph 12. Additionally, the paragraph has been divided into two separate subparagraphs to further delineate

the procedures required with aircraft conducting successive operations with additional aircraft in a tower pattern and those aircraft that are being sequenced with a departing aircraft (for example, leaving the tower pattern). Lastly, aircraft examples were updated to represent current models.



Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization

3/21/14
Date Signed