

NOTICE

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

N JO 7110.712

Effective Date:
May 12, 2016

Cancellation Date:
November 10, 2016

SUBJ: Same Runway Separation, Wake Turbulence Separation for Intersection Departures, and Radar Separation Minima.

1. Purpose of This Notice. This notice adds a time-based separation requirement to Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, Paragraph 3-9-6, Same Runway Separation, and Paragraph 3-9-7, Wake Turbulence Separation for Intersection Departures; and modifies the note to Paragraph 5-5-4, Minima, Subparagraph g.3.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated terminal air traffic control facilities.

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/.

6. Procedures. Amend the following paragraphs in FAA Order JO 7110.65:

3-9-6. SAME RUNWAY SEPARATION

Title through f., No Change

g. Separate a small behind a B757 aircraft by *2 minutes* when departing:

1. The same runway.
2. A parallel runway separated by less than 2,500 feet if flight paths will cross.

No further changes to paragraph

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

Title through a.2, No Change

3. Separate a small aircraft taking off from an intersection (same or opposite direction takeoff) behind a preceding departing B757 aircraft by ensuring that the small aircraft does not start takeoff roll until at least *3 minutes* after the B757 has taken off from:

(a) The same runway.

(b) Parallel runways separated by less than 2,500 feet, or parallel runways separated by less than 2,500 feet with the runway thresholds offset by 500 feet or more, if flight paths will cross.

No further changes to paragraph

5-5-4 MINIMA

Title through g.3., No Change

NOTE–

The application of paragraph 5-8-3, Successive or Simultaneous Departures, satisfies this requirement.

No further changes to paragraph

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

8. Background.

FAA Order JO 7110.65W contained changes to the wake turbulence separation minima behind B757 aircraft. These changes eliminated separation requirements for heavy and large aircraft behind a B757 and reduced the separation for small aircraft to four miles and less than 500 feet below when operating directly behind a B757. Also, the runway separation requirement for a small behind a B757 was changed from the same or parallel runway separated by less than 2,500 feet to the same runway. When developing the new procedures, processes were included in Paragraph 5-5-4, Minima, for radar operations; however, time based requirements were not included to account for the airborne wake turbulence separation when a small aircraft crosses behind a B757 that has departed a parallel runway separated by less than 2,500 feet.

Paragraph 5-5-4, Minima, Subparagraph g.3., contains a note stating that the application of Paragraph 5-8-3, Successive or Simultaneous Departures, satisfies the requirements of the subparagraph when an initial heading is issued with the takeoff clearance. The requirement to issue an initial heading has been removed as the proper application of Paragraph 5-8-3 will provide for the initial course divergence.

Original Signed By Heather Hemdal

Heather Hemdal
Director, Air Traffic Procedures, AJV-8

4-27-16

Date Signed