

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 1

EFFECTIVE DATE: August 26, 2010

TRACKING #: 51- 7-9-4

SPECIALIST/ROUTING: Robert Law AJR-53 (202) 267-9326

1. PARAGRAPH NUMBER AND TITLE:

7-9-4. SEPARATION

2. **BACKGROUND:** The characteristics of the Osprey (V22) is listed in Appendix B, Aircraft Information Helicopters/Rotorcrafts of the FAAO JO 7110.65S. Controllers could possibly interpret that the Osprey be treated as a helicopter for the application of Class Bravo airspace separation standards. The Osprey's same runway separation (SRS) category is "II" and weighs more than 19,000 pounds. In Bravo airspace, the separation requirements between all SRS "I" and "II" aircraft weighing 19,000 pounds or less is target resolution. To avoid any misinterpretation, the Osprey is to be considered a fixed-wing aircraft for the application of Bravo airspace separation requirements.

3. **EXPLANATION OF CHANGE:** This change adds a paragraph identifying the Osprey as a fixed-wing aircraft weighing more than 19,000 pounds. This change cancels and incorporates N JO 7110.521, Separation, effective April 1, 2010.

4. CHANGE:

OLD

7-9-4. SEPARATION

Title thru a

b. VFR aircraft shall be separated from VFR/IFR aircraft that weigh more than 19,000 pounds and turbojets by no less than:

b1 thru b3

Add

c. VFR aircraft shall be separated from all VFR/IFR aircraft which weigh 19,000 pounds or less by a minimum of:

NEW

7-9-4. SEPARATION

No change

b. VFR aircraft must be separated from VFR/IFR aircraft that weigh more than 19,000 pounds and turbojets by no less than:

No change

c. For the application of Class Bravo airspace separation requirements, the V-22 Osprey must be treated as a fixed-wing aircraft. It is an SRS Category II aircraft but weighs more than 19,000 pounds. The V-22 Osprey must be separated from VFR/IFR aircraft by minimum identified in subparagraph b above.

d. VFR aircraft must be separated from all VFR/IFR aircraft which weigh 19,000 pounds or less by a minimum of:

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.521, Separation, effective April 1, 2010

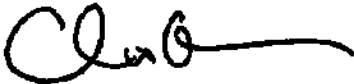
8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ **HM 7/29/2009**

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

☐ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

☒ **SRMDM.** Proposed change is not safety related.

Comments:



Chuck Chamberlain
Acting Manager, Terminal Operations Group

8/12/09
Date: