U.S. Department
of Transportation

**Federal Aviation
Administration**

Order 7110.65N

Air Traffic Control

Atlanta Airport Traffic Control Tower

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Chapter 2. General Control

Section 1. General

2-1-1. ATC SERVICE

The primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic. In addition to its primary function, the ATC system has the capability to provide (with certain limitations) additional services. The ability to provide additional services is limited by many factors, such as the volume of traffic, frequency congestion, quality of radar, controller workload, higher priority duties, and the pure physical inability to scan and detect those situations that fall in this category. It is recognized that these services cannot be provided in cases in which the provision of services is precluded by the above factors. Consistent with the aforementioned conditions, controllers shall provide additional service procedures to the extent permitted by higher priority duties and other circumstances. The provision of additional services is not optional on the part of the controller, but rather is required when the work situation permits. Provide air traffic control service in accordance with the procedures and minima in this order except when:

a. A deviation is necessary to conform with ICAO Documents, National Rules of the Air, or special agreements where the U.S. provides air traffic control service in airspace outside the U.S. and its possessions or:

NOTE-
Pilots are required to abide by CFR's or other applicable regulations regardless of the application of any procedure or minima in this order.

b. Other procedures/minima are prescribed in a letter of agreement, FAA directive, or a military document, or:

NOTE-
These procedures may include altitude reservations, air refueling, fighter interceptor operations, law enforcement, etc.

REFERENCE-
FAAO 7110.65, Procedural Letters of Agreement, Para 1-1-8.

c. A deviation is necessary to assist an aircraft when an emergency has been declared.

REFERENCE-
FAAO 7110.65, Safety Alert, Para 2-1-6.
FAAO 7110.65, Emergencies, Chapter 10
FAAO 7110.65, Merging Target Procedures, Para 5-1-8.

2-1-2. DUTY PRIORITY

a. Give first priority to separating aircraft and issuing safety alerts as required in this order. Good judgment shall be used in prioritizing all other provisions of this order based on the requirements of the situation at hand.

REFERENCE-
FAAO 7110.65, Safety Alert, Para 2-1-6.

NOTE-
Because there are many variables involved, it is virtually impossible to develop a standard list of duty priorities that would apply uniformly to every conceivable situation. Each set of circumstances must be evaluated on its own merit, and when more than one action is required, controllers shall exercise their best judgment based on the facts and circumstances known to them. That action which is most critical from a safety standpoint is performed first.

b. Provide additional services to the extent possible, contingent only upon higher priority duties and other factors including limitations of radar, volume of traffic, frequency congestion, and workload.

2-1-3. PROCEDURAL PREFERENCE

a. Use automation procedures in preference to nonautomation procedures when workload, communications, and equipment capabilities permit.

b. Use radar separation in preference to nonradar separation when it will be to an operational advantage and workload, communications, and equipment permit.

c. Use nonradar separation in preference to radar separation when the situation dictates that an operational advantage will be gained.

NOTE-
One situation may be where vertical separation would preclude excessive vectoring.

NOTE-
The term "SCOOT" will not be part of the call sign but may be used when the aircraft is airborne to indicate a request for special handling.

REFERENCE-
FAAO 7110.65, Law Enforcement Operations by Civil and Military Organizations, Para 9-3-9.
FAAO 7610.4, Applications, Para 12-7-1.

l. When requested, provide priority handling to TEAL and NOAA mission aircraft.

NOTE-
Priority handling may be requested by the pilot, or via telephone from CARCAH or the 53rd Weather Reconnaissance Squadron (53WRS) operations center personnel, or in the remarks section of the flight plan.

REFERENCE-
FAAO 7110.65, Weather Reconnaissance Flights, Para 9-3-16.

m. IFR aircraft shall have priority over SVFR aircraft.

REFERENCE-
FAAO 7110.65, Chapter 7, Section 5, Special VFR (SVFR).

n. Providing priority and special handling to expedite the movement of OPEN SKIES observation and demonstration flights.

NOTE-
An OPEN SKIES aircraft has priority over all "regular" air traffic. "Regular" is defined as all aircraft traffic other than:
1. Emergencies.
2. Aircraft directly involved in presidential movement.
3. Forces or activities in actual combat.
4. Lifeguard, MED EVAC, AIR EVAC and active SAR missions.

REFERENCE-
FAAO 7110.65 OPEN SKIES Treaty Aircraft, Para 9-3-19.
FAAO 7210.3, OPEN SKIES Treaty Aircraft, Para 5-3-7.
Treaty on OPEN SKIES, Treaty Document, 102-37.

o. Aircraft operating under the National Route Program are not subject to route limiting restrictions (e.g., published preferred IFR routes, letter of agreement requirements, standard operating procedures).

REFERENCE-
FAAO 7110.65, En Route Data Entries, Para 2-3-2.
FAAO 7110.65, National Route Program (NRP) Information, Para 2-2-15.
FAAO 7110.65, Route or Altitude Amendments, Para 4-2-5.
FAAO 7210.3, Chapter 17, Section 17, National Route Program.

2-1-5. EXPEDITIOUS COMPLIANCE

a. Use the word "immediately" only when expeditious compliance is required to avoid an imminent situation.

b. Use the word "expedite" only when prompt compliance is required to avoid the development of an imminent situation. If an "expedite" climb or descent clearance is issued by ATC, and subsequently the altitude to maintain is changed or restated without an expedite instruction, the expedite instruction is canceled.

c. In either case, if time permits, include the reason for this action.

2-1-6. SAFETY ALERT

Issue a safety alert to an aircraft if you are aware the aircraft is in a position/attitude which, in your judgment, places it in unsafe proximity to terrain, obstructions, or other aircraft. Once the pilot informs you action is being taken to resolve the situation, you may discontinue the issuance of further alerts. Do not assume that because someone else has responsibility for the aircraft that the unsafe situation has been observed and the safety alert issued; inform the appropriate controller.

NOTE-
1. The issuance of a safety alert is a first priority (see para 2-1-2, Duty Priority) once the controller observes and recognizes a situation of unsafe aircraft proximity to terrain, obstacles, or other aircraft. Conditions, such as workload, traffic volume, the quality/limitations of the radar system, and the available lead time to react are factors in determining whether it is reasonable for the controller to observe and recognize such situations. While a controller cannot see immediately the development of every situation where a safety alert must be issued, the controller must remain vigilant for such situations and issue a safety alert when the situation is recognized.

2. Recognition of situations of unsafe proximity may result from MSAW/E-MSAW/LAAS, automatic altitude readouts, Conflict/Mode C Intruder Alert, observations on a PAR scope, or pilot reports.

3. Once the alert is issued, it is solely the pilot's prerogative to determine what course of action, if any, will be taken.

a. Terrain/Obstruction Alert. Immediately issue/initiate an alert to an aircraft if you are aware the aircraft is at an altitude which, in your judgment,

P. IF ABLE, PROVIDE PRIORITY HANDLING TO DIVERTED FLIGHTS. PRIORITY HANDLING MAY BE REQUESTED VIA USE OF "DVRSN" IN THE REMARKS SECTION OF THE FLIGHT PLAN OR BY THE FLIGHT BEING PLACED ON THE DIVERSION RECOVERY TOOL (DRT)

places it in unsafe proximity to terrain/obstructions. Issue the alert as follows:

PHRASEOLOGY-
(Identification) LOW ALTITUDE ALERT,

CHECK YOUR ALTITUDE IMMEDIATELY.

THE (as appropriate) MEA/MVA/MOCA/MIA IN YOUR AREA IS (altitude),

or if an aircraft is past the final approach fix (nonprecision approach),

or the outer marker,

or the fix used in lieu of the outer marker (precision approach),

and, if known, issue

THE (as appropriate) MDA/DH IS (altitude).

b. Aircraft Conflict/Mode C Intruder Alert. Immediately issue/initiate an alert to an aircraft if you are aware of another aircraft at an altitude which you believe places them in unsafe proximity. If feasible, offer the pilot an alternate course of action.

c. When an alternate course of action is given, end the transmission with the word "immediately."

PHRASEOLOGY-
TRAFFIC ALERT (call sign) (position of aircraft) ADVISE YOU TURN LEFT/RIGHT (heading),

and/or

CLIMB/DESCEND (specific altitude if appropriate) IMMEDIATELY.

REFERENCE-
FAAO 7110.65, Conflict Alert (CA) and Mode C Intruder (MCI) Alert, Para 5-14-1.
FAAO 7110.65, En Route Minimum Safe Altitude Warning (E-MSAW), Para 5-14-2.
FAAO 7110.65, CA/MCI, Para 5-15-6.
FAAO 7110.65, Altitude Filters, Para 5-2-23.

2-1-7. INFLIGHT EQUIPMENT MALFUNCTIONS

a. When a pilot reports an inflight equipment malfunction, determine the nature and extent of any special handling desired.

NOTE-
Inflight equipment malfunctions include partial or complete failure of equipment which may affect either safety and/or the ability of the flight to proceed under IFR in the ATC system. Controllers may expect reports from pilots regarding VOR, TACAN, ADF, GPS, or low frequency navigation receivers, impairment of air-ground communications capability, or other equipment deemed appropriate by the pilot (e.g. airborne weather radar). Pilots should communicate the nature and extent of any assistance desired from ATC.

b. Provide the maximum assistance possible consistent with equipment, workload, and any special handling requested.

c. Relay to other controllers or facilities who will subsequently handle the aircraft, all pertinent details concerning the aircraft and any special handling required or being provided.

2-1-8. MINIMUM FUEL

If an aircraft declares a state of "minimum fuel," inform any facility to whom control jurisdiction is transferred of the minimum fuel problem and be alert for any occurrence which might delay the aircraft en route.

NOTE-
Use of the term "minimum fuel" indicates recognition by a pilot that his/her fuel supply has reached a state where, upon reaching destination, he/she cannot accept any undue delay. This is not an emergency situation but merely an advisory that indicates an emergency situation is possible should any undue delay occur. A minimum fuel advisory does not imply a need for traffic priority. Common sense and good judgment will determine the extent of assistance to be given in minimum fuel situations. If, at any time, the remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, the pilot should declare an emergency and report fuel remaining in minutes.

2-1-9. REPORTING ESSENTIAL FLIGHT INFORMATION

Report as soon as possible to the appropriate FSS, airport manager's office, ARTCC, approach control facility, operations office, or military operations office any information concerning components of the NAS or any flight conditions which may have an adverse effect on air safety.

NOTE-
FSS's are responsible for classifying and disseminating Notices to Airmen.

REFERENCE-
FAAO 7110.65, Timely Information, Para 3-3-3.
FAAO 7110.65, Service Limitations, Para 5-1-6.
FAAO 7210.3, Periodic Maintenance, Para 3-1-2.
USN, See OPNAVINST 3721.30.

3. *TERMINAL.* VFR arriving aircraft that have previously been radar vectored and the vectoring has been discontinued.

b. Issue cautionary information to any aircraft if in your opinion, wake turbulence may have an adverse effect on it. When traffic is known to be a heavy aircraft, include the word *heavy* in the description.

NOTE-
Wake turbulence may be encountered by aircraft in flight as well as when operating on the airport movement area. Because wake turbulence is unpredictable, the controller is not responsible for anticipating its existence or effect. Although not mandatory during ground operations, controllers may use the words jet blast, propwash, or rotorwash, in lieu of wake turbulence, when issuing a caution advisory.

REFERENCE-
AC 90-23, Aircraft Wake Turbulence.
P/CG TERM- Aircraft Classes.
P/CG TERM- Wake Turbulence.

PHRASEOLOGY-
CAUTION WAKE TURBULENCE (traffic information).

REFERENCE-
FAAO 7110.65, Visual Separation, Para 7-2-1.

2-1-21. TRAFFIC ADVISORIES

Unless an aircraft is operating within Class A airspace or omission is requested by the pilot, issue traffic advisories to all aircraft (IFR or VFR) on your frequency when, in your judgment, their proximity may diminish to less than the applicable separation minima. Where no separation minima applies, such as for VFR aircraft outside of Class B/Class C airspace, or a TRSA, issue traffic advisories to those aircraft on your frequency when in your judgment their proximity warrants it. Provide this service as follows:

a. To radar identified aircraft:

1. Azimuth from aircraft in terms of the 12-hour clock, or

2. When rapidly maneuvering aircraft prevent accurate issuance of traffic as in 1 above, specify the direction from an aircraft's position in terms of the eight cardinal compass points (N, NE, E, SE, S, SW, W, and NW). This method shall be terminated at the pilot's request.

3. Distance from aircraft in miles.

4. Direction in which traffic is proceeding and/or relative movement of traffic.

NOTE-
Relative movement includes closing, converging, parallel same direction, opposite direction, diverging, overtaking, crossing left to right, crossing right to left.

5. If known, type of aircraft and altitude.

REFERENCE-
FAAO 7110.65, Description of Aircraft Types, Para 2-4-21.

PHRASEOLOGY-
TRAFFIC, (number) O'CLOCK,

or when appropriate,

(direction) (number) MILES, (direction)-BOUND and/or (relative movement),

and if known,

(type of aircraft and altitude).

or

When appropriate,

(type of aircraft and relative position), (number of feet) FEET ABOVE/BELOW YOU.

If altitude is unknown,

ALTITUDE UNKNOWN.

EXAMPLE-
"Traffic, eleven o'clock, one zero miles, southbound, converging, Boeing Seven Twenty Seven, one seven thousand."
"Traffic, twelve o'clock, one five miles, opposite direction, altitude unknown."
"Traffic, ten o'clock, one two miles, southeast bound, one thousand feet below you."

6. When requested by the pilot, issue radar vectors to assist in avoiding the traffic, provided the aircraft to be vectored is within your area of jurisdiction or coordination has been effected with the sector/facility in whose area the aircraft is operating.

7. If unable to provide vector service, inform the pilot.

REFERENCE-
FAAO 7110.65, Operational Requests, Para 2-1-18.

8. Inform the pilot of the following when traffic you have issued is not reported in sight:

(a) The traffic is no factor.

(b) The traffic is no longer depicted on radar.

PHRASEOLOGY-
TRAFFIC NO FACTOR/NO LONGER OBSERVED,

or

(number) O'CLOCK TRAFFIC NO FACTOR/NO LONGER OBSERVED,

or

(direction) TRAFFIC NO FACTOR/NO LONGER OBSERVED.

b. To aircraft that are not radar identified:

1. Distance and direction from fix.

2. Direction in which traffic is proceeding.

3. If known, type of aircraft and altitude.

4. ETA over the fix the aircraft is approaching, if appropriate.

PHRASEOLOGY-
TRAFFIC, (number) MILES/MINUTES (direction) OF (airport or fix), (direction)-BOUND,

and if known,

(type of aircraft and altitude),

ESTIMATED (fix) (time),

or

TRAFFIC, NUMEROUS AIRCRAFT VICINITY (location).

If altitude is unknown,

ALTITUDE UNKNOWN.

EXAMPLE-
"Traffic, one zero miles east of Forsythe V-O-R, Southbound, M-D Eighty, descending to one six thousand."
"Traffic, reported one zero miles west of Downey V-O-R, northbound, Apache, altitude unknown, estimated Joliet V-O-R one three one five."
"Traffic, eight minutes west of Chicago Heights V-O-R, westbound, Mooney, eight thousand, estimated Joliet V-O-R two zero three five."
"Traffic, numerous aircraft, vicinity of Delia airport."

c. For aircraft displaying Mode C, not radar identified, issue indicated altitude.

EXAMPLE-
"Traffic, one o'clock, six miles, eastbound, altitude indicates six thousand five hundred."

REFERENCE-
FAAO 7110.65, Traffic Information, Para 3-1-6.
FAAO 7110.65, Visual Separation, Para 7-2-1.
FAAO 7110.65, VFR Departure Information, Para 7-6-10.

2-1-22. BIRD ACTIVITY INFORMATION

a. Issue advisory information on pilot-reported, tower-observed, or radar-observed and pilot-verified bird activity. Include position, species or size of birds, if known, course of flight, and altitude. Do this for at least 15 minutes after receipt of such information from pilots or from adjacent facilities unless visual observation or subsequent reports reveal the activity is no longer a factor.

EXAMPLE-
"Flock of geese, one o'clock, seven miles, northbound, last reported at four thousand."
"Flock of small birds, southbound along Mohawk River, last reported at three thousand."
"Numerous flocks of ducks, vicinity Lake Winnebago, altitude unknown."

b. Relay bird activity information to adjacent facilities and to FSS's whenever it appears it will become a factor in their areas.

2-1-23. TRANSFER OF POSITION RESPONSIBILITY

The transfer of position responsibility shall be accomplished in accordance with the "Standard Operating Practice (SOP) for the Transfer of Position Responsibility," and appropriate facility directives each time operational responsibility for a position is transferred from one specialist to another.

2-1-24. WHEELS DOWN CHECK

USA/USAF/USN

Remind aircraft to check wheels down on each approach unless the pilot has previously reported wheels down for that approach.

NOTE-
The intent is solely to remind the pilot to lower the wheels, not to place responsibility on the controller.

Chapter 3. Airport Traffic Control- Terminal

Section 1. General

3-1-1. PROVIDE SERVICE

Provide airport traffic control service based only upon observed or known traffic and airport conditions.

NOTE-
When operating in accordance with CFR's, it is the responsibility of the pilot to avoid collision with other aircraft. However, due to the limited space around terminal locations, traffic information can aid pilots in avoiding collision between aircraft operating within Class B, Class C, or Class D surface areas and the terminal radar service areas, and transiting aircraft operating in proximity to terminal locations.

3-1-2. PREVENTIVE CONTROL

Provide preventive control service only to aircraft operating in accordance with a letter of agreement. When providing this service, issue advice or instructions only if a situation develops which requires corrective action.

NOTE-
Preventive control differs from other airport traffic control in that repetitious, routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing.

3-1-3. USE OF ACTIVE RUNWAYS

The local controller has primary responsibility for operations conducted on the active runway and must control the use of those runways. Positive coordination and control is required as follows:

NOTE-
Exceptions may be authorized only as provided in para 1-1-9, Constraints Governing Supplements and Procedural Deviations, and FAAO 7210.3, Facility Operation and Administration, Use of Active Runways, para 10-1-7, where justified by extraordinary circumstances at specific locations.

REFERENCE-
FAAO 7110.65, Constraints Governing Supplements and Procedural Deviations, Para 1-1-9.
FAAO 7210.3, Use of Active Runways, Para 10-1-7.

a. Ground control must obtain approval from local control before authorizing an aircraft or a vehicle to cross or use any portion of an active runway. The coordination shall include the point/intersection at the runway where the operation will occur.

PHRASEOLOGY-
CROSS (runway) AT (point/intersection).

b. When the local controller authorizes another controller to cross an active runway, the local controller shall verbally specify the runway to be crossed and the point/intersection at the runway where the operation will occur preceded by the word "cross."

PHRASEOLOGY-
CROSS (runway) AT (point/intersection).

c. The ground controller shall advise the local controller when the coordinated runway operation is complete. This may be accomplished verbally or through visual aids as specified by a facility directive.

d. *USA/USAF NOT APPLICABLE.* Authorization for aircraft/vehicles to taxi/proceed on or along an active runway, for purposes other than crossing, shall be provided via direct communications on the appropriate local control frequency. This authorization may be provided on the ground control frequency after coordination with local control is completed for those operations specifically described in a facility directive.

NOTE-
The USA and USAF establish local operating procedures in accordance with USA and USAF directives.

e. The local controller shall coordinate with the ground controller before using a runway not previously designated as active.

REFERENCE-
FAAO 7110.65, Coordination Between Local and Ground Controllers, Para 3-1-4.

Section 8. Spacing and Sequencing

3-8-1. SEQUENCE/SPACING APPLICATION

Establish the sequence of arriving and departing aircraft by requiring them to adjust flight or ground operation, as necessary, to achieve proper spacing.

PHRASEOLOGY-
CLEARED FOR TAKEOFF.

CLEARED FOR TAKEOFF OR HOLD SHORT/HOLD IN POSITION/TAXI OFF THE RUNWAY (traffic).

EXTEND DOWNWIND.

MAKE SHORT APPROACH.

NUMBER (landing sequence number),

FOLLOW (description and location of traffic),

or if traffic is utilizing another runway,

TRAFFIC (description and location) LANDING RUNWAY (number of runway being used).

CIRCLE THE AIRPORT.

MAKE LEFT/RIGHT THREE-SIXTY/TWO SEVENTY.

GO AROUND.

CLEARED TO LAND.

CLEARED:

TOUCH-AND-GO,
or

STOP-AND-GO,
or

LOW APPROACH.

CLEARED FOR THE OPTION,

or

OPTION APPROVED,

or

UNABLE OPTION, (alternate instructions).

or

UNABLE (type of option), OTHER OPTIONS APPROVED.

NOTE-
1. *The "Cleared for the Option" procedure will permit an instructor pilot/flight examiner/pilot the option to make a touch-and-go, low approach, missed approach, stop-and-go, or full stop landing. This procedure will only be used at those locations with an operational control tower and will be subject to ATC approval.*

2. *For proper helicopter spacing, speed adjustments may be more practical than course changes.*

3. *Read back of hold short instructions apply when hold instructions are issued to a pilot in lieu of a takeoff clearance.*

REFERENCE-
FAAO 7110.65, Taxi and Ground Movement Operations, Para 3-7-2.

3-8-2. TOUCH-AND-GO OR STOP-AND-GO OR LOW APPROACH

Consider an aircraft cleared for touch-and-go, stop-and-go, or low approach as an arriving aircraft until it touches down (for touch-and-go), or makes a complete stop (for stop-and-go), or crosses the landing threshold (for low approach), and thereafter as a departing aircraft.

REFERENCE-
FAAO 7110.65, Vehicles/Equipment/Personnel on Runways, Para 3-1-5.
FAAO 7110.65, Wake Turbulence Separation for Intersection Departures, Para 3-9-7.

3-8-3. SIMULTANEOUS SAME DIRECTION OPERATION

Authorize simultaneous, same direction operations on parallel runways, on parallel landing strips, or on a runway and a parallel landing strip only when the following conditions are met:

a. Operations are conducted in VFR conditions unless visual separation is applied.

b. Two-way radio communication is maintained with the aircraft involved and pertinent traffic information is issued.

c. The distance between the runways or landing strips is in accordance with the minima in TBL 3-8-1 (use the greater minimum if two categories are involved).

TBL 3-8-1

Same Direction Distance Minima

Aircraft category	Minimum distance (feet) between parallel	
	Runway centerlines	Edges of adjacent strips or runway and strip
Lightweight, single-engine, propeller driven	300	200
Twin-engine, propeller driven	500	400
All others	700	600

3-8-4. SIMULTANEOUS OPPOSITE DIRECTION OPERATION

Authorize simultaneous opposite direction operations on parallel runways, on parallel landing strips, or on a runway and a parallel landing strip only when the following conditions are met:

a. Operations are conducted in VFR conditions.

b. Two-way radio communication is maintained with the aircraft involved and pertinent traffic information is issued.

PHRASEOLOGY-
TRAFFIC (description) ARRIVING/DEPARTING/LOW APPROACH, OPPOSITE DIRECTION ON PARALLEL RUNWAY/LANDING STRIP.

c. The distance between the runways or landing strips is in accordance with the minima in TBL 3-8-2.

TBL 3-8-2

Opposite Direction Distance Minima

Type of Operation	Minimum distance (feet) between parallel	
	Runway centerlines	Edges of adjacent strips or runway and strip
Between sunrise and sunset	1,400	1,400
Between sunset and sunrise	2,800	Not authorized

1. HOLD SHORT OF RUNWAY, *or*

2. HOLD IN POSITION.

i. *USAF/USN.* When issuing additional instructions or information to an aircraft holding in takeoff position, include instructions to continue holding or taxi off the runway, unless it is cleared for takeoff.

PHRASEOLOGY-
CONTINUE HOLDING,

or

TAXI OFF THE RUNWAY.

REFERENCE-
FAAO 7110.65, Altitude Restricted Low Approach, Para 3-10-10.

3-9-5. ANTICIPATING SEPARATION

Takeoff clearance needs not be withheld until prescribed separation exists if there is a reasonable assurance it will exist when the aircraft starts takeoff roll.

3-9-6. SAME RUNWAY SEPARATION

Separate a departing aircraft from a preceding departing or arriving aircraft using the same runway by ensuring that it does not begin takeoff roll until:

a. The other aircraft has departed and crossed the runway end or turned to avert any conflict. If you can determine distances by reference to suitable landmarks, the other aircraft needs only be airborne if the following minimum distance exists between aircraft: (See FIG 3-9-1 and FIG 3-9-2.)

1. When only Category I aircraft are involved- *3,000 feet.*

2. When a Category I aircraft is preceded by a Category II aircraft- *3,000 feet.*

3. When either the succeeding or both are Category II aircraft- *4,500 feet.*

4. When either is a Category III aircraft- *6,000 feet.*

5. When the succeeding aircraft is a helicopter, visual separation may be applied in lieu of using distance minima.

FIG 3-9-1

Same Runway Separation
[View 1]

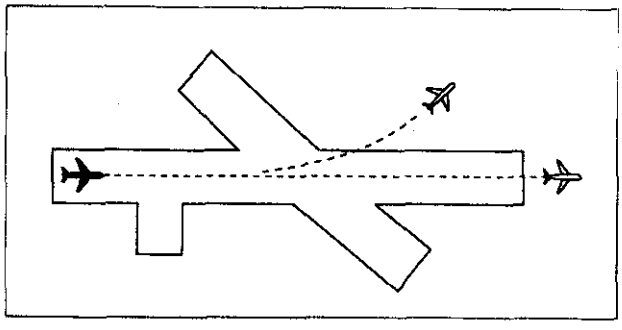
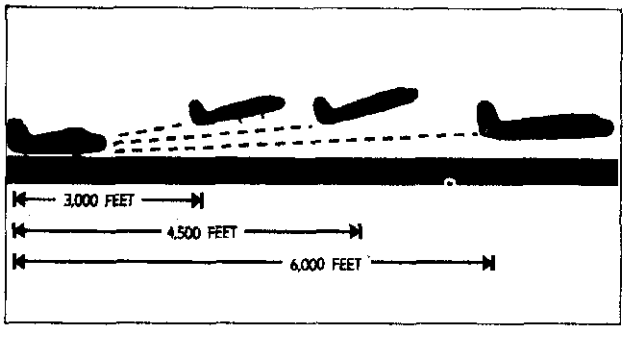


FIG 3-9-2

Same Runway Separation
[View 2]



NOTE-
Aircraft same runway separation (SRS) categories are specified in Appendices A, B, and C and based upon the following definitions:

CATEGORY I- small aircraft weighing 12,500 lbs. or less, with a single propeller driven engine, and all helicopters.

CATEGORY II- small aircraft weighing 12,500 lbs. or less, with propeller driven twin-engines.

CATEGORY III- all other aircraft.

Section 10. Arrival Procedures and Separation

3-10-1. LANDING INFORMATION

Provide current landing information, as appropriate, to arriving aircraft. Landing information contained in the ATIS broadcast may be omitted if the pilot states the appropriate ATIS code. Runway, wind, and altimeter may be omitted if a pilot uses the phrase "have numbers." Issue landing information by including the following:

NOTE-
Pilot use of "have numbers" does not indicate receipt of the ATIS broadcast.

a. Specific traffic pattern information (may be omitted if the aircraft is to circle the airport to the left).

PHRASEOLOGY-
ENTER LEFT/RIGHT BASE.

STRAIGHT-IN.

MAKE STRAIGHT-IN.

STRAIGHT-IN APPROVED.

RIGHT TRAFFIC.

MAKE RIGHT TRAFFIC.

RIGHT TRAFFIC APPROVED. CONTINUE.

b. Runway in use.

c. Surface wind.

d. Altimeter setting.

REFERENCE-
FAAO 7110.65, Current Settings, Para 2-7-1.

e. Any supplementary information.

f. Clearance to land.

g. Requests for additional position reports. Use prominent geographical fixes which can be easily recognized from the air, preferably those depicted on sectional charts. This does not preclude the use of the legs of the traffic pattern as reporting points.

NOTE-
At some locations, VFR checkpoints are depicted on sectional aeronautical and terminal area charts. In selecting geographical fixes, depicted VFR checkpoints are preferred unless the pilot exhibits a familiarity with the local area.

h. Ceiling and visibility if either is below basic VFR minima.

i. Low level wind shear advisories when available.

REFERENCE-
FAAO 7110.65, Low Level Wind Shear Advisories, Para 3-1-8.

j. Issue braking action for the runway in use as received from pilots or the airport management when Braking Action Advisories are in effect.

REFERENCE-
FAAO 7110.65, Braking Action Advisories, Para 3-3-5.

3-10-2. FORWARDING APPROACH INFORMATION BY NONAPPROACH CONTROL FACILITIES

a. Forward the following, as appropriate, to the control facility having IFR jurisdiction in your area. You may eliminate those items that, because of local conditions or situations, are fully covered in a letter of agreement or a facility directive.

1. When you clear an arriving aircraft for a visual approach.

REFERENCE-
FAAO 7110.65, Visual Approach, Para 7-4-1.

2. Aircraft arrival time.

3. Cancellation of IFR flight plan.

4. Information on a missed approach, unreported, or overdue aircraft.

5. Runway in use.

6. Weather as required.

REFERENCE-
FAAO 7110.65, Reporting Weather Conditions, Para 2-6-6.

b. When the weather is below 1,000 feet or 3 miles or the highest circling minimums, whichever is greater, issue current weather to aircraft executing an instrument approach if it changes from that on the ATIS or that previously forwarded to the center/approach control.

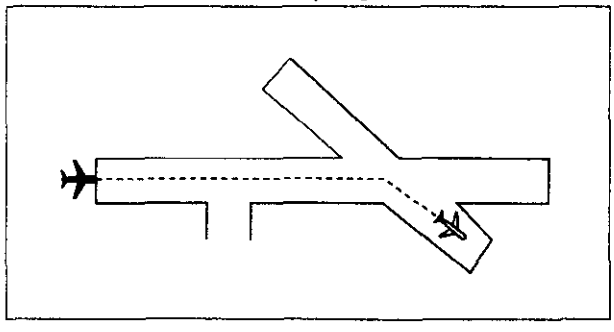
3-10-3. SAME RUNWAY SEPARATION

a. Separate an arriving aircraft from another aircraft using the same runway by ensuring that the arriving aircraft does not cross the landing threshold until one of the following conditions exists or unless authorized in para 3-10-10, Altitude Restricted Low Approach.

1. The other aircraft has landed and is clear of the runway. Between sunrise and sunset, if you can determine distances by reference to suitable landmarks and the other aircraft has landed, it need not be clear of the runway if the following minimum distance from the landing threshold exists:
(See FIG 3-10-1.)

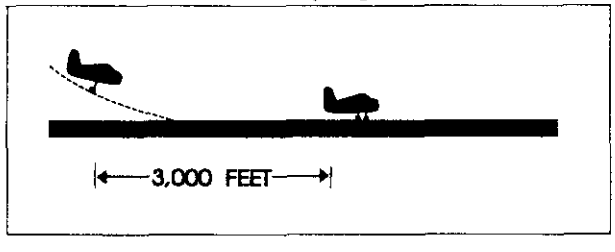
REFERENCE-
P/CG Term- Clear of the Runway.

FIG 3-10-1
Same Runway Separation



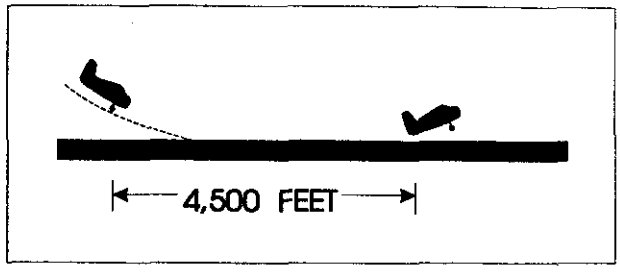
(a) When a Category I aircraft is landing behind a Category I or II- *3,000 feet.*
(See FIG 3-10-2.)

FIG 3-10-2
Same Runway Separation



(b) When a Category II aircraft is landing behind a Category I or II- *4,500 feet.*
(See FIG 3-10-3.)

FIG 3-10-3
Same Runway Separation



2. The other aircraft has departed and crossed the runway end. If you can determine distances by reference to suitable landmarks and the other aircraft is airborne, it need not have crossed the runway end if the following minimum distance from the landing threshold exists:

(a) Category I aircraft landing behind Category I or II- *3,000 feet.*

(b) Category II aircraft landing behind Category I or II- *4,500 feet.*

(c) When either is a category III aircraft- *6,000 feet.* (See FIG 3-10-4 and FIG 3-10-5.)

FIG 3-10-4
Same Runway Separation