

b. The 3-minute interval is not required when:

1. A pilot has initiated a request to deviate from that interval unless the preceding departing aircraft is a heavy aircraft/B757.

NOTE-

A request for takeoff does not initiate a waiver request; the request for takeoff must be accomplished by a request to deviate from the 3-minute interval.

2. USA NOT APPLICABLE. The intersection is 500 feet or less from the departure point of the preceding aircraft and both aircraft are taking off in the same direction.

3. Successive touch-and-go and 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. Issue a wake turbulence cautionary advisory and the position of the large aircraft.

EXAMPLE-

“Caution wake turbulence, DC-9 on base leg.”

4. Successive touch-and-go and stop-and-go operations are conducted with any aircraft following a heavy aircraft/B757 in the pattern, or heavy aircraft/B757 departing the same runway, provided the pilot of the aircraft is maintaining visual separation/spacing behind the preceding heavy aircraft/B757. Issue a wake turbulence cautionary advisory and the position of the heavy aircraft/B757.

EXAMPLE-

“Caution wake turbulence, heavy Lockheed C5A departing runway two three.”

5. If action is initiated to reduce the separation between successive touch-and-go or stop-and-go operations, apply 3 minutes separation.

c. When applying the provision of subpara b:

1. Issue a wake turbulence advisory before clearing the aircraft for takeoff.

2. Do not clear the intersection departure for an immediate takeoff.

3. Issue a clearance to permit the trailing aircraft to deviate from course enough to avoid the flight path of the preceding large departure when applying subpara b1 or b2.

4. Separation requirements in accordance with para 3-9-6, Same Runway Separation, must also apply.

REFERENCE-

FAAO JO 7110.65, Para 3-9-6 Same Runway Separation.

3-9-8. INTERSECTING RUNWAY/INTERSECTING FLIGHT PATH OPERATIONS

a. Issue traffic information to each aircraft operating on intersecting runways.

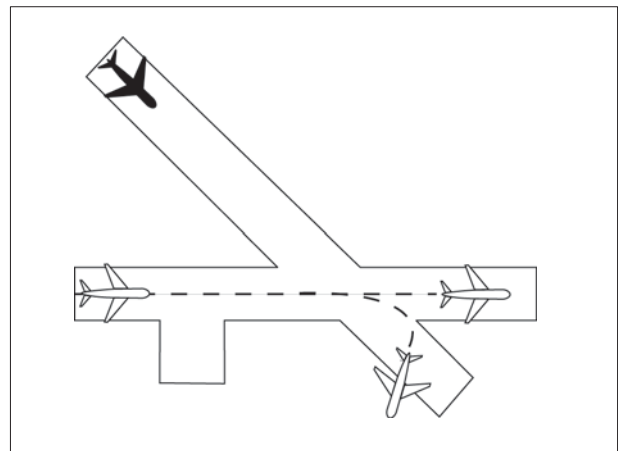
b. Separate departing aircraft from another aircraft using an intersecting runway by ensuring that the departure does not begin takeoff roll until one of the following exists:

REFERENCE-

FAAO JO 7110.65, Para 2-1-21 Traffic Advisories.

1. The preceding aircraft has departed and passed the intersection or is turning to avert any conflict. (See FIG 3-9-5).

FIG 3-9-5
Intersecting Runway Separation

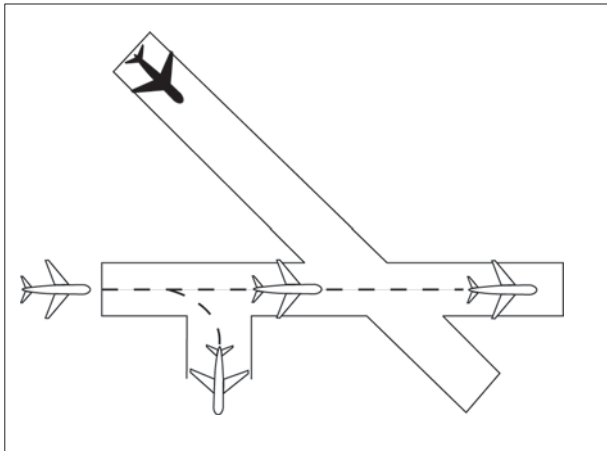


2. A preceding arriving aircraft is clear of the landing runway, completed the landing roll and will hold short of the intersection, or has passed the intersection. (See FIG 3-9-6).

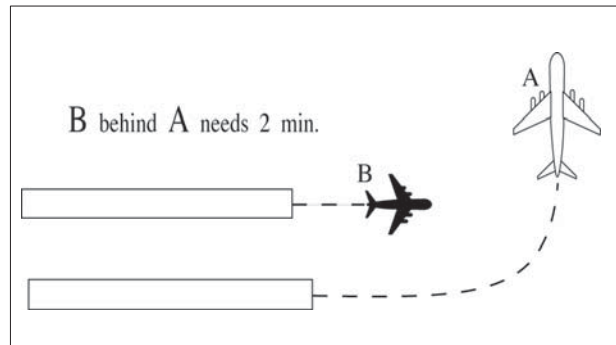
REFERENCE-

P/CG Term- Clear of the Runway.

**FIG 3-9-6
Intersecting Runway Separation**



**FIG 3-9-8
Parallel Runway**



4. Separate IFR/VFR aircraft departing behind a landing heavy jet/B757 on an intersecting runway if the departure will fly through the airborne path of the arrival— 2 minutes. (See FIG 3-9-9.)

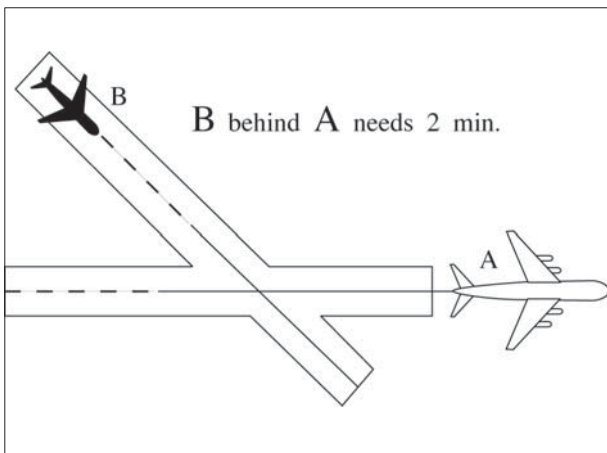
WAKE TURBULENCE APPLICATION

3. Separate IFR/VFR aircraft taking off behind a heavy jet/B757 departure by 2 minutes when departing:

NOTE—
Takeoff clearance to the following aircraft should not be issued until 2 minutes after the heavy jet/B757 begins takeoff roll.

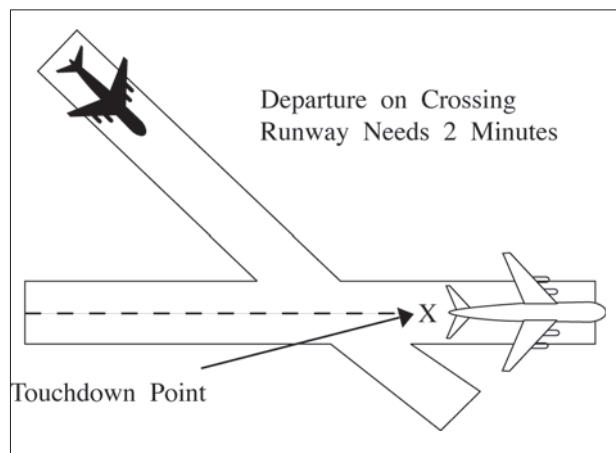
(a) Intersecting runways if projected flight paths will cross. (See FIG 3-9-7).

**FIG 3-9-7
Intersecting Runways**



(b) A parallel runway separated by 2,500 feet or more if projected flight paths will cross. (See FIG 3-9-8.)

**FIG 3-9-9
Departure on Intersecting Runway**



5. Air traffic controllers must not approve pilot requests to deviate from the required wake turbulence time interval if the preceding aircraft is a heavy jet/B757.

REFERENCE—
FAAO JO 7110.65, Para 5-8-3 Successive or Simultaneous Departures.
FAAO JO 7110.65, Para 5-8-5 Departures and Arrivals on Parallel or Nonintersecting Diverging Runways.

3-9-9. NONINTERSECTING CONVERGING RUNWAY OPERATIONS

a. Separate departing aircraft from an aircraft using a nonintersecting runway when the flight paths intersect by ensuring that the departure does not begin takeoff roll until one of the following exists:

REFERENCE—
FAAO JO 7110.65, Para 2-1-21, Traffic Advisories.