Anita Engelmann/ASO/FAA
AOV-050, Air Traffic Oversight Office-Atlanta

03/17/2010 09:33 AM

To [redacted]
cc
bcc

Subject Interpretations

History: This message has been forwarded.

I'm forwarding an interpretation that I did not see listed in your website. It is for use of the 1' Departure Rule. Over a year ago (and in a different job), I requested official interpretation from ATO-E (Safety) on this. Both [redacted] and [redacted] supported my stance that the rule can only be used when two of the following are applied on departure: Right Turn, Runway Heading, or Left Turn. The rule cannot be applied when two left or two right turns are applied on departure, because the flight paths overlap (same course definition) until the aircraft are established on their headings. To use the rule, the courses must immediately diverge upon departure.

I cannot locate the final documentation. At the time, we were looking for En Route's interpretation specifically, because the question came up at an En Route facility.

----- Forwarded by [redacted] on 03/17/2010 09:27 AM -----

From: [redacted]
To:
Cc:

Date: 10/24/2008 09:47 AM
Subject: Re: Fw: 1'-Rule Draft

Matt,

My immediate take on this is that the one minute rule would **NOT** apply.

Para 6-2-1 states that when aircraft will fly diverging courses **immediately** after takeoff, one minute may be used for separation until courses diverge.

In the case you describe below both aircraft departing runway 11at Vero Beach would be on similar headings after departure from approximately 116 degrees in a left turn around to 090 degrees. So effectively both aircraft could be on the overlapping courses/headings for approximately 26 degrees after departure which in not immediate divergence. If you looking for something more formal that an email response to your question let me know.

Thanks,

[redacted]

[redacted]



[redacted]
AJV-E1, Eastern Safety Assurance Group

10/24/2008 08:01 AM

To [redacted]

cc

Subject Fw: 1'-Rule Draft

Good Morning Gentlemen,

Below is a scenario reference departure headings using the one minute non-radar rule and 45 degrees. We are requesting your interpretation of this rule as it relates to turning the same direction and applying this as divergence for separation.

I would also add that the .65 Glossary defines "course" as the intended direction or track of the aircraft.

Any thoughts you provide would be greatly appreciated.

Matt

[redacted]
AJV-E130
, Safety Assurance Group

----- Forwarded by [redacted] on 10/24/2008 07:49 AM -----

[redacted]
AJV-E1, Eastern Safety Assurance Group

10/23/2008 01:53 PM

To [redacted]

cc

Subject 1'-Rule Draft

This is in reference to the 1'-Minute Rule, as outlined in the 7110.65, para 6-2-1.

ZMA had a request for departure clearance at VRB for two aircraft, and the controller at ZMA attempted to utilize the 1'-Rule for the departures. The active runway was 11, and by the LOA between the facilities, appropriate headings for that runway are 360, 090, and 045. The controller released the first aircraft on a left turn to a 090 heading (which also happened to be a helipcopter), and the second aircraft on a left turn to a 360 heading (this aircraft was Falcon Turbojet). We are isolating the actual use of the rule from the apparent lack of consideration for aircraft characteristics.

Para 6-2-1 states that when aircraft will fly diverging courses immediately after takeoff, one minute may be used for separation until courses diverge.

Para 1-2-2 defines same courses as courses whose protected airspaces are coincident, overlap, or intersect and whose angular difference is less than 45 degrees.

Coincident courses apply to aircraft that will turn the same direction immediately upon departure, regardless of the ultimate headings on which they will be established. So for appropriate and legal application of the 1'-Minute Rule, two of the following three must be used: a left turn, a runway heading, or a right turn. But both aircraft cannot turn left or right, or they are on the same course.

We're asking for verification that this is correct.

Thank you for your assistance.

[redacted]alist