

(from the FAA's Aeronautical Information Manual [AIM], Chapter 4, Section 4-3-10)

4-3-10. Intersection Takeoffs

a. In order to enhance airport capacities, reduce taxiing distances, minimize departure delays, and provide for more efficient movement of air traffic, controllers may initiate intersection takeoffs as well as approve them when the pilot requests. If for ANY reason a pilot prefers to use a different intersection or the full length of the runway or desires to obtain the distance between the intersection and the runway end, THE PILOT IS EXPECTED TO INFORM ATC ACCORDINGLY.

b. An aircraft is expected to taxi to (but not onto) the end of the assigned runway unless prior approval for an intersection departure is received from ground control.

c. Pilots should state their position on the airport when calling the tower for takeoff from a runway intersection.

(highlight added)

EXAMPLE-

Cleveland Tower, Apache Three Seven Two Two Papa, at the intersection of taxiway Oscar and runway two three right, ready for departure.

d. Controllers are required to separate small aircraft (12,500 pounds or less, maximum certificated takeoff weight) departing (same or opposite direction) from an intersection behind a large nonheavy aircraft on the same runway, by ensuring that at least a 3-minute interval exists between the time the preceding large aircraft has taken off and the succeeding small aircraft begins takeoff roll. To inform the pilot of the required 3-minute hold, the controller will state, "Hold for wake turbulence." If after considering wake turbulence hazards, the pilot feels that a lesser time interval is appropriate, the pilot may request a waiver to the 3-minute interval. To initiate such a request, simply say "Request waiver to 3-minute interval," or a similar statement. Controllers may then issue a takeoff clearance if other traffic permits, since the pilot has accepted the responsibility for wake turbulence separation.

e. The 3-minute interval is not required when 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. Controllers may permit the small aircraft to alter course after takeoff to avoid the flight path of the preceding departure.

f. The 3-minute interval is mandatory behind a heavy aircraft in all cases.