DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65U
CHANGE: 2
EFFECTIVE DATE: March 7, 2013 **TRACKING #: 52- 5-5-4**
SPECIALIST/ROUTING: Kevin W. Martin AJV-11 (202) 385-8793

1. PARAGRAPH NUMBER AND TITLE:

5-5-4. MINIMA

2. BACKGROUND: At the request of Terminal Operations, Headquarters, FAA Flight Systems Laboratory conducted an analytical study to re-examine the separation standards that are applicable to terminal use of the ASR-11. This study addressed several paragraphs in FAA Order JO 7110.65, Chapter 5, Section 5, Radar Separation, including target separation, target resolution, vertical application, rules on the use of passing and diverging, the minimum separation from obstructions, minimum separation from adjacent airspace, and, if applicable, edge-of-scope separation. The performance of the ASR-11 with MSSR was compared against the performance of similar systems, specifically ASR-9 with Mode S, that are currently allowed to be used for these operations. The study concluded that performance of the ASR-11 (MSSR) is equivalent to the performance of an ASR-9 with Mode S. Therefore, allowing the use of the terminal separation standard minima of 3 NM for properly performing transponder-equipped aircraft at ranges from the radar of up to 60 NM from the sensor antenna should incur no greater risk or hazard than the current separation standard minima. There are currently 68 ASR-11 radar systems installed in the National Airspace System (NAS). Increasing the usability of the existing installed infrastructure provided by the ASR-11 will increase the efficiency of the NAS, with no impact on overall safety.

3. EXPLANATION OF CHANGE: This change adds the applicable radar separation minima for an ASR-11 radar when using MSSR. This change cancels and incorporates N JO 7110.594, ASR-11 Minima, effective September 4, 2012.

4. CHANGE:

OLD	**NEW**
5-5-4. MINIMA	5-5-4. MINIMA
Title thru a3	No change
Add	**4. For single sensor ASR-11 MSSR Beacon, when less than 60 miles from the antenna– *3 miles.***
NOTE– *Wake turbulence procedures specify increased separation minima required for certain classes of aircraft because of the possible effects of wake turbulence.*	***NOTE–*** *Wake turbulence procedures specify increased separation minima required for certain classes of aircraft because of the possible effects of wake turbulence.*

No further changes to paragraph.

5. INDEX CHANGES: None

6. REFERENCE CHANGES: None

7. GRAPHICS: None

8. GENOT/NOTICE: N JO 7110.594, ASR-11 Minima, effective September 4, 2012

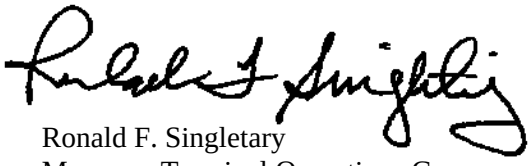
9. FORMATTING & PLAIN LANGUAGE REVIEW: ☒ **HM 6/13/2012**

10. SAFETY RISK MANAGEMENT: (Check appropriate box).

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

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

11. <u>ICAO DIFFERENCES</u>: YES ☐ NO ☒



Ronald F. Singletary
Manager, Terminal Operations Group

June 15, 2012
Date: