

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N JO 7110.806

Air Traffic Organization Policy

Effective Date:
September 14, 2026

Cancellation Date:
December 24, 2026

SUBJ: Micro-EARTS 3 Mile Operations

1. Purpose of this Notice. This notice incorporates guidance from FAA Order JO 7110.124, Microprocessor En Route Automated Radar Tracking System (Micro-EARTS) Fused Display Mode (FDM) for 3 NM and 5 NM Separation throughout the NAS into the FAA Order JO 7110.65, paragraph 5-5-4, Minima, to enable facilities utilizing Micro-EARTS to take advantage of 3 NM separation operations at and below FL 230. This change is accompanied by an additional change to FAA Order 7210.3, paragraph 8-2-1, Three Mile Operations, which provides Micro-EARTS facilities additional guidance to implement 3 NM separation areas.

2. Audience. This notice applies to the following Air Traffic Organization service units: Air Traffic Services, Safety and Technical Training, Service Centers, and all facilities that utilize Micro-EARTS (ZAN, ZSU, ZUA and HCF).

3. Where can I Find This Notice? This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/.

4. Background. Micro En Route Automation Radar Tracking System (Micro-EARTS) has supported Fusion since 2017. FAA Order JO 7110.124 provides guidance for adapting Micro-EARTS to 3 NM use while in FDM. However, guidance for 3 NM separation using Micro-EARTS while in FDM is not available in FAA Order JO 7110.65, Air Traffic Control, 5-5-4, Minima. Adding 3 NM use guidance to paragraph 5-5-4 will facilitate Micro-EARTS use of the 3 NM separation standard at and below FL 230.

5. Action. Amend FAA Order JO 7110.65, Air Traffic Control, by changing the following paragraphs to read as follows:

5-5-4. Minima

Title through Subparagraph d4(d) Reference, No Change.

e. MEARTS. EN ROUTE. Fused Display Mode:

1. Below FL 600– *5 miles*.
2. At or above FL 600– *10 miles*.
3. Up to and including FL 230 where all the following conditions are met– *3 miles*:

- (a) Significant operational advantages can be obtained.
- (b) Within the 3 NM separation area.
- (c) Facility directives define the 3 NM separation area.
- (d) The 3 NM separation area is displayable on the video map.
- (e) Involved aircraft are displayed using the Fusion target symbol.

4. When transitioning from terminal to en route control, apply separation of 3 miles increasing to 5 miles or greater, provided that:

- (a) The aircraft are on diverging routes/courses; or
- (b) The leading aircraft is and will remain faster than the following aircraft; or

(c) Separation is constantly increasing and the first center controller will establish 5 NM or other appropriate form of separation prior to the aircraft departing the first center sector; and

(d) The procedure is covered by a letter of agreement between facilities involved and limited to specified routes and/or sectors/positions.

5. When displaying ISR in the data block – *5 miles*.

REFERENCE-

FAA Order JO 7210.3, Para 8–2–1, Three Mile Operations.

Subparagraph e through j, re-letter as **f** through **k**

No further changes to paragraph

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

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