



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Air Traffic Organization Policy

**ORDER
JO 7110.310A**

Effective Date:
August 23, 2012

SUBJ: Automatic Dependent Surveillance-Broadcast (ADS-B) Air Traffic Control (ATC) Services at Air Route Traffic Control Centers (ARTCCs) Using En Route Automation Modernization (ERAM)

- 1. Purpose of This Order.** This order prescribes interim guidance for the use of ADS-B information in the provision of ATC services at ARTCCs using ERAM.
- 2. Audience.** This order applies to the Air Traffic Organization (ATO) En Route and Oceanic Service Unit.
- 3. Where Can I Find This Order?** This order is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the FAA Web site at http://www.faa.gov/regulations_policies/orders_notices/.
- 4. Cancellation.** FAA Order JO 7110.310, Implementation of Automatic Dependent Surveillance-Broadcast (ADS-B) Air Traffic Control (ATC) Services in the Gulf of Mexico at Houston Air Route Traffic Control Center (ARTCC), dated December 17, 2009.
- 5. Explanation of Policy Changes.** In 2009, the initial implementation of the use of ADS-B information for ATC services began in the Gulf of Mexico at Houston ARTCC. This order supports the expanded use of ADS-B surveillance information where authorized to be used operationally.
- 6. Action.** The ARTCC air traffic manager must ensure that the provisions of this order are briefed to all front-line managers, controllers-in-charge, and operational air traffic controllers prior to the effective date of this order, or prior to the initial operational use of ADS-B in the facility.
- 7. Procedures.**
 - a.** All procedures contained in FAA Order JO 7110.65 for the en route domain related to ATC services using secondary radar, to include radar identification, separation, advisories, and phraseology, apply to targets derived from ADS-B.
 - b.** Targets derived from ADS-B must not be used in en route automation systems for 3 NM separation under the provisions of paragraph 5-5-4, MINIMA.
 - c.** In a non-radar area where ADS-B targets could be displayed, procedural separation will be applied between ADS-B targets and non-radar traffic that may be a factor as specified in FAA JO 7110.65, Chapter 6. This does not preclude the application of 5NM radar separation between ADS-B targets.
 - d.** When ADS-B targets are displayed, the use of ADS-B-only information will meet the radar monitoring or radar separation requirements of Order JO 7110.65, Air Traffic Control, paragraphs 4-1-2, Exceptions; 4-4-2, Route Structure Transitions; 5-5-1, Application; and 6-5-4, Minima Along Other

Than Established Airways or Routes. Additionally, the use of ADS-B-only information may be used to support all radar requirements associated with any published instrument procedure that is annotated or denoted as “radar required.”

e. ADS-B Integration:

1. Outside the Gulf of Mexico

ADS-B will be integrated as a supplemental surveillance source in areas in which radar surveillance is available. Accordingly, targets derived from ADS-B information will only be displayed if the preferred radar is temporarily not available. ADS-B-only targets will not be displayed in areas that are not within existing radar coverage.

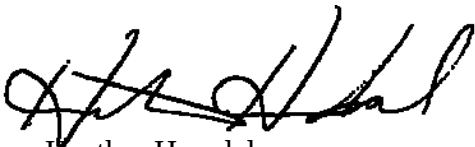
2. Within the Gulf of Mexico

ADS-B may be integrated as the primary surveillance source regardless of the availability of radar information.

8. Distribution. This order is distributed to the following ATO service units: System Operations Services, En Route and Oceanic, Safety Services; Air Traffic Safety Oversight Service; William J. Hughes Technical Center; and Mike Monroney Aeronautical Center.

9. Background. ADS-B surveillance information has been approved for use in the en route domain in areas of existing radar coverage, and in areas where existing radar coverage is temporarily not available. Ongoing safety analyses will support the use of ADS-B-only targets in areas without existing radar coverage.

10. Safety Management System. This order provides procedural guidance for the use of ADS-B in the en route domain. This order does not establish any new separation standard or change any measurable criteria pertaining to separation minima. An appropriate safety risk management document has been completed to support the implementation of ADS-B in ERAM. Accordingly, no further safety risk management analysis is warranted.



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AUG 24 2012

Date Signed