

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.773

Effective Date:
April 16, 2020

Cancellation Date:
July 16, 2020

SUBJ: ATC Surveillance Source Use and Minima

- 1. Purpose of this Notice.** This notice provides guidance to FAA Order JO 7110.65Y, Air Traffic Control, Paragraph 5-1-3, ATC Surveillance Source Use, and Paragraph 5-5-4, Minima.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, System Operations Services, Safety and Technical Training, and all associated air traffic control facilities.
- 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 the air traffic publications website at http://www.faa.gov/air_traffic/publications.
- 4. Explanation of Policy Change.** This change deletes the constraints prohibiting the use of ADS-B surveillance data for 3 NM separation in ERAM.
- 5. Procedures/Action.** Amend FAA Order JO 7110.65Y by changing the following paragraphs to read as follows:

5-1-3. ATC SURVEILLANCE SOURCE USE

Title through subparagraph b, No Change

c. All procedures and requirements relating to ATC services using secondary radar targets apply to ATC services provided to targets derived from ADS-B and WAM.

NOTE-

Targets derived from WAM cannot be used to provide 3 NM separation in the EAS. 3 NM targets are not derived from WAM within the EAS.

REFERENCE-

FAA Order JO 7110.65, Para 4-1-2, Exceptions.
FAA Order JO 7110.65, Para 4-4-2, Route Structure Transitions
FAA Order JO 7110.65, Para 5-5-1, Application
FAA Order JO 7110.65, Para 6-5-4, Minima Along Other Than Established Airways or Routes
FAA Order JO 7110.65, Chapter 6, Nonradar
FAA Order JO 7110.65, Para 5-5-4, Minima
FAA Order JO 7210.3, Para 3-6-2, ATC Surveillance Source Use

No further changes to this paragraph

5-5-4. MINIMA

Title through subparagraph c4(d), No Change

d. ERAM:

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) Within the 3 NM separation area, and:
 - (1) Within 40 NM of the preferred radar; or
 - (2) Within 60 NM of the preferred radar when using ASR-9 with Mode S or ASR-11 MSSR Beacon; or
 - (3) When operating in track-based display mode.
 - (b) The preferred sensor and/or ADS-B is providing reliable targets.
 - (c) Facility directives specifically 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 3 NM target symbol.

NOTE–

ADS-B allows the expanded use of 3 NM separation in approved areas. It is not required for and does not affect the use of radar for 3 NM separation.

No further changes to this paragraph

6. Distribution. This notice is distributed to the following organizations: Air Traffic Services, Technical Operations, System Operations Services, Safety and Technical Training, Mission Support Services, Air Traffic Safety Oversight Service, William J. Hughes Technical Center, Mike Monroney Aeronautical Center, National Air Traffic Controllers Association, Professional Aviation Safety Specialists, National Association of Government Employees, and interested public aviation entities.

7. Background. Automatic Dependent Surveillance-Broadcast (ADS-B) is a key NextGen technology in the effort to modernize the National Airspace System (NAS). In most en route airspace, aircraft must be separated by at least 5 NM, and this minima was supported by the original ADS-B safety risk management documents. Currently, en route facilities can use reduced separation minima of 3 NM at FL 230 and below using secondary surveillance radar, but only when the aircraft are in relatively close proximity to the radar antenna. The recent deployment of track-based display mode into ERAM and concurrent improvements in ADS-B data processing will allow en route facilities to expand the use of 3 NM separation beyond the limitations imposed by radar.

KAREN L
CHIODINI

Digitally signed by
KAREN L. CHIODINI
Date: 2020.03.16
11:52:38 -04'00'

Karen Chiodini
Director (A), Policy, AJV-P
Air Traffic Organization