

# NOTICE

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

N JO 7210.845

Effective Date:  
June 3, 2013

Cancellation Date:  
February 5, 2014

**SUBJ:** Guidance for Radar Target Sizing When Using FUSION for Precision Approach Monitors and Tower Radar Displays

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- 1. Purpose of This Notice.** This notice prescribes guidance for radar target sizing when using FUSION for Precision Approach Monitors (PAM) and Tower Radar Displays (TRD).
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations; and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA Employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).
- 4. Procedures.** Amend FAA Order JO 7210.3, Paragraph 3-7-5, to read as follows:

#### 3-7-5. RADAR TARGET SIZING

- a.** Minimum target size for terminal radar systems using terminal digital radar or full digital target symbols, except for MEARTS, must not be less than the minimum target size shown in Technical Operations' orders concerning the maintenance of terminal digital radar. The target symbol must be centered on the terminal digital radar/full digital system type target presentation.

**NOTE-**

*Target size is fixed in MEARTS regardless of range or data block character size.*

- b.** When operating in FUSION, the minimum target size for Precision Approach Monitor (PAM) operations and for the normal use of tower radar displays is 1,200 feet. The target symbol must be centered on the terminal digital radar/full digital system type target presentation.

**NOTE-**

*Increased separation required (ISR) will be required for aircraft outside the range for PAM or other normal use of certified tower radar displays.*

No further changes to paragraph.

- 5. Distribution.** This notice is distributed to the following ATO service units: Terminal; En Route and Oceanic; System Operations Services; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; and the William J. Hughes Technical Center.
- 6. Background.** PAM and TRD are currently used within the National Airspace System to meet the requirements for final approach monitor systems when conducting simultaneous independent approaches - dual & triple. PAM provides air traffic controllers with surveillance data used to determine the position of aircraft on final approach to parallel runways that have extended centerlines separated by

4,300 feet or more. The guidance to establish the target size to be displayed for PAM and TRD operations has not been established in FAA Order JO 7110.65, Air Traffic Control.

**7. Safety Management System.** The provisions of this notice are based on the FUSION System Safety Risk Management Document (SRMD), Sub-System Hazard/System Hazard Analysis for CARTS and STARS, prepared by the FAA Surveillance and Broadcast Services Program. This SRMD supports the procedural guidance contained in this notice.



Elizabeth L. Ray  
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Air Traffic Organization

May 20, 2013

Date Signed