

NOTICE

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

N JO 7210.919

Effective Date:
December 16, 2019

Cancellation Date:
July 16, 2020

SUBJ: ATC Surveillance Source Use and Three Mile Operations

- 1. Purpose of this Notice.** This notice provides guidance to FAA Order JO 7210.3BB, Facility Operation and Administration, Paragraph 3-6-2, ATC Surveillance Source Use, and Paragraph 8-2-1, Three Mile Operations.
- 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 the following air traffic control facilities: Seattle ARTCC and Boston ARTCC.
- 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 7210.3BB by changing the following paragraphs to read as follows:

3-6-2. ATC SURVEILLANCE SOURCE USE

Title through subparagraph b2 Note, No Change

c. Targets derived from WAM may not be used to provide 3 mile separation in the En Route Automation System (EAS).

No further changes to this paragraph

8-2-1. THREE MILE OPERATIONS

Facilities may adapt airspace to permit the use of 3 NM separation as defined in FAA Order JO 7110.65, Air Traffic Control, subpara 5-5-4c, subpara 5-5-4d, or subpara 5-5-4e, provided all of the following are met:

a. An operational advantage will be obtained. Consideration must be given to such aspects as terminal interface, radar reliability, etc.

Subparagraph b through b3, No Change

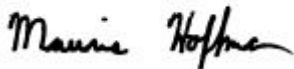
c. ERAM:

1. The 3 NM separation area is displayable on the video map.
2. The aircraft alert volume is adapted for 3 NM separation.
3. When ADS-B is providing reliable targets and the facility is operating in track-based display mode; or
4. Within 40 NM of the preferred radar; or
5. Within 60 NM of the preferred radar when using ASR-9 with Mode S or ASR-11 MSSR Beacon.

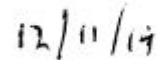
No further changes to this paragraph

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). The original ADS-B safety risk management documents supported the use of ADS-B Out for the existing separation minima of 5 nautical miles (NM) in en route airspace in all conditions. Currently, controllers in en route airspace can use reduced separation minima of 3 NM using secondary surveillance radar (SSR), but only when the aircraft are in relatively close proximity to the antenna. Recent changes in ERAM and changes in ADS-B data processing will allow use of 3 NM separation between most ADS-B Out targets. This notice is specific to existing 3 NM separation areas in Seattle ARTCC and Boston ARTCC which are the key sites for Track Based Display Mode implementation.



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 Air Traffic Organization



Date Signed