

NOTICE

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

N JO 7210.920

Effective Date:
April 16, 2020

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 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 removes 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:

Section 6. Surveillance Source Use

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).

NOTE–

3 NM targets are not derived from WAM within the 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. Within 40 NM of the preferred radar; or
- 4. Within 60 NM of the preferred radar when using ASR-9 with Mode S or ASR-11 MSSR Beacon; or
- 5. When the facility is operating in track-based display mode.

NOTE-

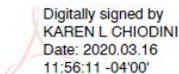
- 1. *ADS-B allows the expanded use of 3 NM separation in approved areas. It is not required for and does not affect the use of radar for 3 NM separation.*
- 2. *The Surveillance Services Directorate provides maps to facilities depicting the geographic areas and altitudes where ADS-B has been validated 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.

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