



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Organization Policy

ORDER
JO 7110.310C

Effective Date:
September 26, 2014

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. The appropriate Safety Risk Management documents have been completed to support the guidance in this order. Guidance contained in orders for facilities providing ATC services using ADS-B with ERAM, Micro-EARTS, ATOP, CARTS and STARS will be incorporated into the appropriate paragraphs of FAA Orders JO 7110.65 and 7210.3.

2. Audience. This order applies to ARTCCs using ERAM within the Air Traffic Organization (ATO) Air Traffic Services 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. The following documents are cancelled upon the effective date of this order:

a. FAA Order JO 7110.310B, Automatic Dependent Surveillance-Broadcast (ADS-B) Air Traffic Control (ATC) Services at Air Route Traffic Control Centers (ARTCCs) Using En Route Automation Modernization (ERAM), dated September 26, 2012.

b. FAA Memorandum from Director, Air Traffic Procedures, Subject: ACTION: Automation Adaptation Requirements, issued to the ARTCCs listed below for the purpose of restricting the use of ADS-B surveillance information dependent upon the presence of radar data.

Facility	Signed	Facility	Signed	Facility	Signed
ZAB	Aug 07 2012	ZAU	Oct 31 2012	ZBW	May 29 2013
ZDC	Feb 06 2014	ZDV	Aug 07 2012	ZFW	Mar 14 2014
ZHU	Aug 07 2012	ZID	Aug 16 2013	ZKC	Mar 14 2014
ZLA	Feb 06 2014	ZLC	Apr 21 2014	ZMA	Jun 05 2014
ZME	Aug 06 2013	ZMP	Aug 07 2012	ZNY	Feb 21 2013
ZOA	Aug 16 2013	ZOB	Aug 06 2013	ZSE	Aug 07 2012
ZMA	Jun 05 2014	ZTL	Jun 12 2014		

5. Explanation of Policy Changes. This order supports the operational use of ADS-B surveillance information as the preferred, supplemental or sole surveillance source in Air Route Traffic Control Centers (ARTCCs) using ERAM.

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. ADS-B surveillance information may be integrated as the preferred, supplemental or sole surveillance source in Air Route Traffic Control Centers (ARTCCs) using ERAM.

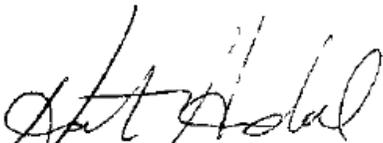
b. All procedures and requirements contained in FAA Order JO 7110.65 for the En Route domain related to ATC services provided to targets derived from secondary radar apply to ATC services provided to targets derived from ADS-B.

c. Targets derived from ADS-B must not be used in En Route automation systems for 3NM separation under the provisions of paragraph 5-5-4, MINIMA.

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

9. Background. FAA Order JO 7110.310B approved the use of ADS-B as a supplemental surveillance source in areas where radar surveillance was present. ADS-B surveillance information has been approved for use in all areas in the En Route domain as a surveillance source. Safety analyses have been completed that support the use of ADS-B-only targets in areas with and 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 as a surveillance source in En Route domain areas with or without existing radar coverage using ERAM. Accordingly, no further safety risk management analysis is warranted.



Heather Hemdal
Director, Air Traffic Procedures, AJV-8
Air Traffic Organization

9-26-14

Date Signed