NOTICE

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

N JO 7110.533

Effective Date:
July 29, 2010
Cancellation Date:
July 28, 2011

SUBJ: Interim Guidance for the Implementation of Wide Area Multilateration (WAM) at Denver Air Route Traffic Control Center (ARTCC)

1. Purpose of This Notice. This notice prescribes interim guidance for the provision of air traffic control services at Denver ARTCC using WAM information.

2. Audience. This notice applies to the Air Traffic Organization (ATO) En Route and Oceanic Service Unit.

3. Where Can I Find This Notice? The notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.

4. Change. WAM was incorporated into the Denver ARTCC automation system on September 12, 2009 to support radar separation and procedures in the Rifle, Moffat, Steamboat Springs, and Hayden areas. This notice renews the content of cancelled N JO 7110.505 and provides interim guidance for the use of WAM information.

5. Procedures.

a. All procedures contained in FAA Order JO 7110.65 for the en route domain related to ATC services using secondary radar, to include radar identification, separation, advisories, and phraseology, apply to radar targets derived from WAM.

b. WAM data may not be used in en route automation systems for 3NM separation in a single source adaptation area.

6. Action. The Denver ARTCC air traffic managers must ensure that all front-line managers, controllers-in-charge, and operational air traffic controllers not previously briefed on N JO 7110.505, are briefed on the provisions of this notice.

7. Distribution. This notice is distributed to the following ATO service units: System Operations Services, En Route and Oceanic, Safety Services; Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; Mike Monroney Aeronautical Center.

8. Background. WAM is a new secondary radar system that derives aircraft position through triangulation from a set of geographically dispersed ground sensors that comprise the WAM system. Aircraft transponder replies must be received by a minimum number of ground sensors in the WAM system to derive a position report.

The WAM system will have a defined radar coverage area. A minimum number of ground sensors must be operating or the WAM system is considered out of service. A WAM out of service condition is treated in the same manner as a radar outage.

9. Safety Management System. The provisions of this notice are based on the Wide Area Multilateration (WAM) System Safety Risk Management Document: Sub-System Hazard/System Hazard Analysis For Colorado Mountain Airports prepared by the FAA Surveillance and Broadcast Services Program. That SRMD supports the procedural guidance contained in this notice, and has been accepted and approved as required by FAA Order 1100.161, Air Traffic Safety Oversight, and the ATO Safety Management System Manual.

for Kenneth A. Myers
Acting Director, En Route and Oceanic
Safety and Operations Support
Air Traffic Organization