**Boston Air Route Traffic Control Center Survey Questions**

**Survey Link:**

**General Questions** (All Answer Options: Y/N)

1. Do you use 3-mile separation everywhere ERAM is adapted for it?
2. Wake turbulence obviously interferes with 3-mile separation. Is that an issue in your airspace?

**Negatives** (All Answer Options: Free Text)

1. Are there situations where adapted single-site separations are avoided (apart from wake turbulence)? Please explain why??
2. What complexities are involved in using 3-mile separation near boundaries with other facilities?

**Positives** (Answer Options: Free Text except Number 8)

1. Order 7110.65 says 3-mile separations can be used where “Significant operational advantages can be obtained.” When 3-mile separation is used, what operational benefits/advantage do you get?
2. If you could use 3-mile separations at any time or place, what operations might look different, which sectors would benefit?
3. Which flows in your airspace would benefit from 3-mile separation?
4. How does 3-mile separation affect the need for TFM initiatives?

**Likert Questions: (1) Strongly disagree; (2) Disagree; (3) Neither agree nor disagree; (4) Agree; (5) Strongly agree.**

1. Does 3-mile separation l currently offer operational benefits to your position/sector (answer using the Likert scale above)?
2. Would your sector benefit from 3-mile separation if not currently available (answer using the Likert scale above)?
3. Do you use 3-mile separation **mainly** for crossing aircraft encounters (answer using the Likert scale above)?

Do you have any other comments/feedback that was not addressed from the survey questions? Please do not type in any identifying information about yourself (i.e. name, email address, etc.)