**Seattle 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. Do airspace boundaries cause problems in your area that reduced separation might help? Please identify them in the text box?

**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 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.)