

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7110.65S

**CHANGE:** Basic

**EFFECTIVE DATE:** February 14, 2008                      **TRACKING #:** 5B- 3-6-2

**SPECIALIST/ROUTING:** Pamela Coopwood AJT-23 x58607

**1. PARAGRAPH NUMBER AND TITLE:**

3-6-2, IDENTIFICATION

**2. BACKGROUND:** ASDE provides a display to controllers on the position/location of aircraft/vehicles on the airport surface area. Its usage for providing positive control instruction requires that false alerts be positively identified as false targets. Under certain circumstances, such as rain or multipath, the radar may interpret and display false targets. Temporary Track Drop is used to temporarily prevent processing of false targets in specific selected areas without a radius of 20 to 100 feet. A Temporary Track Drop Area remains active for a specified amount of time from 2 seconds up to 24 hours. When it is activated over a specific site, new target tracks will not be generated. Therefore, after positive identification has occurred and Temporary Track Drop is activated, it shall be noted in the facility logs.

**3. EXPLANATION OF CHANGE:** Provides guidance to air traffic personnel on the use of the ASDE Temporary Track Drop feature. This change cancels and incorporates N JO 7110.467, Safety Logic System Identification Procedures, effective June 1, 2007.

**4. CHANGE:**

**OLD**

**NEW**

3-6-2. IDENTIFICATION

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Add

**c. After positive verification that a target is false, through pilot/vehicle operator position report or controller visual observation, the track may be temporarily dropped, which will remove the target from the display and safety logic processing. A notation shall be made to FAA Form 7230-4, Daily Record of Facility Operation when a track is temporarily dropped.**

No further changes to paragraph.

**5. INDEX CHANGES:** None

**6. GRAPHICS:** None

**7. GENOT/NOTICE:** N JO 7110.467, Safety Logic System Identification Procedures, effective June 1, 2007.

8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

- Proposed change meets full SMS requirements for safety risk assessment.
- (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.
- Proposed change is not safety related.

**Comments: None**



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Date: 5/7/07