

NOTICE

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

N JO 7210.712

Effective Date:
April 30, 2009

Cancellation Date:
August 27, 2009

SUBJ: Airport Surface Detection Equipment-Model X (ASDE-X) Radar-only Mode

- 1. Purpose of This Notice.** This notice provides guidance on the radar-only mode of ASDE-X.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control (ATC) facilities.
- 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. Procedures.** Change Federal Aviation Administration Order JO 7210.3V, Facility Operation and Administration, Paragraph 11-9-1, System Operation, as follows:

11-9-1. SYSTEM OPERATION

a. Safety logic systems are software enhancements to the ASDE-3 and ASDE-X that predict the path of aircraft landing and/or departing, and/or vehicular movements on runways. Visual and aural alerts are activated when the safety logic projects a potential collision.

1. AMASS is a safety logic system enhancement to the ASDE-3.
2. ASDE-X safety logic is a system enhancement to ASDE-X.

b. The safety logic system must be operated in a full core alert runway configuration. (In ASDE-X, when rain configuration is selected, it includes full core alerting capabilities.)

c. In the event of a multilateration (MLAT) failure, ASDE-X will stay operational. In this case, ASDE-X will operate in radar-only mode. The system automatically transitions to radar-only mode when it senses an MLAT fault. No action is required by the operator to enable radar-only mode.

1. The controller displays will keep maps and track data. Tracks that were currently being tracked when MLAT failed will keep their data blocks while in the coverage area. Tracks on arrival with ASR coverage will also keep a data block while in the coverage area. Tracks moving from a radar-only mode zone to a fully operational zone will display the tracks as it enters the operational zone.

2. New tracks will start as unknown icons and must be manually tagged to receive a data block. ASDE-X safety logic processing is not affected by radar-only mode operation. The system automatically transitions to normal operation once the MLAT subsystem is back online. Full core alerting capabilities are provided in radar-only mode.

d. When ASDE-3 and/or AMASS is in maintenance mode, AMASS data must be considered invalid and the system must be taken offline. The front-line manager/CIC must validate, upon resuming normal AMASS operations, that runway configurations and other user settings are adequate for operational use.

NOTE-

Action to change AMASS online/offline status is a Technical Operations function. ASDE-X safety logic will automatically be disabled when the system is in maintenance mode.

e. When a runway becomes unavailable for aircraft operations for an extended period of time, the runway should be entered as “closed” in the safety logic system. Facility procedures should be developed to address using the safety logic system in this capacity.

f. Construction projects near runways may cause nuisance or false alerts. The National Airway Systems Engineering (NASE) Group may be able to provide an adaptation to filter the affected areas from safety logic system coverage. Facilities must contact NASE by e-mail at either 9-AMC-ATOW-ASDE-X@faa.gov or 9-AMC-AOS-AMASS@faa.gov, 30 to 45 days before the construction is scheduled to begin to assist in deciding if an adaptation is necessary.

g. ASDE-X false targets may be temporarily track dropped after positive verification has been accomplished by pilot/vehicle operator position report or controller visual observation. When a false target is temporarily dropped, it must be noted on FAA Form 7230-4, Daily Record of Facility Operation.

REFERENCE-

FAAO JO 7110.65, Para 3-6-2, Identification.

h. The air traffic manager may authorize a real target to be inhibited from safety logic processing when the target will likely generate a nuisance alert.

5. Distribution. This notice is distributed to the following Air Traffic Organization service units: En Route and Oceanic, Terminal, Safety, and System Operations Services; ATC facilities; service center offices; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; international aviation field offices; and the Air Traffic Safety Oversight Service.

6. Background. Because of a new software addition to the ASDE-X, this change was generated to keep everyone informed about the operation of the ASDE-X radar-only mode.



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3-30-09

Date Signed