**NOTICE**

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

**N JO 7110.790**

**Effective Date**:
January 8, 2024

**Cancellation Date**:
September 5, 2024

**SUBJ**: ADS-B Indicator and ASDE-X/ASSC Related Changes

**1. Purpose of This Notice**. This notice amends FAA Order JO 7110.65, Air Traffic Control; paragraph 3-1-9, Use of Tower Radar Displays; paragraph 3-6-1, Equipment Usage; 3-6-5 Radar-Only Mode and paragraph 5-14-5, Information Displayed, to include revised policy and procedures pertaining to the Airport Surface Detection Equipment (ASDE) system operation due to multilateration (MLAT) divestiture.

**2. Audience**. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Safety and Technical Training, and all associated air traffic facilities.

**3. Where Can I Find This Notice**? This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.

**4. Cancellation**. This notice cancels upon publication of FAA Order JO 7110.65AA, CHG 3, effective September 5, 2024.

**5. Explanation of Policy Change**. This change adds language to paragraphs 3–1–9 and 5–14–5 requiring that the Automatic Dependent Surveillance-Broadcast (ADS-B) indicator (also known as the ADS-B Computer Human Interface (CHI)) be enabled at the affected Local Control position(s) in the Airport Traffic Control Tower (ATCT) when the Airport Surveillance Radar (ASR) supporting the Airport Surface Detection Equipment (ASDE) system is inoperative. Additionally, the language in paragraph 3–6–5, regarding radar-only mode, was moved into a NOTE in paragraph 3–6–1 because the content is informational and is contained in the required national qualification training course, and was updated to include ADS-B. Related procedures are found in FAA Order JO 7210.3, Facility Operation and Administration, paragraph 12–7–1, ASDE System Operation.

**6. Distribution**. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, System Operations, Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**7. Background**. The multilateration (MLAT) component of the Airport Surface Detection Equipment Model X (ASDE-X) and Airport Surface Surveillance Capability (ASSC) systems is being removed due to parts obsolescence, sustainment costs, and the increased availability/reliability of Automatic Dependent Surveillance-Broadcast (ADS-B) technology. A Safety Risk Management Panel (SRMP) convened in March 2022 to assess the risks of removing MLAT from the ASDE-X and ASSC systems, identify any differences/changes in system operations, and determine whether these differences introduce new hazards or increase existing hazard risks in the NAS. The SRMP reconvened in April

2023 to refine the safety requirement created at the first SRMP, resulting in a final safety requirement that, when the Airport Surveillance Radar (ASR) supporting the ASDE system is inoperative, the affected Airport Traffic Control Tower (ATCT) positions must enable the ADS-B indicator at the applicable position(s), which will enable those controllers to identify any aircraft on final approach not transmitting ADS-B.

**8. Procedures/Action**. Amend the paragraphs below in FAA Order JO 7110.65AA to read as follows:

**3–1–9. USE OF TOWER RADAR DISPLAYS**

Title through subparagraph **c.**, No change

**d**. If there is an outage of the ASR supporting the ASDE system and Multilateration (MLAT) is inoperative or is not present at airports with an ASDE system, the Tower position(s) responsible for aircraft on approach to the airport must enable the ADS-B indicator on the TDW(s).

***NOTE-***
*The ADS-B Indicator will only display if the TDW is operating in Fused Display Mode.*

***REFERENCE–***
*FAA Order JO 7110.65, Para 3–6–2, Identification.*
*FAA Order JO 7110.65, Para 5–14–5, Information Displayed.*

No further changes to paragraph

**3−6−1. EQUIPMENT USAGE**

Title through subparagraph **b.2.(c)**, No change

***NOTE–***
*Radar-only mode is an enhancement of the ASDE-X and ASSC systems that allows the system to stay operational with safety logic processing during a simultaneous loss of the Multilateration (MLAT) subsystem and ADS-B data or loss of ADS-B data when MLAT is not present. The system stays in full core alert status under radar-only mode but without automatic data block capability.*

No further changes to paragraph

**3−6−5. RADAR−ONLY MODE**

Title through first paragraph, Delete

**5–14–5. INFORMATION DISPLAYED**

Title through subparagraph **c.**, No change

**d.** During outages of the ASR that supports an ASDE system where MLAT is inoperative or is not present, the Tower position(s) responsible for aircraft on approach to the airport must enable the ADS-B indicator on the TDW(s).

***NOTE-***
*The ADS-B Indicator will only display if the TDW is operating in Fused Display Mode.*

***REFERENCE–***
*FAA Order JO 7110.65, Para 3–1–9, Use of Tower Radar Displays.*

No further changes to paragraph

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