

NOTICE

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

N JO 7210.947

Effective Date:
January 8, 2024

Cancellation Date:
September 5, 2024

SUBJ: ASDE System Operation

- 1. Purpose of This Notice.** This Notice amends FAA Order JO 7210.3, Facility Operations and Administration, paragraph 12-7-1, ASDE System Operation, 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 7210.3DD, CHG 3, effective September 5, 2024.
- 5. Explanation of Policy Change.** This change updates language in paragraph 12-7-1 to include Automatic Dependent Surveillance-Broadcast (ADS-B) failure as a reason for Airport Surface Detection Equipment Model X (ASDE-X) and Airport Surface Surveillance Capability (ASSC) to enter radar-only mode in addition to Multilateration (MLAT) failure, as MLAT is being divested. Subparagraphs 12-7-1 c1 and c2 were removed as the content is covered in qualification technical training and site-specific training pertaining to ASDE-X/ASSC systems. Related procedures are found in FAA Order JO 7110.65, Air Traffic Control, paragraph 3-6-1, Equipment Usage.
- 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. The revised final safety mitigation determined when the Airport Surveillance Radar (ASR) supporting the ASDE-X/ASSC system is inoperative, only the affected Airport Traffic Control Tower (ATCT) must enable the ADS-B indicator

at the applicable Local Control position(s). This procedure will enable the applicable Local Control position(s) to identify any aircraft on final approach not transmitting ADS-B. Though this revised requirement did not include specific updates to FAA Order JO 7210.3, it was observed during the process of developing the DCP for FAA Order JO 7110.65 that paragraph 12–7–1c in FAA Order JO 7210.3 did not reflect the addition of ADS-B as a surveillance source for ASDE, and the subsequent loss of ADS-B data as a reason for ASDE-X/ASSC to enter radar-only mode. Subparagraphs 12–7–1 c1 and c2 were removed as the content is covered in qualification technical training and site-specific training pertaining to ASDE-X/ASSC systems.

8. Procedures/Action. Amend the following paragraph in FAA Order JO 7210.3DD to read as follows:

12–7–1. ASDE SYSTEM OPERATION

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

c. In the event of a simultaneous loss of Multilateration (MLAT) and ADS-B data, or an ADS-B data loss when MLAT is not present, ASDE-X/ASSC will remain operational. In this case, ASDE-X/ASSC will operate in radar-only mode. The system automatically transitions to radar-only mode when it senses a simultaneous MLAT and ADS-B data loss, or an ADS-B data loss when MLAT is not present.

Subparagraph **c. 1.** through **c. 2.**, Delete

No further changes to paragraph

**MICHAEL R
BECKLES** Digitally signed by
MICHAEL R BECKLES
Date: 2023.12.06
12:51:25 -05'00'

Michael R. Beckles
Director, Policy, AJV-P
Air Traffic Organization