



**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

Air Traffic Organization Policy

**NOTICE  
N JO 7210.642**

Cancellation Date:  
March 9, 2007

**SUBJ:** Safety Logic Systems Procedures for Operational Testing at Orlando International  
Airport Traffic Control Tower

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- 1. PURPOSE.** This notice provides the operational test procedures for Airport Surface Detection Equipment-X (ASDE-X) Safety Logic Systems Build 5.0.7.2 to be utilized by personnel providing air traffic control services at the Orlando International (MCO) Airport Traffic Control Tower (ATCT).
- 2. DISTRIBUTION.** This notice is distributed to select offices in Washington Headquarters, the Eastern Service Center, and MCO.
- 3. ACTION.** Terminal facility managers shall ensure that the provisions of this notice are briefed to all front-line managers/controllers-in-charge and implemented prior to conducting operations involving ASDE.
- 4. EFFECTIVE DATE.** This notice is effective January 10, 2007.
- 5. BACKGROUND.** MCO is designated as the operational test facility for ASDE-X Build 5.0.7.2. This build incorporates an upgrade to the ASDE radar system to include a rain configuration to be used during periods of moderate to extreme precipitation to avoid the likelihood of false alerts. During this test period, limited configuration shall only be used to temporarily inhibit frequent false alerts caused by continuous or repetitious circumstances; i.e., persistent false alerts. When limited configuration is applied, it shall be noted on Federal Aviation Administration (FAA) Form 7230-4 (Daily Record of Facility Operation), along with the reasons for doing so. All limited configurations shall be carried over on applicable logs. False targets may be temporarily dropped after positive identification has been accomplished. When a false target is temporarily dropped, the target location and time shall be noted on FAA Form 7230-4. 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.
- 6. PROCEDURES.** The following procedures in FAA Order 7210.3, Facility Operations, shall be used by MCO ATCT personnel providing air traffic control services during the test period.

Add the following subparagraphs to paragraph 11-9-1, System Operation, as follows:

“11-9-1f. ASDE-X false targets may be temporarily dropped after positive verification has been accomplished. Positive verification must be accomplished via pilot/vehicle operator position

report or controller visual observation. When a false target is temporarily dropped, it shall be noted on FAA Form 7230-4, Daily Record of Facility Operation.

*REFERENCE*

*FAA Order 7110.65, 3-6-2, Identification*

11-9-1g. 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.”

Change paragraph 11-9-3b to read as follows:

“The Safety Logic System shall be operated in a full core alert runway configuration which includes rain configuration in ASDE-X.”

Insert new paragraph 11-9-4 as follows:

“11-9-4. RAIN CONFIGURATION

Due to the required sensitivity of surface movement radars, numerous false targets may be generated by moderate to extreme precipitation. During these periods, the ASDE-X and AMASS Safety Logic Systems can be operated in rain configuration. Should precipitation of this magnitude occur or be imminent, rain configuration may be applied to avoid the likelihood of false alerts.”

Previous paragraphs 11-9-4 and 11-9-5 become 11-9-5 and 11-9-6. Change the new paragraph 11-9-5 to read as follows:

“11-9-5. LIMITED CONFIGURATION

“a. Under certain circumstances, there may be a need to operate the Safety Logic System in limited configuration. The limited configuration shall only be used to temporarily inhibit persistent false alerts. The term “persistent false alert” refers to frequent false alerts caused by a continuous or repetitious circumstance. False alerts caused by random events or circumstances of short duration are not considered “persistent false alerts.”

Exception:

Due to the required sensitivity of surface movement radars, numerous targets may be caused by precipitation of moderate or greater intensity. Should precipitation of this magnitude occur or be imminent at locations where ASDE does not have rain configuration availability, limited configuration may be applied to avoid the likelihood of false alerts.

b. When it is necessary to operate the Safety Logic System in limited configuration due to “persistent false alerts,” notify Technical Operations so that corrective action can be taken.

*NOTE-*

1. For AMASS, the limited configuration disables all alerts except arrivals to a closed runway.

2. For ASDE- X and ASDE-3X, the limited configuration disables all alerts except arrivals to and departures on a closed runway.

c. When limited configuration is applied, it shall be noted on FAA Form 7230-4, including the reason for doing so. Ensure that all limited configurations are carried over on applicable logs.”

New paragraph 11-9-6 remains unchanged.

**6. IMPLEMENTATION:** This notice shall be implemented as of the effective date. This notice is valid for 60 days from date of publication.

A handwritten signature in black ink, appearing to read "M. Cirillo". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Michael A. Cirillo  
Vice President, System Operations Services