

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7210.3V

**CHANGE:** Basic

**EFFECTIVE DATE:** February 14, 2008

**TRACKING #:** 3B- 11-9-1

**SPECIALIST/ROUTING:** Pamela Coopwood AJT-230 x5-8607

**1. PARAGRAPH NUMBER AND TITLE:**

11-9-1, SYSTEM OPERATION

**2. BACKGROUND:** ASDE-X Build 5.0.7.2 incorporates an upgrade to the ASDE radar system to include Rain Configuration to be used during periods of moderate to extreme precipitation to avoid the likelihood of false alerts. References to ASDE-3X have been removed with this upgrade.

**3. EXPLANATION OF CHANGE:** This change incorporates ASDE-X Rain Configuration into the Safety Logic processing, removes references to ASDE-3X, and stipulates the procedure to temporarily drop a track from safety logic processing and updates ASDE-X documentation requirements for FAA Form 7230.4, Daily Record of Facility Operation. This change cancels and incorporates N JO 7210.660, Safety Logic System Procedures for Airport Surveillance Detection Equipment- Model X (ASDE-X) 5.0.7.2 and Airport Movement Area Safety System (AMASS), effective June 1, 2007.

**4. CHANGE:**

OLD

NEW

11-9-1. SYSTEM OPERATION

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a. Safety Logic Systems are software enhancements to the ASDE-3, ASDE-X, and ASDE-3X 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.

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 SMR.

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

2. The ASDE-X Safety Logic System is an integral part of the software program.

2. ASDE-X Safety Logic is a system enhancement to ASDE-X.

3. ASDE-3X uses the ASDE-X Safety Logic System.

Delete

b. The Safety Logic System shall be operated in a full core alert runway configuration.

b. The Safety Logic System shall be operated in a full core alert runway configuration. (In ASDE X, when rain configuration is selected, it includes full core alerting capabilities.)

c. When ASDE-3 and/or AMASS is in maintenance mode, AMASS data shall be considered invalid and the system shall be taken offline. The supervisor/CIC shall validate, upon resumption of 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 and ASDE-3X safety logic will automatically be disabled when the system is in maintenance mode.

d. 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.

e. Construction projects in the vicinity of runways may cause nuisance or false alerts. The NASE may be able to provide an adaptation to filter the affected areas from Safety Logic System coverage. Facilities shall contact the NASE via email at 9-AMC-AOS-AMASS@faa.gov, 30 to 45 days before the construction is scheduled to begin to assist in determining whether an adaptation is necessary.

Add

Add

Add

c. When ASDE-3 and/or AMASS is in maintenance mode, AMASS data shall be considered invalid and the system shall be taken offline. The front-line manager/CIC shall validate, upon resumption of 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.

No Change

e. Construction projects in the vicinity of 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 shall contact NASE via email 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 determining whether an adaptation is necessary.

**f. ASDE-X false targets may be temporarily track dropped after positive verification has been 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**  
**FAAO 7110.65, Para. 3-6-2, Identification**

**g. 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.**

No further changes to paragraph.

**5. INDEX CHANGES: None**

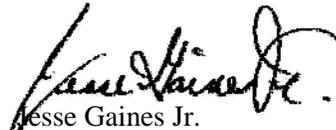
6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.660, Safety Logic System Procedures for Airport Surveillance Detection Equipment- Model X (ASDE-X) 5.0.7.2 and Airport Movement Area Safety System (AMASS), 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

  
Jesse Gaines Jr.

Manager, Terminal Operations

Date: 6/19/07