NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Organization Policy

N JO 7110.807

Effective Date:
October 18, 2026

Cancellation Date:
June 10, 2027

SUBJ: Airport Surface Detection Equipment (ASDE) System Operating Procedures

1. Purpose of this Notice. This notice revises FAA Order JO 7110.65, Air Traffic Control, related air traffic operational procedures for Airport Surface Detection Equipment (ASDE) Systems resulting from equipment replacement and program updates.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, System Operations Services, Mission Support Services, Safety, 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 Plans and Publications website at https://www.faa.gov/air_traffic/publications/.

4. Background. Airport Surface Detection Equipment (ASDE) systems receive multiple surveillance inputs to detect and track aircraft and vehicles within the airport movement area and arrival/departure corridors. A key component, the non-cooperative surface movement radar (SMR), has been in operation for over 20 years and will be replaced with an advanced SMR4 system. To accomplish this, the ASDE systems will operate using only cooperative surveillance sensors/sources to allow air traffic control (ATC) continued use of this runway safety system. This temporary operating mode will only track and display Automatic Dependent Surveillance-Broadcast (ADS-B) Out aircraft/vehicles on the airport movement area, and aircraft equipped with an operating transponder or ADS-B Out when in arrival or departure corridors. Technical Operations must prepare site-specific adaptations to ensure ASDE safety logic remains operational when operating in cooperative-only mode.

A Safety Risk Management Panel (SRMP) was held on September 23-24, 2025, in Washington, D.C., to assess the hazards associated with operating in cooperative-only mode. Required mitigations include a higher weather minima to conduct LUAW operations with another aircraft cleared to land, conduct a touch-and-go, stop-and-go, low approach or option on the same runway. Additionally, the Standard Terminal Automation Replacement System (STARS) ADS-B indicator on tower displays must be enabled for increased situational awareness of a non-ADS-B transmitting aircraft.

Additional updates to ASDE system-related procedures are incorporated with this change to reflect the decommissioning of the Multilateration (MLAT) surveillance subsystem and increase readability of ASDE procedures for LUAW.

5. Procedures/Action. Amend FAA Order JO 7110.65 by changing the following paragraphs to read as follows:

3−1−9. USE OF TOWER RADAR DISPLAYS

Title through subparagraph **c** *REFERENCE*, No Change.

d. If there is an outage of the ASR supporting the ASDE system or the ASDE system is operating in cooperative-only mode, the tower position(s) responsible for aircraft on approach to the airport must enable the ADS−B indicator on the tower display workstation(s) (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 3−6−1, Equipment Usage.
FAA Order JO 7110.65, Para 3−6−2, Identification.
FAA Order JO 7110.65, Para 5−14−5, Information Displayed.

3–6–1. EQUIPMENT USAGE

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

Subparagraph **b1** through **b1(c)**, Delete.

c. ASDE systems must be operated continuously.

NOTE−
1. *Radar-only mode enables ASDE systems to stay operational with safety logic processing during a loss of ADS-B data. The system may remain in full-core alerting capability under radar-only mode but without automatic data block capability.*
2. *Cooperative-only mode enables ASDE systems to stay operational with full-core safety logic processing during a lengthy outage of the surface movement radar (SMR).*

REFERENCE−
FAA Order JO 7210.3, Chapter 12, Section 7, Airport Surface Detection Equipment (ASDE) Operations Supervisor/CIC Procedures.

3−9−4. LINE UP AND WAIT (LUAW)

Title through subparagraph **b** *NOTE*, No Change.

c. Procedures.

1. At facilities without ASDE or at ASDE equipped facilities where ASDE is operating in a limited configuration (without full-core alerting):

Subparagraph **c1(a)** though **c1(b)**, No Change.

2. ASDE facilities with full-core alerting.

(a) Except when reported weather conditions are:

(1) A ceiling less than 800 feet or visibility less than 2 miles when operating in normal configuration or rain configuration, or

(2) A ceiling less than 1,000 feet or visibility less than 3 miles when operating in cooperative-only mode,

(b) ASDE facilities may:

(1) Issue a clearance for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway with an aircraft holding in position or taxiing to LUAW, or

(2) Authorize an aircraft to LUAW when an aircraft has been cleared for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway.

REFERENCE−
FAA Order JO 7110.65, Para 3−10−5, Landing Clearance.

No further changes to paragraph

3−10−5. LANDING CLEARANCE

Title through subparagraph **d** *REFERENCE,* No Change.

e. Restrictions:

1. Facilities without ASDE safety logic or facilities with the ASDE safety logic inoperative or in the limited configuration must not clear an aircraft for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway with an aircraft holding in position or taxiing to LUAW until the aircraft in position has exited the runway or starts takeoff roll.

2. ASDE facilities using safety logic in the full core alert runway configuration may clear an aircraft for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway with an aircraft holding in position or taxiing to LUAW except when reported weather conditions are:

(a) ceiling less than 800 feet or visibility less than 2 miles when operating in normal or rain configuration, or

(b) ceiling less than 1,000 feet or visibility less than 3 miles when operating in cooperative-only mode.

No further changes to paragraph

5−14−5. INFORMATION DISPLAYED

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

d. During outages of the ASR that supports an ASDE system or the ASDE system is operating in cooperative-only mode, the tower position(s) responsible for aircraft on approach to the airport must enable the ADS-B indicator on the TDW(s).

No further changes to paragraph

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

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For Jon M. Stowe

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Mission Support Services
Air Traffic Organization (ATO)