Section 6. Airport Surface Detection Procedures

3-6-1. EQUIPMENT USAGE

a. ASDE/AMASS shall be operated continuously to augment visual observation of aircraft landing or departing, and aircraft or vehicular movements on runways and taxiways, or other areas of the movement area.

b. The operational status of ASDE/AMASS shall be determined during the relief briefing, or as soon as possible after assuming responsibility for the associated control position.

3-6-2. INFORMATION USAGE

a. ASDE/AMASS derived information may be used to:

1. Formulate clearances and control instructions to aircraft.

2. Formulate control instructions to vehicles on the movement area.

REFERENCE-
FAAO 7210.3, Radar Use, Para 3-7-2b2.

3. Position aircraft and vehicles using the movement area.

4. Determine the exact location of aircraft and vehicles, or spatial relationship to other aircraft/vehicles on the movement area.

5. Monitor compliance with control instructions by aircraft and vehicles on taxiways and runways.

6. Confirm pilot reported positions.

7. Provide directional taxi information, as appropriate.

PHRASEOLOGY-
TURN (left/right) ON THE TAXIWAY/RUNWAY YOU ARE APPROACHING.

b. Do not provide specific navigational guidance (exact headings to be followed) unless an emergency exists or by mutual agreement with the pilot.

NOTE-
It remains the pilot's responsibility to navigate visually via routes to the clearance limit specified by the controller and to avoid other parked or taxiing aircraft, vehicles, or persons in the movement area.

3-6-3. IDENTIFICATION

To identify an observed target on the ASDE/AMASS display, correlate its position with one or more of the following:

a. Pilot position report.

b. Controller's visual observation.

c. An identified target observed on the ASR or BRITE/DBRITE/TDW display.

3-6-4. AMASS ALERT RESPONSES

When the system alarms, the controller shall immediately assess the situation visually and as presented on the ASDE/AMASS display, then take appropriate action, as follows:

a. When an arrival aircraft (still airborne, prior to the landing threshold) activates an alarm, the controller shall issue go-around instructions. (Exception: Alarms involving known formation flights, as they cross the landing threshold, may be disregarded if all other factors are acceptable.)

b. For other AMASS alarms, issue instructions/clearances based on good judgment and evaluation of the situation at hand.