

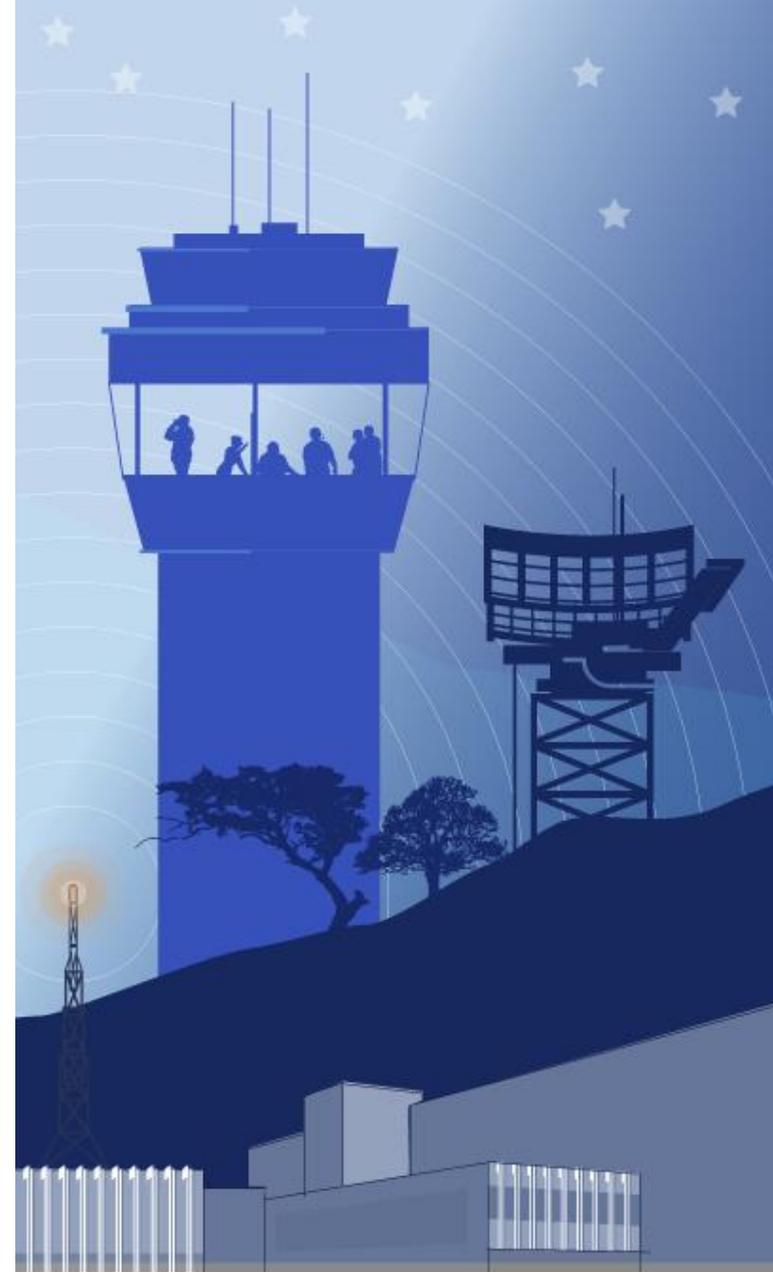


# Airport Surface Surveillance Capability (ASSC)

Presented to: NATCA

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**Terminal Services**

# ASSC Program Description

With the completion of the Airport Surface Detection Equipment, Model X (ASDE-X) Program, nine Airport Surface Detection Equipment, Model 3 (ASDE-3)/Airport Movement Area Safety System (AMASS) systems remain

- Andrews Air Force Base
- Cincinnati/Northern Kentucky International Airport
- Cleveland-Hopkins International Airport
- Kansas City International Airport
- Louis Armstrong New Orleans International Airport
- Pittsburgh International Airport
- Portland International Airport
- San Francisco International Airport
- Ted Stevens Anchorage International Airport

In order to be Automatic Dependent Surveillance-Broadcast (ADS-B) compatible, the ADS-B program baseline includes funding to replace the remaining nine ASDE-3/AMASS systems with ASSC, a multilateration ADS-B capable system.

The ASSC system will also work with the FAA's Runway Status Lights (RWSL) system.

# ASSC Program Status

The FAA is in the middle of the acquisition strategy process for ASSC.

- The market survey, completed in May 2010, resulted in an Agency decision to fulfill this requirement via competitive means.
- Schedule:
  - Proposals received: 6/3/11
  - Planned contract award: October 2011

***At this time, there is no deployment schedule for ASSC. A detailed deployment schedule will be developed after contract award.***

- Once the acquisition process is complete and funding is provided, based on deployments of previous similar systems, it takes approximately three years for a system to become operational at an airport.
- This process includes site survey, site design, lease approval, completion of environmental requirements, site preparation and construction, installation, system optimization, training, and acceptance and commissioning activities.
- Additional time may be necessary for activities such as project initiation (ramp up) by the selected vendor, system development and testing, and if there are more stringent environmental requirements at a specific site.

# ASSC Program Status (continued)

Because Phase I (site planning and design) of the system deployment schedule takes a minimum of 23 months, the FAA decided to start the design process before contract award.

- The ASSC design process has started at San Francisco and Cleveland.
- Preliminary candidate sites for the multilateration sensors have been identified.
  - SFO: completed the initial Siting Analysis Report, which identifies the proposed multilateration sensor locations
  - CLE: the draft initial Siting Analysis Report is scheduled to be completed in October
- Preliminary general airport environmental analysis for all 9 ASSC sites is scheduled to begin soon.
- Note: Since a vendor has not yet been selected for ASSC, at a minimum, a review of the site planning and design work at these sites will be required once the ASSC equipment is determined. Changes to the design may be required.

# Other Surface Surveillance Activities

ASDE-X is working with the SBS Program to upgrade all 35 ASDE-X sites to perform multilateration using the UAT 978 MHz signal (DO-282B) and process the 1090 MHz Extended Squitter signal (DO-260B).

- UAT upgrade has started at 11 ASDE-X sites.

The FAA is in the beginning of completing an investment analysis on a potential service life extension program for the Airport Surface Detection Equipment, Model 3 (ASDE-3) radar.

- The ASDE-3 radar system was first commissioned in the 1990s with a projected lifespan of 20 years.
- They are nearing the end of their lifecycle and there are supportability and logistics challenges.
- This effort would affect 29 ASDE-3 radars
  - 18 ASDE-X systems (that use the ASDE-3 surface surveillance radar)
  - 9 ASDE-3/AMASS systems (planned ASSC sites)
  - 2 ASDE-3 support systems