



ICAO

**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group
(APIRG/22)
(Accra, Ghana, 29 July – 2 August 2019)**

Agenda Item 4.4 Initiatives by States & Industry and other air navigation issues

**AUTOMATIC DEPENDENT SURVEILLANCE – BROADCAST OUT:
Ensuring Preparedness for the 2020 Equipage Mandate**

(Presented by the United States)

SUMMARY	
<p>In 2010, the United States (U.S.) Federal Aviation Administration (FAA) published a regulatory requirement for all aircraft operating within certain airspace to be equipped with Automatic Dependent Surveillance – Broadcast (ADS-B) Out equipment after January 1, 2020, in accordance with Title 14 of the U.S. Code of Federal Regulations (14 CFR) sections (§§) 91.225 and 91.227. This requirement will affect all flights in the designated airspace. To prepare the aviation community and prevent any operational disruptions, the FAA is promoting the new mandate to the international community so that foreign aircraft intending to operate within the affected airspace will be equipped with the appropriate ADS-B Out equipment by the compliance date.</p>	
<p>The Meeting is invited to:</p> <ol style="list-style-type: none"> a) Note the information provided; and b) Encourage States with operators that intend to operate within the affected U.S. airspace to promote awareness of this upcoming requirement. 	
<i>Strategic Objectives</i>	<p>This paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.</p>
<i>References</i>	<ul style="list-style-type: none"> • Automatic Dependent Surveillance – Broadcast (ADS-B) Out Performance Requirements to Support Air Traffic Control (ATC) Service Final Rule (75 FR 30160, May 28, 2010; Docket No. FAA-2007-29305) • 14 CFR 91.225 and §91.227***

1 INTRODUCTION

1.1 Automatic Dependent Surveillance – Broadcast (ADS-B) is an important underlying technology in the U.S. Federal Aviation Administration’s (FAA’s) plan to transform air traffic control (ATC) from the current system to the Next Generation Air Transportation System (NextGen). ADS-B is bringing the precision and reliability of satellite-based navigation to surveillance in the U.S. National Airspace System (NAS).

1.2 In 2010, the FAA published a regulatory requirement for all aircraft operating within certain airspace to be equipped with a specific version of ADS-B Out technology after January 1, 2020, in accordance with Title 14 of the U.S. Code of Federal Regulations (14 CFR) sections (§§) 91.225 and 91.227.

1.3 This requirement will affect all flights within the airspace specified in 14 CFR §91.225. To prepare the aviation community and prevent any operational disruptions, the FAA is promoting the mandate so that that foreign aircraft intending to operate within the affected airspace will be equipped with the appropriate ADS-B Out technology by the compliance date.

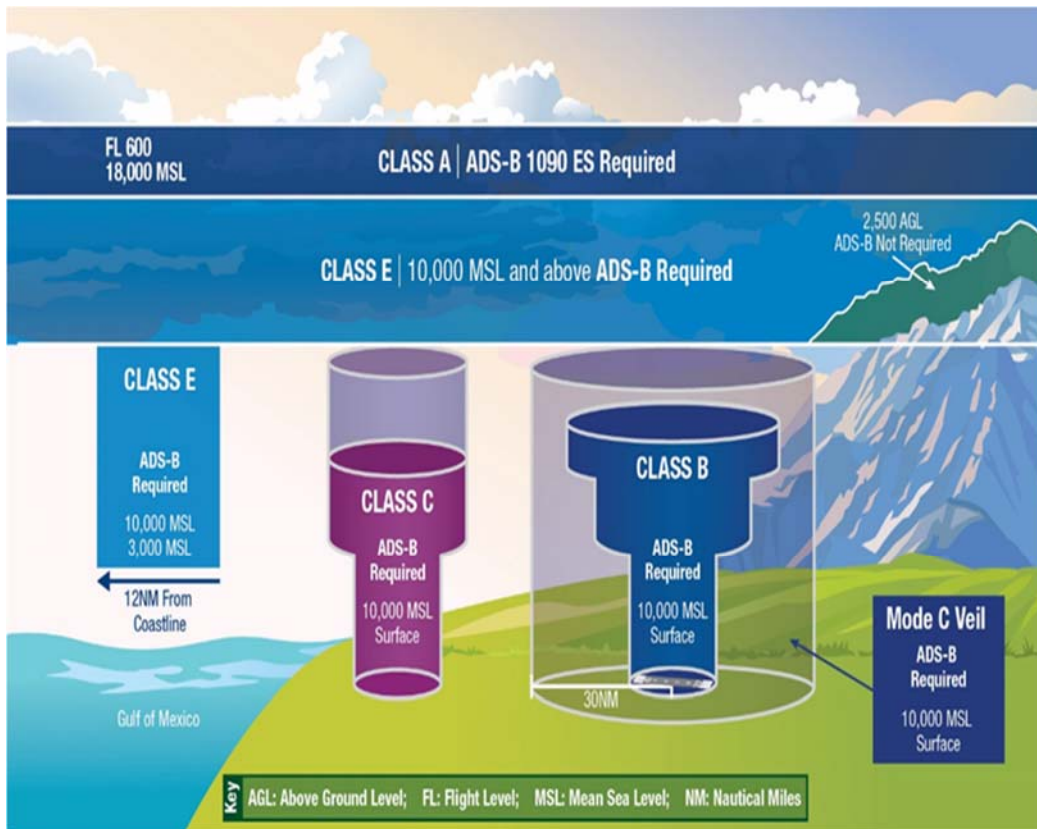
2. DISCUSSION

2.1. ADS-B Out uses global navigation satellite system technology to determine specific aircraft position and velocity information, which is then broadcast directly to other suitably equipped aircraft and air traffic controllers. Its numerous performance benefits include the ability to provide more frequent position update rates than radar; deliver more precise location and velocity information for the aircraft; and offer critical, in-cockpit, traffic information for aircraft equipped with an ADS-B In system.

2.2 The improved accuracy of the integrity of ADS-B out over radar means air traffic controllers may be able to safely reduce the mandatory separation between aircraft. ADS-B Out also provides greater surveillance coverage, since ADS-B ground stations are much easier to place than radars. Remote areas without radar coverage, such as the Gulf of Mexico and parts of Alaska, are now covered by ADS-B.

2.3 The FAA published “Automatic Dependent Surveillance – Broadcast (ADS-B) Out Performance Requirements to Support Air Traffic Control (ATC) Service Final Rule” (75 FR 30160; May 28, 2010; Docket No. FAA-2007-29305) 14 CFR §91.225 and §91.227 for ADS-B Out equipment after January 1, 2020. This final rule mandates performance requirements for ADS-B Out equipment that will be required to fly in the specified airspace. The final rule does not preclude other position source methods, nor does it mandate ADS-B In equipment. Sections 91.225 and 91.227 do not apply to any aircraft that was not originally certificated with an electrical system or that has not subsequently been certified with such a system installed, including balloons and gliders.

2.4 ADS-B in the U.S. NAS operates on two frequencies: 1090 megahertz (MHz) and 978 MHz. Compliance with 14 CFR §§ 91.225 and 91.227 requires carriage of equipment that meets the performance requirements of FAA Technical Standard Order (TSO)-C166b, Extended Squitter Automatic Dependent Surveillance-Broadcast (ADS-B) and Traffic Information Service-Broadcast (TIS-B) Equipment Operation on the Radio Frequency of 1090 Megahertz (MHz), more simply known as a Mode S 1090ES transponder, or equipment that meets the performance requirements of TSO-C154c, Universal Access Transceiver (UAT) Automatic Dependent Surveillance-Broadcast (ADS-B) Equipment Operating on Frequency of 978 MHz. Aircraft operating at or above flight level (FL) 180 must be equipped with a Mode S 1090ES transponder. Aircraft operating below FL 180 and within the airspace described in 91.225 must be equipped with either a Mode S 1090ES transponder or UAT equipment. Equipment manufactured under the provisions of TSO-C166b incorporate standards published in RTCA DO-260B/EUROCAE ED-102A. ADS-B equipment manufactured to earlier standards (e.g., RTCA DO-260 or DO-260A) do not comply with 14 CFR §91.225 and §91.227. The graphic below illustrates the airspace in which ADS-B is required.



2.5 The FAA has completed the deployment of ADS-B ground stations. Since 2014, the FAA has been using ADS-B surveillance information to provide ATC services in most facilities; all FAA ATC facilities will use ADS-B by the end of 2019. The FAA has called on aviation users to equip their aircraft in advance of the January 1, 2020 mandate.

2.6 The FAA is collaboratively working with commercial operators, the avionics industry, and the general aviation community in the United States to ensure awareness of this mandate. On October 28, 2014, FAA senior officials met with pilots, operators, manufacturers, and suppliers at an ADS-B Out Call to Action meeting to identify and address barriers to equipping with ADS-B Out by January 1, 2020. The Equip 2020 Working Group was formed as a result of the Call to Action. It first met in November 2014 and has met at least quarterly since then. Equip 2020 was given 32 tasks, reflecting barriers to ADS-B Out implementation, to resolve. Approximately 100 representatives from industry and the FAA regularly attend Equip 2020 meetings and it has become a valuable forum for developing and implementing solutions for meeting the 2020 mandate.

2.7 The safety and operational benefits of ADS-B Out are significant and the U.S. aviation community is collaboratively working to implement the specific requirements for the U.S. NAS.

2.9 States with operators that intend to operate within the affected U.S. airspace are encouraged to promote awareness of this upcoming requirement. Timely installations will allow the approving authority to ensure that the equipment installations are compliant with the requirements; will allow the operators sufficient preparation to account for the expense and time needed to complete the installation; and will ensure that aircraft can operate in all U.S. airspace after January 1, 2020.

2.10 The FAA recognizes that extenuating circumstances will arise that require an aircraft without appropriate ADS-B Out equipment to access airspace where equipage is required. The ADS-B rule includes provisions for such circumstances. There are provisions for aircraft that are not equipped and aircraft on which the ADS-B system is inoperative.

2.11 The FAA recognizes that extenuating circumstances will arise that require an aircraft without appropriate ADS-B Out equipment to be permitted in airspace where equipage is required. The ADS-B rule includes provisions for such circumstances. There are provisions for aircraft that are not equipped and aircraft on which the ADS-B system is inoperative. It is important to note that procedures to accommodate these aircraft are considered as exceptions and were not intended to grant routine access to the specified airspace. To clarify these matters in more detail for operators, the FAA has issued a Notice in the U.S. Federal Register as Docket No. FAA-2019-0239. States with operators planning to operate in the airspace designated in 14 CFR §91.225 are urged to read this Notice. The Notice is available at <https://www.federalregister.gov/documents/2019/04/01/2019-06184/statement-of-policy-for-authorizations-to-operators-of-aircraft-that-are-not-equipped-with-automatic>.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information provided; and
- b) Encourage States with operators that intend to operate within the affected U.S. airspace to promote awareness of this upcoming requirement.