

ADS-B Out

Operators of Non-Certificated Aircraft

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Federal Aviation
Administration



Operating Rule

- **Responsibility to comply rests with *operator***
 - ADS-B system that complies with ADS-B equipment TSO and performance requirements of 91.227
 - TSO includes software design assurance (DO-178B) requirements
 - Broadcast parameters includes requirements on qualification of position sensor
 - Performance requirements include integration of equipment

Challenge: How do we help the operator fulfill their requirement?

Candidate Strategies

- **Requirements:**

- Document aircraft requirements of the rule, separated from operator responsibilities for clarity
- May be appropriate to specify position source for simplicity (multiple source switching or engineering not likely to be cost-effective for this community)

- **Implementation Options:**

- No new standard or guidance: industry markets solutions
- Industry develops standard for self-compliance
- FAA publishes Technical Standard Order for integrated system
 - Could also benefit the TCed community for ease of installation

Related Initiatives

- **ADS-B Out for Non-Required Airspace**
 - Objective: enable air-to-air reception and safety benefits at lower cost
 - TSO for integrated system with lower power and lower integrity
 - Only usable outside rule airspace (after 2020)
- **ADS-B Out for Surface Vehicles**
 - Objective: enable tracking of all vehicles in the movement area with low-cost solution
 - Airport Advisory Circular with requirements for ADS-B