

**Twenty Sixth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/26)**

Nadi, Fiji, 1-2 March 2012

Agenda Item 4: AI 17-5 ADS-B Implementation

FAA SURVEILLANCE AND BROADCAST SERVICES (SBS) PROGRAM UPDATE

Presented by the Federal Aviation Administration

SUMMARY

This information paper provides an overview of U.S. ADS-B activities that may be of interest to ISPACG participants.

1. INTRODUCTION

- 1.1 This paper provides an overview of U.S. Automatic Dependent Surveillance – Broadcast (ADS-B) activities that may be of interest to ISPACG participants.

2. DISCUSSION

2.1 FAA IMPLEMENTATION ACTIVITIES

2.1.1 Regulatory Activities

2.1.1.1 Advisory Circular (AC) 20-165

This AC, providing installation guidance for ADS-B-Out avionics, was released by the FAA at the same time as the U.S. ADS-B Final Rule. The AC relates to avionics that meet FAA Technical Standard Order (TSO)-C166b/C154c (DO-260B/DO-282B, also known as “Version 2”). The U.S. ADS-B Final Rule, the Version 2 TSOs, and AC 20-165 are referenced in section 4.

Note: RTCA and EUROCAE have jointly produced and approved DO-260B/ED-102A, “Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance – Broadcast (ADS-B) and Traffic Information Services – Broadcast (TIS-B),” which serves as the basis for TSO-C166b and its European equivalent.

2.1.1.2 AC 90-114

The FAA Flight Standards Service indicates that no operational approval is required for aircraft with avionics compliant with AC 20-165 to operate in U.S. airspace defined in Title 14 of the Code of Federal Regulation (14 CFR) § 91.225 (part of the U.S. ADS-B Final Rule). This AC was published on 8 December 2011 and contains general guidance and operational consideration information regarding ADS-B. AC 90-114 is referenced in section 4. Future appendices to the AC will provide guidance for individual ADS-B-In applications as appropriate.

Note: *FAA Flight Standards Service requires operational approval for the ADS-B In-Trail Procedure (ITP), which is an ADS-B-In application.*

2.1.1.3 TSO-C195

This TSO was released by the FAA on 27 September 2010. This TSO invokes portions of RTCA DO-317 and covers the following applications:

- (a) Basic Airborne
- (b) Visual Separation on Approach
- (c) Basic Surface

TSO-C195 is referenced in section 4.

FAA published a draft of TSO-C195a for public comment in early January 2012, and the comment period closed on 12 February 2012. TSO-C195a is based on RTCA DO-317A, approved in December 2011. The final TSO should be published before the end of March 2012.

2.1.1.4 AC 20-172

This AC was published on 28 Feb 2011 and provides airworthiness guidance for ADS-B-In systems and applications, and is referenced in section 4.

FAA published a draft of AC 20-172a for public comment on 10 February 2012, and the comment period will close on 12 March 2012. The final AC should be published before the end of April 2012.

2.1.2 Surveillance and Broadcast Services (SBS) Program

The U.S. Federal Aviation Administration (FAA) is delivering SBS as described in this section. SBS services are provided via a set of FAA-specified service volumes in en route airspace, terminal area airspace, and on airport surfaces.

ADS-B: Aircraft with Version 2 avionics certified and installed in accordance with FAA AC 20-165 (or an equivalent approved by FAA Aircraft Certification) will receive air traffic control (ATC) separation service in the U.S. See Figure 1 below.

Note: *Specifically-approved aircraft equipped with Version 1 avionics are currently receiving ADS-B-only ATC separation services in Alaska and the Gulf of Mexico.*

The U.S. is supporting two ADS-B links:

- 978 MHz Universal Access Transceiver (UAT) link per FAA TSO-C154c;
- 1090 MHz Extended Squitter (1090ES) link per TSO-C166b.

The U.S. ADS-B Final Rule requires aircraft that operate above Flight Level (FL) 180 to broadcast on the 1090ES link. The FAA is not prescribing the choice of link for aircraft flying below FL180; both links are supported and operators are free to choose whichever link meets their needs. Aircraft broadcasts go to other aircraft and to ground radio stations, where the information is processed and displayed to ATC. Where available, information from FAA radars is combined with ADS-B data to support ATC separation services.

Aircraft with ADS-B-In capability directly receive broadcasts from nearby aircraft on the same link, limited in range only by line-of-sight or received signal strength. Aircraft broadcasting on one link (example: UAT) are not received by aircraft using only the other link (example: 1090ES) and vice versa, which justifies the Automatic Dependent Surveillance – Rebroadcast (ADS-R) service described below.

On 28 May 2010, the U.S. ADS-B Final Rule was published, requiring ADS-B-Out equipage in U.S. airspace where a transponder is currently required, with compliance required after 1 January 2020. The U.S. ADS-B Final Rule also specifies requirements for broadcast information, including minimum thresholds for position/velocity accuracy and integrity.

ADS-R: ADS- R is a pilot advisory service that receives data from aircraft on one link and immediately rebroadcasts it on the other link. See Figure 1 below. To conserve spectrum, the service identifies aircraft broadcasting that they are ADS-B-In equipped as "client" aircraft. The traffic broadcasting on the other link within a specified radius and altitude band around each client aircraft are then rebroadcast on the client's link via ADS-R. Note that ADS-R services are only available when both aircraft are within range of any ADS-B ground radio station. Since ADS-B ground stations are sited to cover current radar airspace, this means that there will be regions of airspace (typically at lower altitudes) without ADS-R coverage. Various avionics manufacturers are considering the market opportunities for ADS-B avionics with dual-link receive capability.

TIS-B: TIS-B is a pilot advisory service for situation awareness, gathering data from U.S. ATC radars, Wide Area Multilateration (WAM) systems such as those used in Alaska/Colorado, and surface multilateration systems like Airport Surface Detection Equipment, Model X (ASDE-X). See Figure 1 below. This non-ADS-B surveillance information is broadcast as a TIS-B service through ground radio stations to participating aircraft on both links. Like ADS-R, appropriately equipped aircraft are identified as client aircraft and non-ADS-B traffic within a specified radius and altitude band around the client aircraft are selected for TIS-B. Unlike ADS-R, TIS-B messages are structured so that information about multiple aircraft can be packaged into a single TIS-B broadcast.

Flight Information Service - Broadcast (FIS-B): FIS-B is a pilot advisory service supported by the FAA that is only broadcast on the UAT link. See Figure 1 below. The FIS-B message set contains Airman's Meteorological Information, Aviation Routine Weather Report (METAR) and Unscheduled Specials, Next Generation Radar (NEXRAD) precipitation reflectivity, Pilot Reports (urgent and routine), Significant Meteorological Information, Terminal Area Forecast and unscheduled Amendments, Winds and Temperatures Aloft, Notices to Airmen (NOTAMs) important to flight safety, and Status of Special Use Airspace.

The FAA is considering additional products for the FIS-B service in the future. Products under consideration include Echo tops, Lightning strikes, Severe Weather Forecast Alerts and Severe Weather Watch Bulletin, Ceilings, Digital Automated Terminal Information Service, Icing (Current/Forecast Potential), Terminal Weather Information for Pilots, and Turbulence.

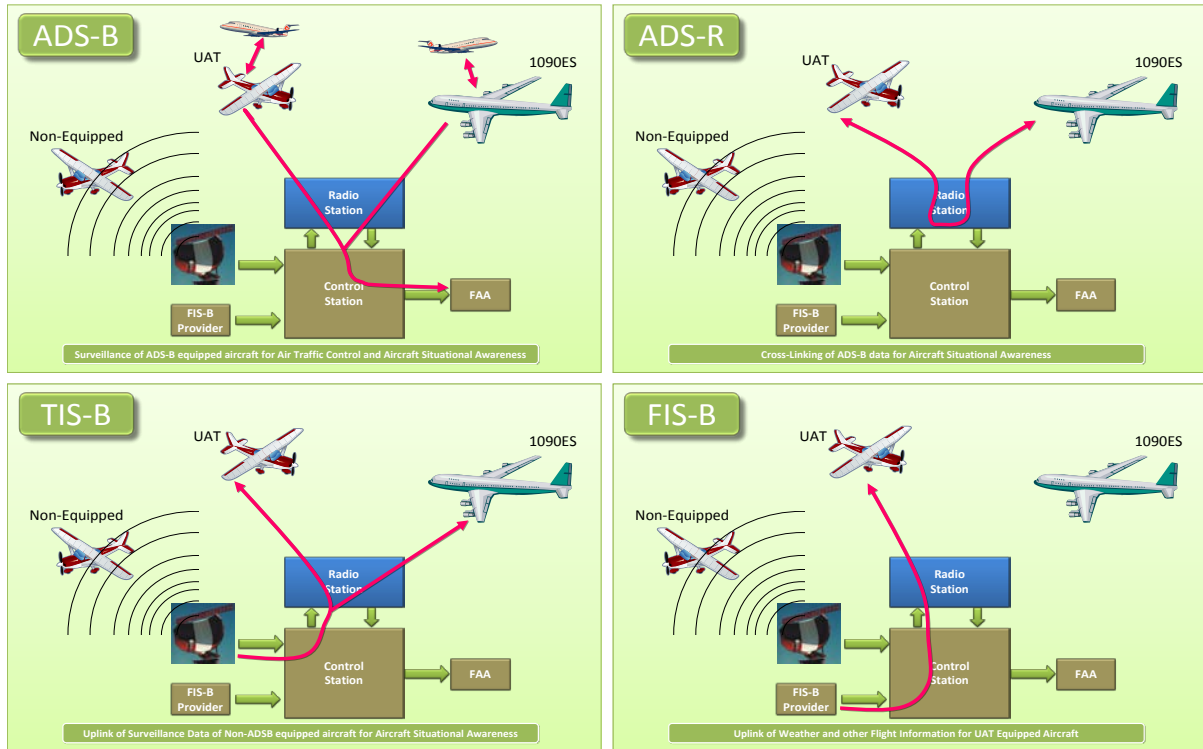


Figure 1

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2.1.2.1 Service Delivery Approach and Implementation Status

ITT is the prime contractor selected by the FAA under a service contract to provide SBS. The ITT ground radio infrastructure receives/transmits messages from either Version 1 or 2 avionics. The ITT infrastructure also receives messages from Version 0 avionics, but does not transmit TIS-B/ADS-R uplink messages in Version 0 format. At a point prior to 2020, ground station transmission of TIS-B/ADS-R/FIS-B messages in the Version 1 format will be discontinued.

As of 22 January 2012, 405 radio sites of over 700 planned sites were constructed and 339 radio sites had been declared operational by the FAA. See Figure 2 below for a map of the operational radios as of 22 January 2012; the latest map can be found at: <http://www.faa.gov/nextgen/flashmap>



Figure 2

2.1.2.2 SBS Monitor

The SBS Monitor provides an FAA-developed independent monitor of the status of the ITT ground infrastructure and provides an assessment of ITT's performance in delivering services to the FAA. The SBS Monitor performs or will perform the following functions:

- 1) **Contract Technical Performance Monitoring**
These Technical Performance Measures (TPMs) nominally include the latency, availability, and update rate of the SBS services provided by ITT. The FAA Contracting Officer uses the TPMs to evaluate the quality of the SBS services provided by ITT.
- 2) **Avionics Compliance Monitoring**
These aircraft ADS-B reports measure equipment, characterize duplicate/invalid International Civil Aviation Organization (ICAO) address issues, and evaluate compliance with avionics performance requirements defined in 14 CFR §91.227.
- 3) **Service Status Monitoring**
This function informs personnel at FAA Operations Control Centers, who notify users via NOTAMs about the current status of SBS services throughout the U.S.

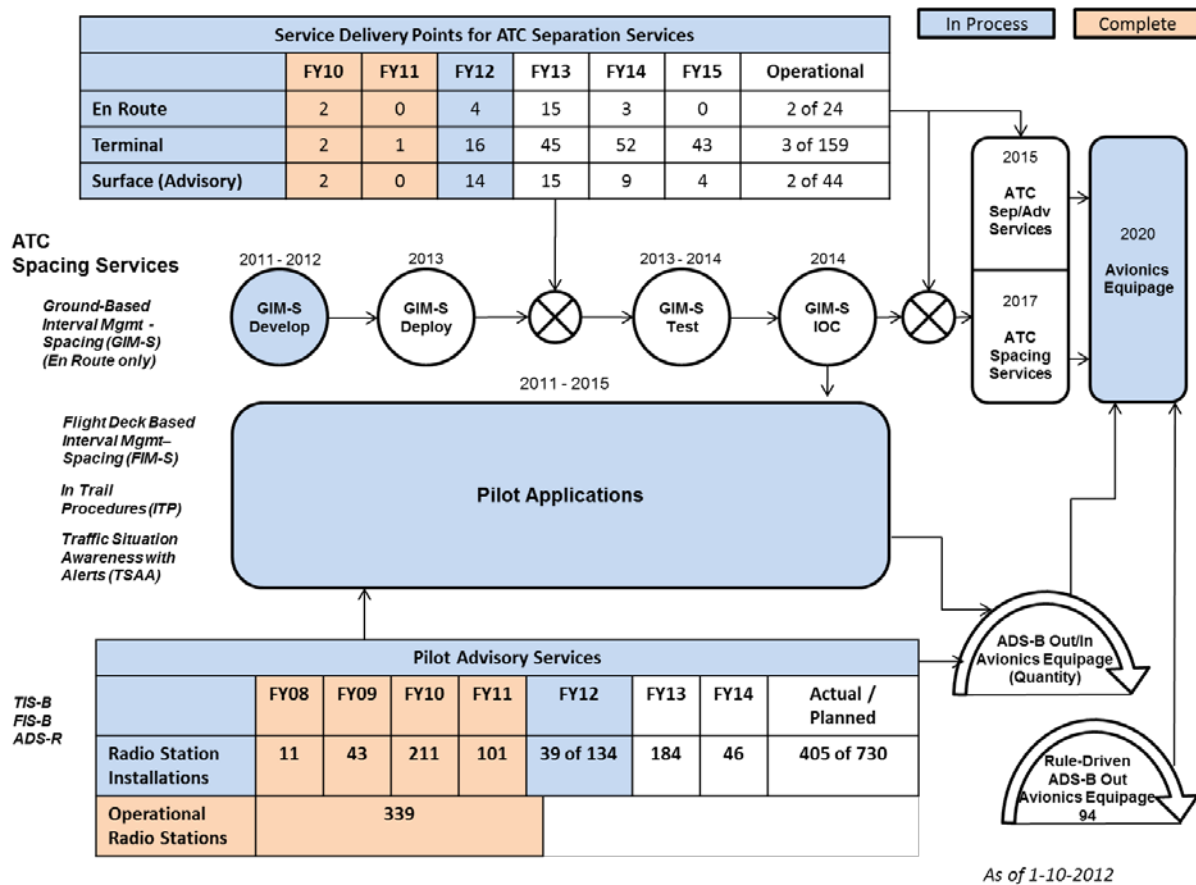
2.1.2.3 FAA ADS-B Development Strategy

The diagram below shows the overall FAA ADS-B development strategy for 2011-2015. ATC Separation Services will be implemented on a facility-by-facility basis by declaring Initial Operational Capability (IOC) at each site. Most major facilities will

achieve IOC by the end of 2013, but implementation will continue at some smaller terminal facilities until 2015, due to the need for automation system modernization at those facilities.

ATC Surface Advisory Services refer to ADS-B services provided by FAA at those locations where surface surveillance systems exist, which include both the ASDE-X and the new Airport Surface Surveillance Capability (ASSC) under development. ASSC is referenced in section 4.

The pilot applications and pilot advisory services are available to aircraft equipped with ADS-B-In capability. Pilot Advisory Services (ADS-R, TIS-B, and FIS-B) are activated as each ADS-B ground station is installed, tested, and declared operational.



2.1.2.4 Air Traffic Control Separation Services

Since late 2009, the FAA has been delivering ATC separation services to aircraft equipped with ADS-B Version 1 avionics (TSO-C154b/TSO-C166a). Between 2009 and 2011, the following key-sites achieved IOC:

- Louisville Terminal Radar Approach Control (TRACON);
- Houston Air Route Traffic Control Center (ZHU) Gulf of Mexico airspace;
- Philadelphia TRACON;
- airspace in the vicinity of Juneau, Alaska.

For TRACONs, ATC separation services are provided using fused radar and ADS-B.

Based on this operational experience, FAA made an In-Service Decision (ISD) for SBS on 22 September 2010, indicating that the use of ADS-B and WAM are

operationally suitable as surveillance sources for ATC Separation Services in the United States. As with any complex system, there were a set of issues raised during the testing and evaluation phase that are being addressed. These issues, documented in ISD Action Plans, are being resolved, as needed, to enable activation of ADS-B for ATC Separation Services in the initial production sites.

The initial terminal production sites are Houston TRACON for the Standard Terminal Automation Replacement System (STARS) and New York TRACON for the Common Automated Radar Terminal System (CARTS). The activities that are being completed for CARTS and STARS include updating the software baselines to support ATC terminal separation for ADS-B-only targets (for aircraft equipped with Version 2 avionics). End-to-end system testing is being conducted to validate the separation standards analyses for ADS-B-to-ADS-B and ADS-B-to-radar separation services.

The initial En Route Automation Modernization (ERAM) production site is ZHU. ZHU will implement ADS-B data integration with ERAM in phases. The first phase will provide ADS-B data to ERAM via a "virtual radar" interface now being used by the ZHU En Route Host system to provide separation services in the Gulf of Mexico airspace. In the second phase, ERAM will be provided with ADS-B data to enable ATC separation services using a fused ADS-B and radar picture that will be used for additional Air Route Traffic Control Centers (ARTCCs) after ZHU.

By 2015, FAA plans to integrate ADS-B surveillance data in the Advanced Technologies and Oceanic Procedures (ATOP) automation platform to support ATC separation services in oceanic airspace for which the U.S. is responsible.

2.1.2.5 Pilot Advisory Services

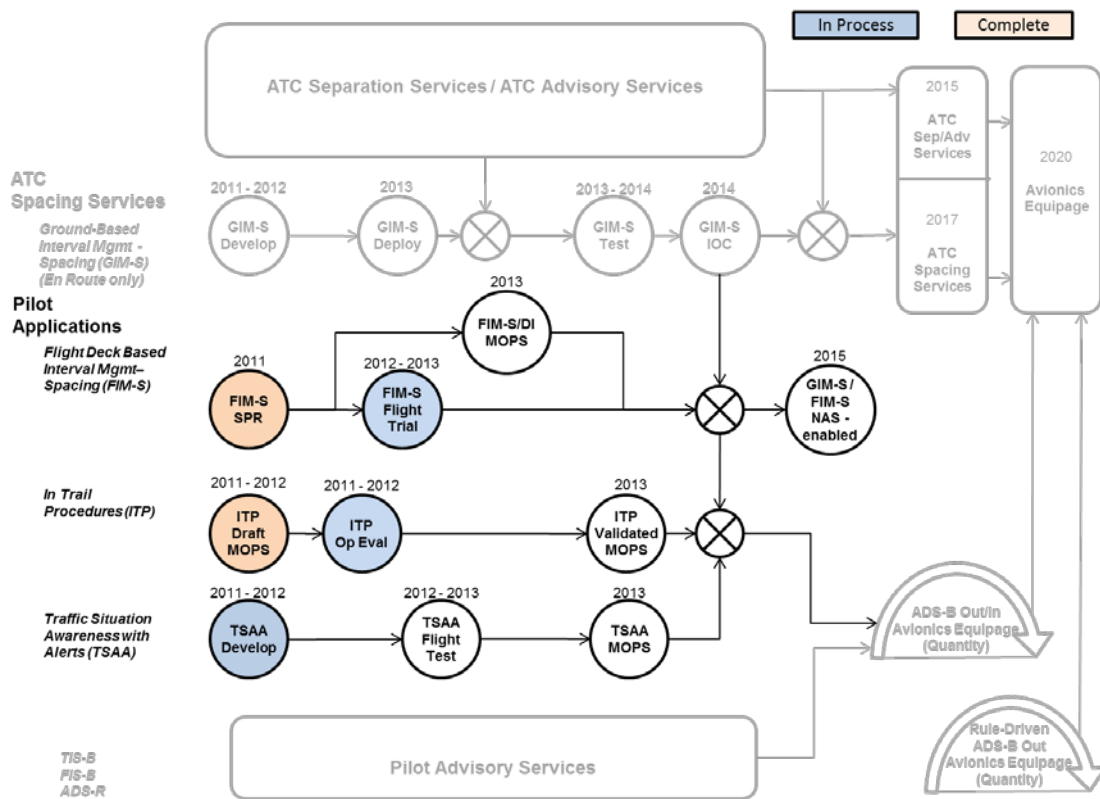
The continued deployment of Pilot Advisory Services (broadcast of TIS-B/ADS-R and FIS-B) continues.

The latest updated information on FAA SBS deployment can be found on the FAA website as described previously.

2.1.2.6 Pilot Applications

The FAA is developing a number of pilot applications that are expected to provide benefits to operators who choose to equip their aircraft with ADS-B-In avionics which receive, process, and display ADS-B and TIS-B data from surrounding aircraft. In addition to providing benefits directly to operators, these applications will help accelerate the understanding of ADS-B and provide a path to future applications.

The FAA is currently investing in development for three applications: Flight-deck-based Interval Management - Spacing (FIM-S), Oceanic ITP, and Traffic Situation Awareness with Alerts (TSAA). The figure below shows the plans for these applications as part of the FAA ADS-B Strategy.



With the publication of TSO-C195 and AC 20-172, the FAA completed initial avionics certification guidance for Traffic Situation Awareness - Basic, Traffic Situation Awareness for Visual Approach, and Airport Traffic Situation Awareness. By completing DO-317A/ED-194, RTCA and EUROCAE have harmonized avionics standards for these applications, plus the ITP application.

2.1.2.6.1 Oceanic ITP

The objective of ITP is to increase the efficiency and safety of long-haul flights in non-surveillance airspace. The concept takes advantage of ADS-B In and a cockpit display of traffic information. In addition to increasing flight crew awareness of surrounding traffic, the ITP capability will enable climbs or descents in situations where the aircraft is currently blocked by traffic due to procedural separation standards.

The FAA and United Airlines are conducting initial operational evaluations of ADS-B ITP using 12 United Boeing 747-400 aircraft. The FAA has developed ITP Interim Policy [see section 4] to support certification of the ITP functionality in various aircraft until TSO-C195a is published and appropriate ACs are modified. On 24 June 2011, FAA granted a Supplemental Type Certificate (STC) for the ITP system installation on the B747-400 model operated by United Airlines. On the same day, the FAA Air Traffic Organization received approval from its safety regulator to offer ADS-B ITP services to properly equipped aircraft in the oceanic airspace managed by Oakland ARTCC. FAA En Route and Oceanic Safety and Operations Support authorized Oakland ARTCC to initiate the operational evaluation on 15 August 2011. On the same day, United Airlines received Operational Approval from FAA Flight Standards to commence ITP operations. FAA is currently in discussions with the Air

Navigation Service Providers (ANSPs) in NZ and Fiji about expanding the ITP operational evaluation to the Nadi FIR and Auckland Oceanic FIR. FAA has also held discussions with the Japan Civil Aviation Bureau about the potential for offering ITP services in Fukuoka FIR at some point in the near future.

2.1.2.6.2 Interval Management (IM)

Interval Management (IM) introduces a new method for flight crews and ATC to achieve a desired spacing between aircraft in all phases of flight. The initial applications of these operations will take place for arriving aircraft in en route airspace to a terminal area metering fix consistent with today's instrument flight rules (IFR) procedures and criteria. Later implementations of these operations include the possibility of having the flight deck execute an interval management delegated separation clearance issued by ATC.

IM operations consist of a ground capability called Ground Interval Management - Spacing (GIM-S) to schedule/manage the arrival traffic flow, and a flight deck capability (FIM-S) to allow the aircraft to efficiently manage the interval assigned by air traffic control. The FAA is implementing the requirements for the capabilities in GIM-S via two FAA automation programs: Time-Based Flow Management (TBFM) and ERAM.

The FAA has several airline partners prepared to support operational data collection and benefits measurement as the initial FIM-S capabilities are established. The FAA supported the efforts of a joint RTCA/EUROCAE working group to develop the Safety, Performance and interoperability Requirements (SPR) document for FIM-S (also known as ASPA-IM), which resulted in RTCA DO-328.

RTCA SC-186 and EUROCAE WG-51 have begun initial work on the Minimum Operational Performance Standards (MOPS) for FIM-S avionics. This effort is expected to conclude in late 2013.

2.1.2.6.3 TSAA

TSAA is aimed at improving a pilot's identification of conflicting traffic by providing onboard alerts for aircraft without Traffic Alert and Collision Avoidance System (TCAS) equipment. Such traffic may or may not have been pointed out by ATC. This alert identifies conflicting traffic, but does not provide any resolution maneuver advice. TSAA will be tailored to operate without excessive nuisance alerts when operated in the visual flight rules (VFR) traffic pattern at small general aviation airports, where most collision accidents occur.

The FAA has contracted with the Massachusetts Institute of Technology (MIT) (and Avidyne as MIT's subcontractor) to develop this application. The FAA has engaged the Aircraft Owners and Pilots Association, the General Aviation Manufacturers Association, and Helicopter Association International to participate with the FAA in periodic reviews of the MIT/Avidyne work. A proposed concept of operations was provided to a joint RTCA/EUROCAE working group in May 2011. The goal of this activity is to work through RTCA/EUROCAE to produce MOPS for this application by the end of 2013.

2.1.2.6.4 **Airport Traffic Situation Awareness with Indications & Alerts (SURF-IA)**

The FAA funded multiple activities to support the development of an SPR for the surface situation awareness with indications and alerts (SURF-IA) application (published as RTCA DO-323). As part of this, Honeywell and ACSS conducted demonstrations of SURF-IA application prototypes in the Seattle area and the Philadelphia area. The FAA made the reports of these demonstrations available to SC-186 and other interested parties via the RTCA workspace for SC-186.

The demonstrations validated a suspected line-of-sight issue and identified an unexpected ADS-B “drop-out” issue for surface operations. The line-of-sight issue occurs for airports where terrain and/or buildings obstruct portions of intersecting runways that may be used simultaneously. The ADS-B drop-out issue can cause ADS-B transmissions of one aircraft within line-of-sight of another aircraft to not be received due to radio frequency multi-path interference. Both of these issues are being studied by the FAA to determine their scope and potential mitigations.

The FAA subsequently collected surface ADS-B data at Philadelphia International Airport (PHL) in October 2010 and confirmed that multipath was interfering with the incident ADS-B signals at multiple locations on the airport surface. This multipath phenomenon creates “blind spots” at which ADS-B-transmitting aircraft could not be seen by ADS-B-In systems. FAA is collecting additional data to characterize this problem and develop potential mitigation alternatives for consultation with industry and other nations.

RTCA DO-323 documents the demanding position accuracy/integrity performance requirements that are needed to minimize false alarm rates during surface operations. Depending on runway/taxiway geometries, the performance requirements are generally very demanding, exceeding the requirements of the U.S. ADS-B Final Rule. Many of the requirements can only be achieved with some form of augmentation (satellite-based or ground-based), or are projected to be achievable with future “dual-frequency” GPS and/or multi-constellation GNSS receivers.

At this time, due to the above-described technical issues, funding limitations, and the challenging performance requirements of this application, the FAA does not currently plan to initiate MOPS development activities for SURF-IA until 2014 or later.

2.1.2.7 **ADS-B-In Aviation Rulemaking Committee (ARC)**

The ADS-B ARC recommended that the FAA, in partnership with industry, should define a strategy for ADS-B-In by 2012, ensuring the strategy is compatible with ADS-B-Out avionics. The ADS-B ARC report is referenced in section 4.

In response to this recommendation, the FAA chartered an ADS-B-In ARC on 30 June 2010, with the following deliverables and due dates:

Task 1: ARC endorsement (or not) of near-term application development	Oct 2010
Task 2: Final ARC ADS-B-In strategy recommendations	Sept 30, 2011
Task 3: Products from activities following ADS-B-In strategy recommendations	Jun 1, 2012

The FAA Administrator kicked off the ARC's first meeting on 1 July 2010. At this meeting, the FAA provided the ARC with the following documents:

- (1) ADS-B Application Integrated Work Plan (AIWP), version 2
- (2) Boeing report on ADS-B capabilities in transport-category aircraft
- (3) Airbus report on ADS-B capabilities in transport-category aircraft

All of these documents are available to the ISPACG participants upon request.

The ARC engaged in activities within its working groups in the following areas: definition of application bundles and strategic decisions, break up the AIWP Flight-deck-based Interval Management (FIM) applications into components for ARC/FAA evaluation purposes, draft recommendation(s) regarding modifications to TCAS to support many of the AIWP applications, example avionics architectures, impact of ADS-B-Out avionics on ADS-B-In strategy, GNSS avionics implications, and other avionics (beyond GNSS and ADS-B) required for various applications.

The FAA made the ADS-B-In ARC's Task 2 report public via the FAA website on 17 November 2011 and published a notice of this in the US Federal Register. The ADS-B-In ARC report is referenced in section 4.

2.1.2.8 Vehicle ADS-B

The FAA is promoting ADS-B for use with vehicles on airport surfaces to improve runway safety. Any vehicle (e.g., a tug, fuel truck, snowplow, or rescue and fire fighting vehicle) can be equipped to transmit location information to ATC, pilots, vehicle drivers, or airport operators. In the U.S., ADS-B transmissions will only be permitted from ground vehicles that are in the airport movement area (and subject to ATC clearances).

While not mandating vehicle ADS-B, the FAA is encouraging airport operators to equip appropriate vehicles. In addition to significant improvements in runway safety, airport managers could use ADS-B information to track assets more efficiently. This would be especially useful with rescue vehicles in case of an accident.

The FAA has issued AC 150/5220-26 for Airport Ground Vehicle ADS-B-Out Squitter Equipment, which is referenced in section 4. The AC helps airport managers understand how to determine which vehicle transponders meet FAA performance requirements, inform the FAA of the airport's intent to proceed with vehicle ADS-B, request unique ICAO identifying numbers for vehicles to be equipped, and request a transmit license.

2.1.2.9 3-Nautical Mile En Route Separation

The FAA has begun work to analyze the target level of safety for an ADS-B application that would enable 3 nautical mile (NM) ATC separation in domestic en route airspace where it is currently not permitted (in the U.S., 3 NM separation can only be applied below certain altitudes and under certain surveillance conditions).

The ICAO *Manual on Airspace Planning Methodology for the Determination of Separation Minima* outlines two methods for determining whether a proposed system is acceptably safe: (1) comparison with a reference system (given no reduction in separation standards) and (2) evaluation of system risk against a threshold. Since this ADS-B application would reduce separation, the first approach cannot be used. The

FAA is therefore evaluating system risk against a predetermined acceptable level of risk (threshold). This threshold is the maximum acceptable risk of collision, or target level of safety.

The FAA is currently analyzing data collected during flight testing in December 2011. This data was collected to validate/refine analytical models used for safety analyses.

2.1.2.10 Using ADS-B to Enhance ATC Separation Services

As a means of encouraging early ADS-B-Out equipage, the FAA is exploring opportunities to use ADS-B surveillance coverage to improve airspace access, enable more direct routings and more fuel-efficient altitudes, and circumvent constrained airspace. Currently, the focus is on offshore/oceanic airspace near the coasts of the U.S. mainland and Alaska. However, other opportunities exist in the Caribbean as well as at low altitudes in Alaska and the mountainous regions of the western U.S. What all of these regions have in common is either a lack of radar coverage or relatively unreliable radar coverage.

The FAA has an agreement with JetBlue to explore the benefits of ADS-B surveillance in offshore airspace along the U.S. east coast. The FAA is discussing opportunities to explore benefits in similar-type airspace with other airlines/operators.

FAA is analyzing ADS-B surveillance coverage in current procedural airspace managed by the U.S. Alternatives include space-based ADS-B (orbiting satellites listen to aircraft ADS-B broadcasts and relay this information to an ATC facility) as well as potential installation of ADS-B radio stations in countries willing to collaborate with the U.S. to cover the airspace of interest. An advantage of space-based ADS-B is the potential for providing coverage in broad regions of oceanic airspace, where radio station installation is not possible. The technical and cost benefits of this approach are currently being studied. The agency is planning to continue evaluating space-based ADS-B and decide by 2014 whether or not to proceed with an acquisition for this type of service.

2.1.2.11 Avionics Upgrades to Version 2 Avionics

The FAA is working with partners who were early adopters of ADS-B to upgrade those avionics (Version 1, DO-260A/DO-282A) to the avionics standards (Version 2, DO-260B/DO-282B) required by the U.S. ADS-B Final Rule. Specifically, these partners are UPS, US Airways, operators in Alaska equipped with avionics under the FAA Capstone Program, and several helicopter operators in the Gulf of Mexico. Currently, the FAA is funding the upgrade from Version 1 to Version 2 transponders for the UPS fleet and the US Airways A330 fleet. As part of this effort, ACSS is one of the first applicants to exercise the provisions of AC 20-165, achieving an STC for an installation on UPS 767 aircraft in December 2011. FAA is currently engaging with Gulf of Mexico helicopter operators to assist them in upgrading their Version 1 avionics to Version 2, so that they can comply with AC 20-165 and the U.S. ADS-B Final Rule. In the next two to three (2-3) years, FAA plans to engage with Alaska operators with Capstone equipment and support upgrading their Version 1 avionics to Version 2.

2.1.2.12 ADS-B Service Availability Prediction Tool (SAPT)

The SAPT is being developed pursuant to an ADS-B ARC recommendation. The ARC's concern was the difficulty a user would have in predicting the expected availability of a given Global Positioning System (GPS) accuracy/integrity performance level over a planned route of flight.

The SAPT assumes the minimum performance requirements for Global Navigation Satellite System (GNSS) sensors, as required in the appropriate TSOs. The SAPT prediction is based upon; (1) the time, route and airspace of the planned flight; (2) ADS-B-related avionics on the subject aircraft; and (3) the announced status of the GPS satellite constellation.

Currently, FAA is considering the enhancement of adding further information to the SAPT about the availability of secondary surveillance radar coverage and wide-area multilateration surveillance coverage. Such an enhancement would allow operators to understand whether alternative surveillance sources could mitigate a temporary reduction in GPS accuracy/integrity performance within airspace along their planned route of flight.

SAPT is envisioned as one method for an operator to assess the availability of required ADS-B performance for a flight. Operators also may choose to use an alternative FAA-approved prediction tool.

2.1.2.13 1090 MHz Spectrum Alternatives Study

In 2006, the FAA identified the possibility that, without proper control of the 1090 MHz spectrum in the U.S., the addition of ADS-B to the current environment may reduce the performance of ADS-B and other 1090 MHz systems, reducing benefits and system performance. A risk panel was formed to investigate the issue, and determined that, unless two specific mitigations were put into place, ADS-B and the TCAS would be unable to meet their respective performance requirements by 2020, although Secondary Surveillance Systems (SSRs) would still be able to perform within their acceptable limits in this timeframe. The two mitigations, now being implemented by the FAA, are:

- The elimination of the "Terra Fix" that was implemented in SSRs to address improper functioning of a particular type of transponder, and
- A modification to the Mode S interrogation sequence (in Mode S SSRs).

Further analysis by the FAA in 2009 (see reference in section 4) revealed that, while these mitigations would allow continued use of the 1090 MHz spectrum in 2020, its viability much beyond this timeframe was not assured given the projected growth in potential users of the spectrum and the desire to implement more advanced NextGen capabilities. The report concluded that a viable long-term strategy must be formulated to sufficiently mitigate 1090 MHz spectrum congestion for all users to ensure a successful transition to NextGen.

As a result of the 2009 report, the ARC for ADS-B requested that the FAA work with the Air Traffic Management Advisory Committee (ATMAC) ADS-B Work Group to:

- Establish the necessary air-to-air ranges required to support planned "ADS-B-In" applications;

- Analyze the costs, benefits, and safety implications of the required 1090 MHz frequency congestion mitigations; and
- Help determine the appropriate spectrum mitigations to be implemented (beyond the previously identified mitigations above).

In response to this request, the FAA has initiated an analysis effort to address these concerns and recommend the most appropriate long-term strategy. This effort is being conducted in two phases – an Interim phase targeted for completion by March 2012 to inform FAA SBS Program planning, and a Full phase targeted for completion by June 2013 to inform broader FAA efforts that may be required.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note this information.

4. REFERENCES

U.S. ADS-B Final Rule

<http://www.regulations.gov/#!documentDetail;D=FAA-2007-29305-0289>

FAA TSO-C154c (UAT Link)

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/e5a37977fbd8786b8625768200579728/\\$FILE/TSO-154c.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/e5a37977fbd8786b8625768200579728/$FILE/TSO-154c.pdf)

FAA TSO-C166b (1090ES Link)

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/e70544d62a001f87862576820057970f/\\$FILE/TSO-166b.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/0/e70544d62a001f87862576820057970f/$FILE/TSO-166b.pdf)

FAA AC 20-165 (ADS-B-Out Installation Guidance)

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC%2020-165.pdf

FAA AC 90-114 (ADS-B Operations)

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/6e3da11d484d24e686257966007eab40/\\$FILE/AC%2090-114_RGL.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/6e3da11d484d24e686257966007eab40/$FILE/AC%2090-114_RGL.pdf)

FAA TSO-C195 (Aircraft Surveillance Applications)

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