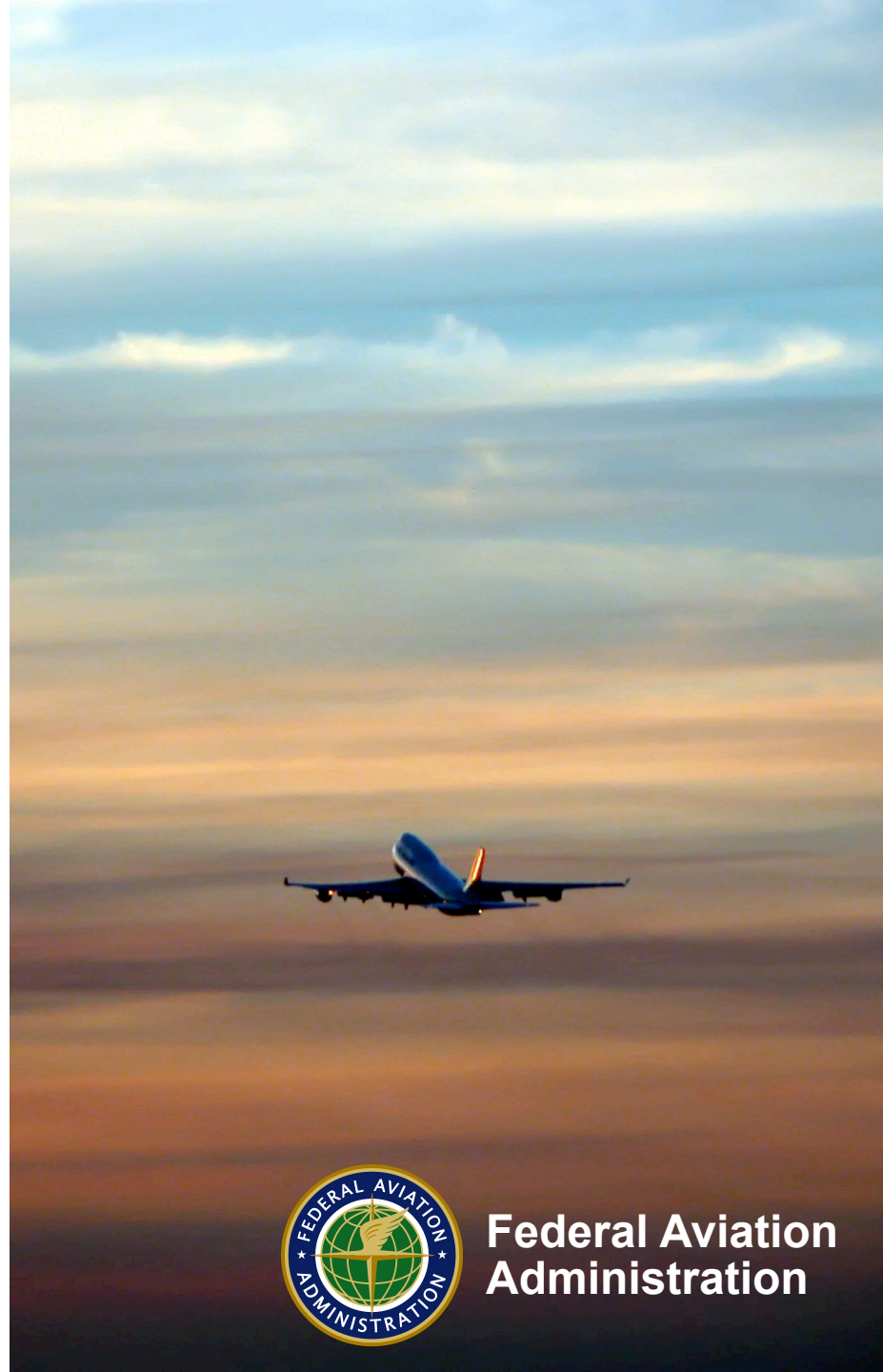


FAA Space-Based ADS-B Update

Presented to: ISPACG/37
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**Federal Aviation
Administration**



Background

- **Since 2017, the FAA has conducted an extensive and rigorous evaluation of the existing SBA implementation under the agency's mandated Acquisition Management System (AMS) process**
- **The evaluation consisted of analysing multiple airspace domains for air traffic control purposes, to include the potential benefits that may exist for non-separation use cases**
- **Based on this review, the ASEPS team was able to identify the following limitations with the existing SBA implementation:**



Limitations

- **Lack of consistent performance in airspace where spectrum congestion exists (e.g., terrestrial or offshore airspace)**
- **Inability to process data from Universal Access Transceiver (UAT) ADS-B systems allowed by the U.S. ADS-B mandate**
- **Performance challenges for aircraft without a top-mounted transponder/ADS-B antenna, particularly at lower latitudes**

Note: The ASEPS team noted that the SBA implementation performed better in oceanic airspace as the aircraft moved away from higher spectrum congested coastal areas.



Determination

- **After careful consideration, the FAA determined not to recommend moving forward with the currently available SBA implementation at this time due to:**
 - **The high costs for the marginal benefits provided for use in U.S.-managed ICAO airspace.**
 - **The limitations listed on the previous slide.**



FAA Moving Forward with Space-Based ADS-B

- **Recognizing the rapid development of new business models and systems, the FAA is conducting industry engagement through a market survey to identify future potential options for cost-efficient and technologically acceptable SBA deployment in the future.**
 - **The RFI was published to the U.S. Federal government's System for Award Management on 7 April:**
<https://sam.gov/opp/fe7472b05fe842c395a34afd5dbb764a/view>
 - **Responses are due to the FAA by 26 May**

