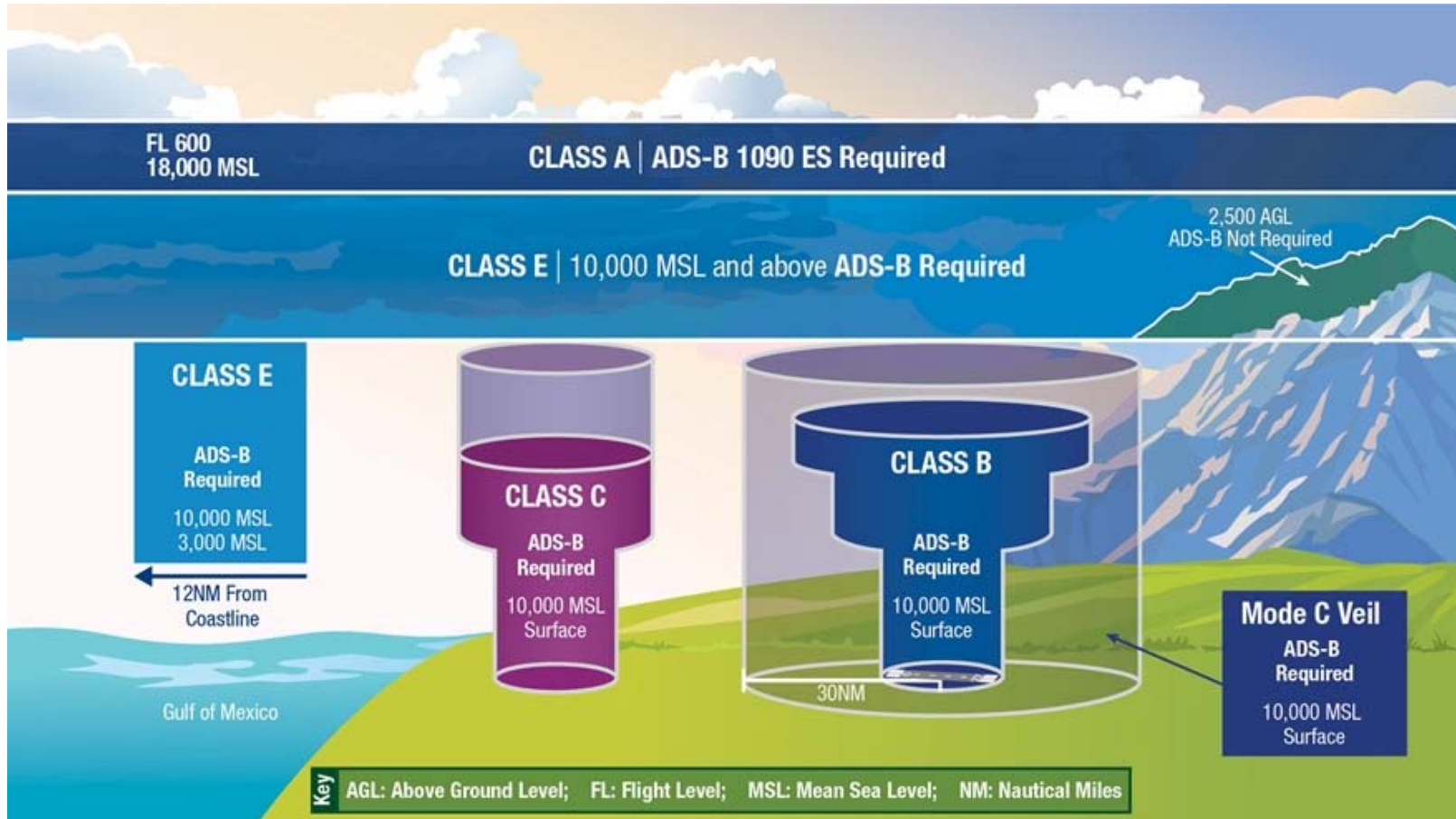


ADS-B Out

It's here!

EAA Ch 10
Maurice Ingle

On Jan 2nd, 2020, the FAA mandate for ADS-B Out (FAR 91.225 and 227) became active for the below airspace



Controller Phone Interviews

1. Are you enforcing ADS-B Out airspace compliance (w/ scenarios)?
 2. Are you monitoring ADS-B Out parameters for compliance?
 3. Do you have guidance to start enforcing compliance?
- Kansas City Center – Not equipped to monitor for ADS-B Out requirements, no compliance enforcement
 - DFW, Tulsa and OKC Approach – Equipped to monitor for ADS-B Out requirements, no compliance enforcement
 - Awaiting emailed response from FAA HDQ...**Are they monitoring for compliance issues and taking enforcement action?**

FAA issued Policy Document (2019-06184)

1. An ATC clearance (allowance to enter airspace) **does not constitute an authorization** (legal approval to enter airspace)

- Controllers are not policing this! They will let you in regardless.

2. ADS-B Deviation Authorization Preflight Tool:

<https://sapt.faa.gov/default.php>

- Only legal method to gain authorization to enter rule airspace if not equipped with ADS-B Out
- Must be equipped with operational transponder and altitude encoder (e.g., Mode C)
- Must be requested within 1 and 24 hours

FAA FAQs: <https://www.faa.gov/nextgen/programs/adsb/faq/>

New EAA Chapter 10 Website

<https://chapters.eaa.org/ea10>