



U.S. Department
of Transportation
**Federal Aviation
Administration**



Dear Operator:

The Federal Aviation Administration and National Business Aviation Association urge you to equip your aircraft with Automatic Dependent Surveillance-Broadcast Out (ADS-B) equipment prior to January 1, 2020.

The ADS-B Out rule (14 CFR 91.225) was published in May 2010, ushering in a transition from the current radar-based aircraft location system of air traffic control to a system based on satellite-derived positioning. This transition is part of the Next Generation Air Transportation System (NextGen) that provides more dynamic and accurate information to aviation stakeholders. Operators flying in the U.S. National Airspace System will benefit from maximized airspace capacity, minimized delays, and reduced fuel consumption.

As part of this transition, all civil aircraft flying within the United States, including your business jet, will be required to have ADS-B equipment to operate in any of the following areas:

- (1) Class A, Class B, and Class C airspace areas;
- (2) Within 30 nautical miles of an airport listed in appendix D, section 1 to part 91, from the surface upward to 10,000 feet MSL;
- (3) Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL;
- (4) Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and
- (5) Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.

Without ADS-B, your operation will not be able to continue flights into any of the nation's largest metropolitan areas. Additionally, you will be required to fly at lower, less efficient altitudes.

If you have not yet installed rule-compliant ADS-B Out equipment or scheduled an appointment, we encourage you to do so as soon as possible. The January 1, 2020, deadline is less than a year away, and we understand many maintenance, repair, and operations organizations are reporting near-capacity ADS-B installation schedules.

For more information on the U.S. ADS-B mandate or technology, please visit faa.gov/nextgen/equipadsb/ or contact your maintenance provider.

Sincerely,

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Federal Aviation Administration

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