



**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**ORDER  
1110.147**

Effective Date:  
July 15, 2007

**SUBJ: ADS-B Aviation Rulemaking Committee**

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**1. PURPOSE of THIS ORDER.** This order establishes the Automatic Dependent Surveillance – Broadcast (ADS-B) Aviation Rulemaking Committee (ARC) according to the Administrator’s authority under Title 49 of the United States Code (49 U.S.C.) section 106(p)(5).

**2. AUDIENCE.** This order is distributed to the director level in the Offices of Rulemaking; En Route and Oceanic Services; Chief Counsel; Flight Standards; Aviation Safety; Aircraft Certification Services; Terminal Services; and Aviation Policy and Plans. It is also distributed at the associate level in the Offices of Aviation Safety; the Air Traffic Organization; and Aviation Policy, Planning, and Environment.

**3. WHERE CAN I FIND THIS ORDER**

This order is available at

[https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/)

**4. BACKGROUND**

**a.** The Century of Aviation Reauthorization Act (Public Law 108-176) was enacted December 12, 2003. The law sets forth requirements and objectives for transforming the U.S. air transportation system to meet the demands of the 21<sup>st</sup> century. Section 709 requires the Secretary of Transportation to establish in the Federal Aviation Administration (FAA) a joint planning and development office to manage work related to the development of a next generation air transportation system (NextGen).

**b.** ADS-B has been identified as a cornerstone technology in the implementation of NextGen. ADS-B is a surveillance system that uses satellite technology, aircraft avionics, and a flexible ground infrastructure to transmit flight information between aircraft and air traffic control more accurately and quickly. Users who choose to equip with ADS-B receiver technology and a cockpit display could receive services that provide them with weather and traffic information and shared situational awareness with air traffic controllers. Within the FAA, the ADS-B project operates under the Air Traffic Organization, in the En Route and Oceanic Service Unit’s Surveillance and Broadcast Services (SBS) program office.

**c.** In order to achieve the benefits of ADS-B, meet the increasing demands of air travel, enable the implementation of future applications, which could include possibly reducing aircraft separation standards, all aircraft in a given area must be equipped with ADS-B technology. While the FAA expects some level of voluntary equipage with ADS-B avionics, it is unlikely

that voluntary equipage will reach 100 percent of the necessary population. The En Route and Oceanic Service Unit has initiated a rulemaking project that would facilitate ADS-B performance in the National Airspace System.

d. Industry and user groups have expressed a desire to be more involved in the FAA rulemaking process through the Air Traffic Management Advisory Committee (ATMAC). The FAA finds that a wide scope of input would be beneficial to market and manage both the substantial benefits and significant costs of a nationwide ADS-B system.

**4. OBJECTIVES AND SCOPE OF THE COMMITTEE.** The ADS-B ARC will provide a forum for the U.S. aviation community to discuss and review an NPRM for ADS-B, formulate recommendations on presenting and structuring an ADS-B mandate, and consider additional actions that may be necessary to implement those recommendations. The ADS-B ARC will submit recommendations to the Administrator through the Chief Operating Officer, Air Traffic Organization. Specific taskings include the following:

a. While the NPRM is being finalized and leading up to its publication, the ARC will serve as a platform for developing a report on optimizing operational benefits of ADS-B prior to implementing a nationwide ADS-B airspace rule. Development of the report will not affect the release date of the NPRM.

b. After an NPRM has been published, the ARC will make specific recommendations to the FAA concerning the proposed requirements.

**5. COMMITTEE PROCEDURES.**

a. The Chief Operating Officer, Air Traffic Organization, will issue additional taskings, including deliverable dates.

b. The committee provides advice and recommendations to the Chief Operating Officer, Air Traffic Organization. The committee acts solely in an advisory capacity.

c. The committee will discuss and present information, guidance, and recommendations that the members consider relevant to disposing of issues. Discussions will address the following:

1. Operational objectives, recommendations, and requirements.
2. Recommendations for rulemaking necessary to meet objectives (to be delivered based on a review of the NPRM).
3. Guidance material and the implementation processes.
4. Global harmonization issues and recommendations.

**6. ORGANIZATION AND ADMINISTRATION.**

a. The FAA will set up a committee with representatives from the various user groups, parts of the industry, and Government. The committee may set up specialized work groups that will include at least one committee member and invited subject matter experts from industry, the aviation community, and Government, as necessary.

b. The Chief Operating Officer, Air Traffic Organization, will have the sole discretion to invite members or organizations to serve as members of the committee. The FAA will provide participation and support from all affected FAA lines of business.

c. The Chief Operating Officer, Air Traffic Organization, will receive all committee recommendations and reports.

d. The Chief Operating Officer, Air Traffic Organization, is the sponsor of the committee and will select co-chairs from the membership of the committee. Also, the Chief Operating Officer, Air Traffic Organization, will select the FAA-designated representative to the committee. Once appointed, the co-chairs will:

1. Determine when a meeting is required.
2. Notify committee members of the time and place of each meeting.
3. Draft an agenda for each meeting and conduct the meeting.

e. A Record of Discussions of committee meetings will be kept.

f. Although a quorum is desirable at committee meetings, it is not required.

## **7. MEMBERSHIP.**

a. The committee will consist of approximately 15 members, selected by the FAA, to represent National Airspace System users, stakeholders, industry, and the FAA.

b. Each member of the committee will represent an identified part of the aviation community and have the authority to speak for that part. Active participation and commitment by members will be essential for achieving the committee objectives and for continued membership on the committee. The committee may invite subject matter experts to support specialized work groups.

**8. PUBLIC PARTICIPATION.** The ADS-B ARC meetings are closed to the public. Persons who are not members of the committee but are interested in attending a meeting must request and receive approval in advance of the meeting from the co-chairs or the designated Federal representative.

**9. AVAILABILITY OF RECORDS.** Under the Freedom of Information Act, 5 U.S.C. § 522, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the committee will be available for public inspection and copying at the FAA

Surveillance and Broadcast Services program office, 600 Independence Avenue, SW, Washington, DC 20591. Fees will be charged for the costs of furnishing information to the public according to the fee schedule in Title 49, Code of Federal Regulations, part 7.

**11. PUBLIC INTEREST.** Forming the ADS-B ARC is determined to be in the public interest to fulfill the performance of duties imposed on FAA by law.

**12. EFFECTIVE DATE AND DURATION.** This committee is effective as of July 15, 2007. The committee will remain in existence until July 15, 2009, unless sooner terminated or extended by the Administrator.

/s/

**Marion C. Blakey**  
**Administrator**