



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
Aviation Rulemaking Committee Charter

Effective Date: 6/30/10

Extended: 5/30/12

**SUBJECT: Automatic Dependent Surveillance Broadcast (ADS-B) In Aviation Rulemaking Committee**

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- 1. PURPOSE.** This charter extends the Aviation Rulemaking Committee (ARC) for the Automatic Dependent Surveillance – Broadcast In (ADS-B In) according to the Administrator’s authority under Title 49 of the United States Code (49 U.S.C.) 106(p)(5). This charter also outlines the committee’s organization, responsibilities, and tasks.
- 2. BACKGROUND.** An Automatic Dependent Surveillance – Broadcast (ADS-B) Aviation Rulemaking Committee (ARC) was chartered from July 2007 to July 2009. The ADS-B ARC provided a forum for the U.S. aviation community to discuss and review an NPRM for ADS-B Out, formulate recommendations on structuring the proposed ADS-B mandate, and consider additional actions that may be necessary to implement those recommendations.

As a part of the ARC’s final report, the ARC made 36 summary recommendations to the FAA regarding the ADS-B link strategy, business case, required equipment, security, and privacy. The ARC divided their recommendations into two broad categories; those to be resolved before the rule is enacted, and those for future action.

One recommendation for future action was number 27 which stated: “The NPRM is focused on ADS-B Out and attempts to establish the requirements of ADS-B Out equipment so that it is compatible with ADS-B In. 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 FAA also should ensure this program defines how to proceed with ADS-B In beyond the voluntary equipage concept included in the NPRM.”

Subsequent to the completion of its assigned tasks, the FAA considered whether the original ARC’s charter should be modified and expanded to include ADS-B In functionality. The FAA concluded that the original ADS-B ARC should sunset, and a new ADS-B In ARC should be established.

Public Law 112-095, “FAA Modernization and Reform Act of 2012,” section 211 (b) directs the FAA to initiate a rulemaking within a year with guidelines and regulations for ADS-B In technology and requires ADS-B In to be mandated by 2020 for congested airspace, congested airports, or in any other airspace deemed appropriate. The FAA is therefore amending the ADS-B In ARC’s charter to facilitate the agency’s actions required by the statute.

- 3. OBJECTIVES AND TASKS OF THE ARC.** The ADS-B In ARC will provide a forum for the U.S. aviation community to define a strategy for incorporating ADS-B In technologies into the National Airspace System. This ARC’s recommendations should provide a clear definition on how the community should proceed with ADS-B In, while ensuring compatibility with the ADS-



B Out avionics standards defined in Title 14 of the Code of Federal Regulations § 91.225 and 91.227.

- a. On September 30, 2011, the ARC submitted its recommendations to the Administrator through both the Chief Operating Officer (COO) for Air Traffic Organization (ATO) and the Associate Administrator for Aviation Safety.
- b. By October 31, 2012, the ARC will submit additional recommendations on how to frame an ADS-B In equipage mandate such that the benefits exceed costs before 2035. The ARC shall identify: (a) in what airspace, and/or (b) at what airports, and/or (c) by what other criteria the FAA could apply to frame an ADS-B In mandate (examples including, but not limited to, by operator class or aircraft class). In addition, the ARC is requested to provide feedback on a 2020 compliance date for a potential ADS-B In mandate. The ARC will submit these additional recommendations to the Administrator through the Chief NextGen Officer, the COO for ATO, and the Associate Administrator for Aviation Safety.
- c. By November 30, 2012, the ARC shall complete all follow on work related to the original submission and prepare a summary report detailing recommended next steps.

#### **4. ARC PROCEDURES.**

- a. The ARC advises and provides written recommendations to the Administrator through the Chief NextGen Officer, the COO for ATO and the Associate Administrator for Aviation Safety and acts solely in an advisory capacity. Once the ARC recommendations are delivered, it is within the discretion of the Administrator, Chief NextGen Officer, COO for ATO, and the Associate Administrator for Aviation Safety to determine when and how the report of the ARC is released to the public.
- b. The ARC may propose additional tasks as necessary to the Administrator through the Chief NextGen Officer, the COO for ATO, and the Associate Administrator for Aviation Safety for approval.
- c. The ARC will submit a report detailing recommendations by October 31, 2012, on how to frame an ADS-B In equipage mandate such that the benefits exceed costs before 2035. The co-chairs of the ARC will send the recommendation report to the Administrator through the Chief NextGen Officer, the COO for ATO; the Associate Administrator for Aviation Safety; and the Director of the Office of Rulemaking.
- d. The ARC may reconvene following the submission of its recommendations for the purposes of providing advice and assistance to the FAA, at the discretion of the Administrator provided the charter is still in effect.
- e. The committee will discuss and present information, guidance, and recommendations that the members of the committee consider relevant to disposing of issues.
- f. The Administrator through the Chief NextGen Officer, the COO for ATO, and the Associate Administrator for Aviation Safety may jointly issue additional tasking, including deliverable dates.

**5. ARC ORGANIZATION, MEMBERSHIP, AND ADMINISTRATION.** The FAA will set up a committee of members of the aviation community. Members will be selected based on their familiarity with ADS-B In, analysis, and regulatory compliance. Membership will be balanced in viewpoints, interests, and knowledge of the committee's objectives and scope. ARC membership is limited to promote discussion. Active participation and commitment by members will be



essential for achieving the ARC. Attendance is essential for continued membership on the committee. When necessary, the ARC may set up specialized work groups that include at least one ARC member and invited subject matter experts from industry and government.

This ARC will consist of members from approximately 25 representatives from various Aviation User Groups and segments of Industry and Government.

The Administrator is the sponsor of the ARC and will select an industry chair(s) from the membership of the ARC and the FAA designated Federal official for the ARC. The FAA participation and support will come from all affected lines-of-business.

- a. The ARC sponsor is the Administrator who:
    1. Appoints members or organizations to the ARC, at the manager's sole discretion;
    2. Receives all ARC recommendations and reports;
    3. Selects industry and FAA members; and
    4. Provides administrative support for the ARC, through the ATO Program Management Organization
  - b. The industry chair(s) will:
    1. Coordinate required committee and subcommittee (if any) meetings in order to meet the ARC's objectives and timelines;
    2. Provide notification to all ARC members of the time and place for each meeting;
    3. Ensure meeting agendas are established and provided to the committee members in a timely manner;
    4. Keep meeting minutes;
    5. Perform other responsibilities as required to ensure the ARC's objectives are met; and
    6. Provide status updates in writing to the Administrator through the Chief NextGen Officer, the COO for ATO, and the Associate Administrator for Aviation Safety at 6 months and 12 months from the effective date of this charter.
6. **COST AND COMPENSATION.** The estimated cost to the Federal Government to extend the ADS-B In ARC is approximately \$25,000 through November 2012. All travel costs for government employees will be the responsibility of the government employee's organization. Non-government representatives, including the industry co-chair, serve without government compensation and bear all costs related to their participation on the committee.
7. **PUBLIC PARTICIPATION.** ARC meetings are not open to the public. Persons or organizations outside the ARC who wish to attend a meeting must get approval in advance of the meeting from a committee co-chairperson or designated federal official.
8. **AVAILABILITY OF RECORDS.** Consistent with the Freedom of Information Act, Title 5, U.S.C., section 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 (AJM-232), 600 Independence Avenue, SW., Washington, DC 20591. Fees will be charged for information

furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations, Part 7.

You can find this charter on the FAA Web Site at:  
<http://www.faa.gov/about/committees/rulemaking/>.

9. **DISTRIBUTION.** This charter is distributed to director-level management in the Office of the Associate Administrator for Aviation Safety, the Office of Aviation Policy and Plans, and the Office of Rulemaking.
10. **EFFECTIVE DATE AND DURATION.** This committee was chartered on June 30, 2010. The committee will remain in existence until November 30, 2012, per the above tasking, unless sooner suspended, terminated or extended by the Administrator.

The effective date of this charter is May 30, 2012.



Michael P. Huerta  
Acting Administrator