

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

N JO 7110.781

**Effective Date:**  
March 1, 2022

**Cancellation Date:**  
May 19, 2022

**SUBJ:** Reporting Inoperative or Malfunctioning ADS-B Transmitters

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- 1. Purpose of this Notice.** This notice provides guidance to FAA Order JO 7110.65Z, Air Traffic Control, paragraph 5-2-22, Inoperative or Malfunctioning ADS-B Transmitter.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, System Operations Services, Safety and Technical Training, and all associated air traffic control facilities.
- 3. Where can I Find This Notice?** This notice is available on the MyFAA employee website at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and the air traffic publications website at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
- 4. Cancellation.** This notice cancels upon the publication of FAA Order JO 7110.65Z, Change 2, on May 19, 2022.
- 5. Explanation of Policy Change.** This change clarifies that controllers are not to notify DoD aircraft when their ADS-B transmitter appears to be inoperative or malfunctioning. This change also adds a Note describing what constitutes an inoperative or malfunctioning ADS-B for the purpose of forwarding to FAA Flight Standards, and adds supporting References.
- 6. Procedures/Action.** Amend FAA Order JO 7110.65Z by changing the following paragraphs to read as follows:

## **5-2-22. INOPERATIVE OR MALFUNCTIONING ADS-B TRANSMITTER**

**a.** When an aircraft's ADS-B transmitter appears to be inoperative or malfunctioning, notify the OS/CIC of the aircraft call sign, location, and time of the occurrence (UTC). Except for DoD aircraft or those provided for in paragraph 5-2-24, inform the pilot.

### ***PHRASEOLOGY-***

*YOUR ADS-B TRANSMITTER APPEARS TO BE INOPERATIVE / MALFUNCTIONING.*

### ***NOTE-***

*FAA Flight Standards Service, Safety Standards Division (AFS) is responsible for working with aircraft operators to correct ADS-B malfunctions. The intent of this paragraph is to capture ADS-B anomalies observed by ATC, such as errors in the data (other than CSMM events, which are detected and reported to AFS automatically) or instances when civil ADS-B transmissions would normally be expected but are not received (e.g., ADS-B transmissions were observed on a previous flight leg).*

**b.** If a malfunctioning ADS-B transmitter is jeopardizing the safe execution of air traffic control functions, instruct the aircraft to stop ADS-B transmissions, and notify the OS/CIC.

**PHRASEOLOGY–**

*STOP ADS-B TRANSMISSIONS, AND IF ABLE, SQUAWK THREE/ALFA (code).*

**NOTE–**

*Not all aircraft have a capability to disengage the ADS-B transmitter independently from the beacon code squawk.*

**REFERENCE–**

*FAA Order JO 7110.65, Para 5–2–23, ADS-B Alerts.*

*FAA Order JO 7210.3, Para 2–1–33, Reporting Inoperative or Malfunctioning ADS-B Transmitters.*

*FAA Order JO 7210.3, Para 5–4–9, ADS-B Out OFF Operations.*

*FAA Order JO 7110.67, Para 19, ATC Security Procedures for ADS-B Out OFF Operations.*

No further changes to this paragraph

**7. Distribution.** This notice is distributed to the following organizations: Air Traffic Services, Technical Operations, System Operations Services, Safety and Technical Training, Mission Support Services, Air Traffic Safety Oversight Service, William J. Hughes Technical Center, Mike Monroney Aeronautical Center, National Air Traffic Controllers Association, Professional Aviation Safety Specialists, National Association of Government Employees, and interested public aviation entities.

**8. Background.** FAA Flight Standards Service, Safety Standards Division (AFS) is responsible for working with aircraft operators to correct Automatic Dependent Surveillance-Broadcast (ADS-B) malfunctions. In developing a new paragraph in FAA Order JO 7210.3, Reporting Inoperative or Malfunctioning ADS-B Transmitters, commenters from the Department of Defense (DoD) noted that some DoD aircraft that are not equipped with ADS-B are being informed by ATC that their ADS-B appears inoperative. The ADS-B Focus Team within AFS also expressed concern that issues not related to equipment anomalies, such as pilot- or controller-generated Call Sign Mis-Match (CSMM) events, would generate a high volume of unnecessary reports.

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