

# Quick Facts



Federal Aviation  
Administration

*Additional Information on the  
FAA Statement of Policy on Preflight Requirements for Operators of Aircraft that are  
Equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) Out,  
Published in May 2022*

- The ADS-B regulations (14 CFR [91.225](#) and [91.227](#)) do not require any particular position source; the regulations specify the position source performance requirements.
- The ADS-B rule requires operators to meet the minimum position accuracy and integrity performance requirements (specified in 14 CFR 91.227) to operate in the airspace described in the rule.
- Although Satellite-Based Augmentation System (SBAS) (e.g., Wide Area Augmentation System (WAAS)) is not required, at the time of ADS-B rule publication in 2010, it was the only positioning service that was demonstrated to provide the required NIC  $\geq 7$  performance at an equivalent availability to radar.
- In the preamble to the regulation, the FAA explained that operators should verify ADS-B Out availability before each flight as part of their preflight responsibilities.
- Preflight service availability prediction is a means to comply with the regulation by predicting Global Positioning System (GPS) position source performance, based on the installed position source avionics and the configuration of the GPS constellation during the timeframe of the operation.
- The change in policy, introduced in the [May 2022 Federal Register Notice](#) (Docket No. FAA-2022-0619), is that FAA does not expect operators to perform a preflight availability check to ensure compliance with the regulation for aircraft with Selective Availability (SA)-Aware GPS receivers. Aircraft equipped with Aircraft-Based Augmentation Systems that include SA-Aware GPS receivers, also do not require a preflight availability check.
- The SA-Aware GPS receiver policy change is based on analysis of over five year's availability data. This analysis indicates that SA-Aware position sources met the performance requirements of 91.227 with 99.9% availability (equivalent to a single radar). The FAA believes this performance will continue provided there is no significant degradation in the GPS constellation.
- The revised policy does not cancel or modify Exemption 12555; holders of Exemption 12555 must still comply with all its conditions and limitations.
- Holders of Exemption 12555 who no longer wish to operate under its provisions, may elect to terminate the exemption following the instructions provided at [https://www.faa.gov/air\\_traffic/technology/equipadsb/research/exemption/](https://www.faa.gov/air_traffic/technology/equipadsb/research/exemption/).
- There is no change to the ADS-B regulations now, or after December 31, 2024. December 31, 2024 merely marks the expiration of Exemption 12555.
- Exemption 12555 does not require aircraft equipped with SA-Aware GPS receivers to use a preflight availability prediction tool.
- Operators of aircraft equipped with SA-On GPS receivers are not prohibited from operating in U.S. airspace where ADS-B is required. However, without the relief provided under Exemption 12555, operators of aircraft with SA-On GPS receivers may have more occasions where they must modify their flight plan time and route to adjust for predicted SA-On GPS receiver performance relative to the requirements of 91.227.