



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Memorandum

Subject: **ACTION:** Program Guidance Letter 12-12  
Initial Program on Airport Ground Vehicle  
Automatic Dependent Surveillance – Broadcast  
(ADS-B) Out Squitter Equipment

Date: September 18, 2012

From:   
Manager, Airports Financial Assistance Division,  
APP-500

Reply to Nancy S. Williams  
Attn. of: 202-267-8822

To: PGL Distribution List

This Program Guidance Letter addresses the limited eligibility of an initial purchase and installation of Automatic Dependent Surveillance – Broadcast (ADS-B) Out Squitter Equipment (Squitters).

**Background.** On November 14, 2011, the Office of Airport Safety and Standards issued Advisory Circular 150/5220-26, Automatic Dependent Surveillance – Broadcast (ADS-B) Out Squitter Equipment. The Advisory Circular outlined the requirements for squitter equipment for airport ground vehicles.

This guidance addresses the eligibility and justification required to use AIP grant funds on the acquisition of Squitters for airport ground vehicles.

**AIP-funded Squitter Acquisition.** The following requirements apply to squitters that are acquired using AIP funds:

### AIP Requirements for Squitter Acquisition

Topic	Advisory Circular	Additional Requirement for AIP Funded
a. Eligible Airports	Per Paragraph 2.f, the primary installation for squitters are the 35 ASDE-X equipped airports and the 8 civil airports that are scheduled to receive ASSC.	The Office of Airport Planning and Programming is limiting the initial acquisition of squitters to three airports – San Francisco International Airport (SFO), Chicago O'Hare International Airport (ORD) and Denver International Airport (DEN).
b. Number of Squitters Allowed	Per Paragraph 7.a(2), the FAA can authorize a maximum of 200 squitters per airport.	The Office of Airport Planning and Programming is limiting the initial acquisition of squitters to 75 squitters per airport.

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c. Squitter Operating Frequency	Per Paragraph 3.b, squitters may be designed to operate on either the 1090 ES link or the 978 MHz/UAT link.	By FAA policy, only 978 MHz/UAT link squitters are allowable for AIP. This is because there is significant frequency congestion on the 1090 ES link.
d. ADS-B Out	Per Paragraph 3.b, ADS-B In is not required, but can provide significant benefits.	ADS-B Out is allowable for AIP funding. ADS-B In is not fundable with AIP at this time.
e. Type of Vehicles that can be equipped with Squitters	Not applicable.	<p>For all acquisitions, AIP-funded squitters are limited to installation in airport-owned, airport employee-operated vehicles that operate on pavements that are controlled by FAA Air Traffic Control, such as snow plows, airport rescue and firefighting vehicles, and airside operations vehicles.</p> <p>The airport must provide a listing of the vehicle, assigned use (such as airside operational vehicle), and its airside designation (such as Operations Vehicle OPS-1, ARF-2) to the Airports District Office.</p>
f. Costs to Install the Squitters on existing airport vehicles	Not addressed.	The Office of Airport Planning and Programming estimates that cost of installing the squitters in a vehicle will be approximately \$100, and can be done by the airport's own forces. Therefore, the airport may include an installation cost of no more than \$100/vehicle in the grant application.
g. Computer Hardware, Software or Software Subscription Costs	Not addressed.	The costs of acquiring computer hardware, software or software subscription services in the project costs must not be included in the AIP funded project costs.