

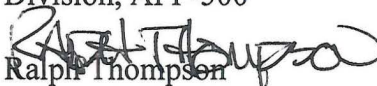


U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: **ACTION:** Interim Guidance 13-07  
Initial Program on Airport Ground Vehicle  
Automatic Dependent Surveillance –  
Broadcast (ADS-B) Out Squitter Equipment

Date: **SEP 30 2013**

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

This PGL supersedes PGL 12-12, which is hereby cancelled.

**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 outlines the requirements for squitter equipment for airport ground vehicles. Change 1 was issued on September 1, 2012.

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 Requirement	Additional Requirement for AIP Funded Equipment
a. Eligible Airports	Per Paragraph 2.f, the primary installations for squitters are the 35 ASDE-X equipped airports and the 8 civil airports that are scheduled to receive ASSC.	<p>The Office of Airport Planning and Programming is expanding the initial acquisition of squitters from the initial list in PGL 12-12 to the following specific airports:</p> <ul style="list-style-type: none"> <li>• San Francisco International (SFO)</li> <li>• Chicago O'Hare International (ORD)</li> <li>• Denver International (DEN)</li> <li>• General Mitchell International (MKE)</li> <li>• Philadelphia International (PHL)</li> <li>• Atlanta Hartsfield International (ATL)</li> <li>• Dallas-Fort Worth International (DFW)</li> <li>• Newark-Liberty International (EWR)</li> <li>• Los Angeles International (LAX)</li> </ul>
b. Number of Squitters Allowed	Per Paragraph 7.a(2), the FAA can authorize a maximum of 200 squitters per airport.	The initial acquisition as allowable for AIP is limited to 75 squitters per airport. At most airports, this is sufficient to equip the majority of airport-owned vehicles that regularly operate in the movement area. The intent is to facilitate the early adoption of the technology in the interest of safety. Acquisition of additional vehicle squitter units at an airport can be funded by the airport sponsor, as warranted.
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.	Squitters using either the 1090 ES or 978 MHz/UAT link squitters are allowable for AIP. However, the only qualified product that has been approved following certification testing uses the 978 MHz/UAT link, as shown in Appendix A of AC 150-5220/26.
d. Squitter Transmit Area Map	FAA will generate the squitter transmit maps, per Paragraph 3.d.6.	ATO Surveillance and Broadcast Services (SBS) and APP-400 will facilitate coordination with the airport sponsor to define the appropriate transmit area for the squitter units. ATO SBS will generate the squitter transmit map.
e. 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.
f. Type of Vehicles that can be	Not applicable.	For all acquisitions, AIP-funded squitters are limited to installation in airport-owned, airport employee-operated vehicles that operate on

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equipped with Squitters		<p>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>
<b>g.</b> Costs to Install the Squitters on existing airport vehicles	Not addressed.	<p>Reasonable costs for installation and commissioning services, including Site Acceptance Testing (SAT) as required in the AC are allowable. Portions of the installation work can be conducted by the airport's own staff. Send proposal to APP400 for an assessment of reasonable installation and commissioning service costs per vehicle.</p>
<b>h.</b> Maximum Federal Share	Not addressed.	<p>Funding for squitters is limited to the applicable Federal share of no more than \$421,875 per airport.</p>
<b>i.</b> Computer Hardware, Software or Subscription Costs for Surface Displays	Not addressed.	<p>The costs of acquiring computer hardware, software or software subscription services used in support of airport surface displays must not be included in the AIP funded project costs.</p>
<b>j.</b> Maintenance and Warranty	Paragraph 7.c defines maintenance requirements for the squitter units, in the event of a detected fault in the equipment	<p>Squitter units should include a standard two year warranty for replacement or repair in the event of a malfunction.</p> <p>Maintenance costs are considered operational costs and not allowable under AIP. While AC 150/5220-26 requires maintenance of the squitters when FAA's ADS-B monitoring identifies a problem, the sponsor is not required to purchase a maintenance package from the vendor. The sponsor may do so, select another vendor, or do it themselves; however, the costs of maintenance must be excluded from the AIP costs.</p>