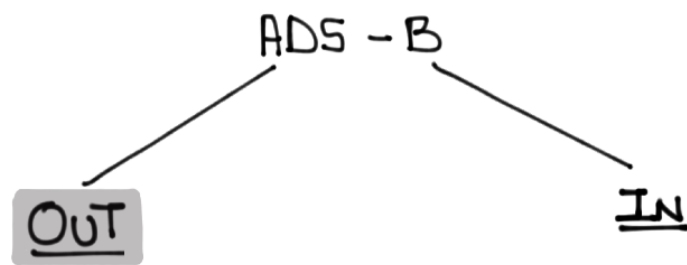


A = AUTOMATIC ONCE THE SYSTEM IS TURNED ON AND THE FLIGHT ID IS ENTERED, NO ONGOING MANAGEMENT OF THE SYSTEM IS REQUIRED OF THE CREW

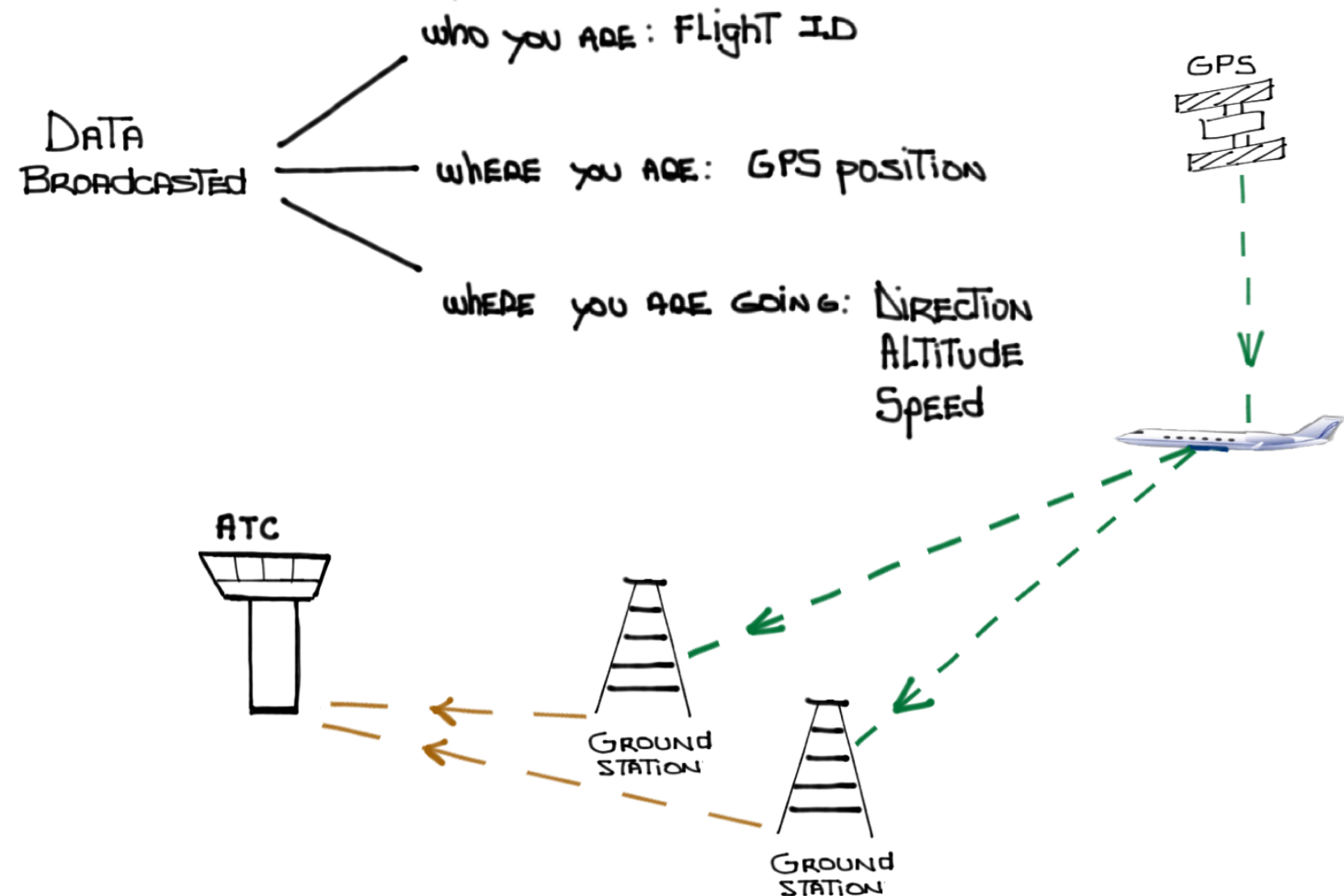
D = DEPENDENT THE REQUIRED DATA DEPENDS ON SOURCES WITHIN THE AIRCRAFT ITSELF, NOT FROM BOUNCING RADAR PULSES OFF THE SIDE OF THE FUSELAGE

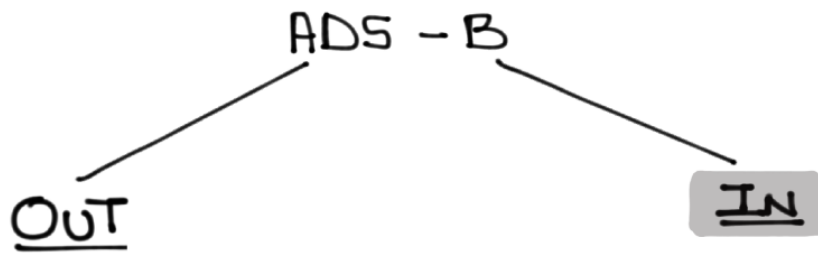
S = SURVEILLANCE VERY ACCURATE AND TIMELY POSITION REPORTS FORM THE BASIS OF AN EXTREMELY EFFECTIVE SURVEILLANCE SYSTEM

B = BROADCAST THE AIRCRAFT'S FLIGHT ID, POSITION AND TRAJECTORY ARE TRANSMITTED EVERY SECOND TO ALL PARTICIPATING RECEIVERS

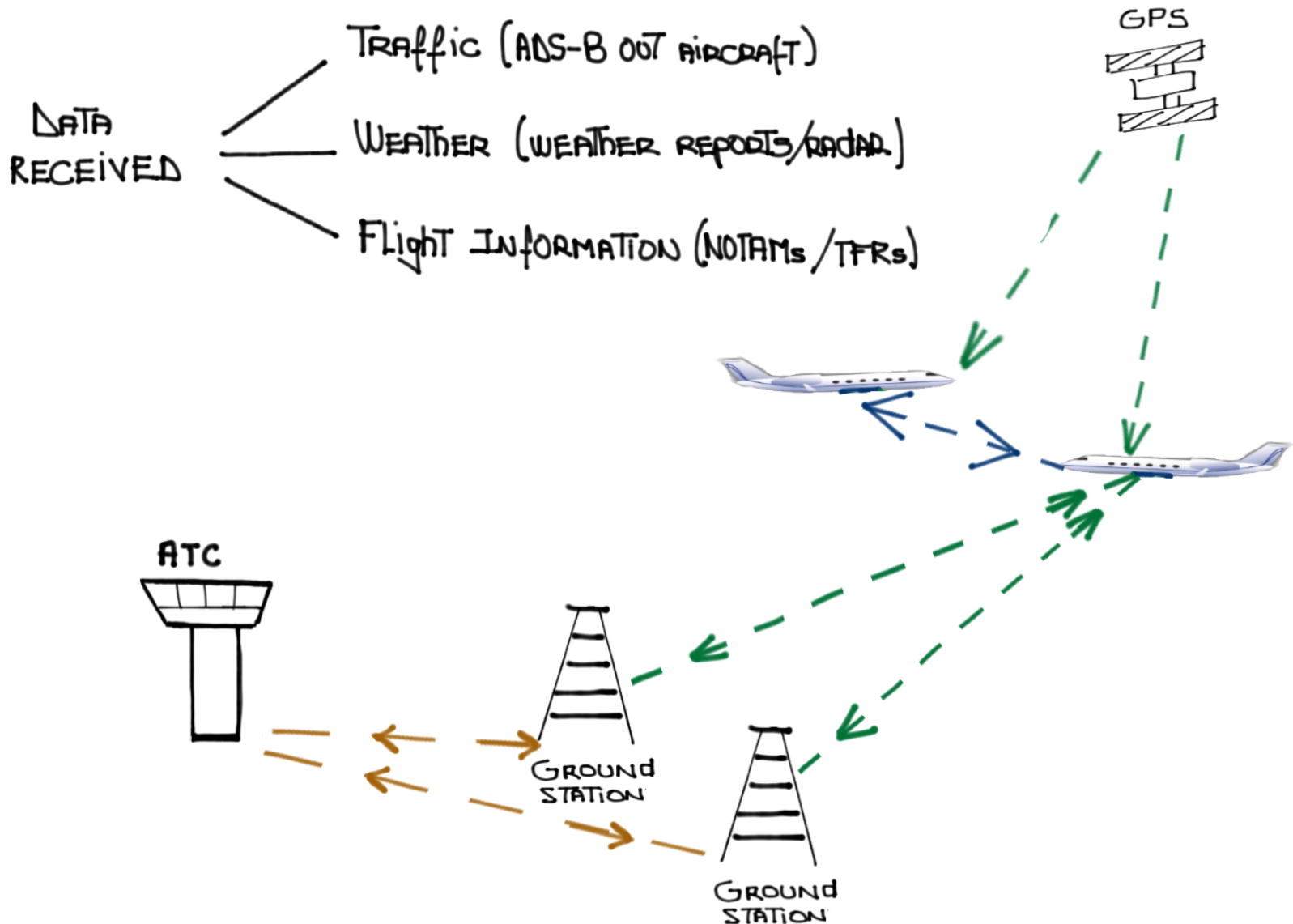


ADS-B(OUT) is a "TRANSPONDER" on steroids. It periodically and automatically broadcasts position information derived from GPS signals. This makes it far more accurate than radar. ADS-B(OUT) is mandated in most places.





ADS-B (IN) is a "TCAS" on steroids. IT RECEIVES DATA **IN** FROM GROUND STATIONS AS WELL AS DIRECTLY FROM OTHER AIRCRAFT. ADS-B **IN** IS OPTIONAL AT THIS TIME.



ADS-B INFRASTRUCTURE

GROUND
STATIONS

SUITABLE
AVIONICS

GROUND STATIONS:

- CAN BE PLACED ANYWHERE
 - RECEIVE DATA FROM AIRCRAFT
 - SEND DATA TO ATC CONTROLLER'S display OVER CONVENTIONAL TELECOM NETWORKS
 - TRANSMIT TRAFFIC, WEATHER AND flight information TO ADS-B (IN) EQUIPPED AIRCRAFT
-

ADS-B IS A CAT A MEL ITEM. IT MAY BE INOPERATIVE PROVIDED:

- A) OPERATIONS DO NOT REQUIRE ITS USE, AND
 - B) REPAIRS ARE CONDUCTED AT NEXT MAJOR INSPECTION
-

ADS-B WILL EVENTUALLY REPLACE RADAR ANTENNAS

Failure of both TRANSPONDERS OR lack of a usable GPS signal will result in an **ADS-B FAIL** CAS MESSAGE

MCDU
RADIOS PAGE

TCAS PAGE 1/1

ADS-B
ON OFF > ADS-B is ON but TRANSPONDER is OFF OR STBY

ADS-B
◆ ON OFF > ADS-B AND TRANSPONDER ARE ON