



Federal Aviation  
Administration

September 13, 2019 - The Federal Aviation Administration and the Aircraft Owners and Pilots Association are sending this reminder that there are only 109 days left before the aircraft you fly will need to be equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) Out, if you want to continue to fly that aircraft in airspace where a Mode C transponder is required today.

The FAA has mandated ADS-B Out for flight after January 1, 2020, in airspace where a Mode C transponder is required today. ADS-B Out uses satellites instead of ground-based radar to determine aircraft location and is a key technology behind the FAA's Next Generation (NextGen) Air Transportation System.

If you are one of the 75,889 general aviation aircraft owners who have already equipped, you know that ADS-B Out provides the foundation for safety-enhancing benefits in the cockpit. If you don't fly in airspace where a transponder is required today, you may still want to consider equipping for the following reasons:

- The ability to fly in ADS-B airspace at any time, if the need arises.
- Enhanced safety and additional situational awareness from traffic, if you also opt for ADS-B In or have a portable ADS-B receiver.
- Increased airframe utility. When the mandate takes effect after January 1, 2020, aircraft owners who have already equipped will have aircraft qualified to do more kinds of operations than an unequipped aircraft.
- More efficient search and rescue. ADS-B's GPS-based surveillance provides more accurate information about an aircraft's location. ADS-B Out avionics transmit data approximately once every second, compared to ground-based radar's sweep rate of 3-15 seconds.
- More efficient spacing and IFR routing in nonradar environments, including the Gulf of Mexico, mountainous regions, and lower altitudes in some parts of Alaska.

Choosing the ADS-B Out solution that is right for your aircraft can be daunting, as there are so many great options on the market today. AOPA and the FAA have online resources to help, including an AOPA ADS-B Out selector tool to help you determine the best solutions for your aircraft and where you fly.

Find out more at [www.aopa.org](http://www.aopa.org) and [www.faa.gov/nextgen/equipadsb/](http://www.faa.gov/nextgen/equipadsb/).

Sincerely,

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