

CONTINUED AIRWORTHINESS

1. Introduction:

Following the manufacturer's recommendations for installation and maintenance of Automatic Dependent Surveillance-Broadcast (ADS-B) avionics will ensure initial and continued airworthiness. Care should be given to ensure that all components are specifically approved prior to installation. Maintenance programs should identify inspection items, establish in-service intervals for maintenance and inspections, and include any calibration procedures necessary to ensure continued airworthiness. Currently, there are no required inspection intervals for ADS-B specific systems. Only their supporting encoder sub-systems have inspection regulations. See 14 CFR Parts 43 and 91 for regulatory and published inspection intervals for transponders, encoders, and pilot-static systems.

For operations conducted under 14 CFR part 91, the owner / operator is responsible for ensuring that the manufacturers Instructions for Continued Airworthiness (ICAW) are made part of the applicable 14 CFR 91.409 inspection program for their aircraft. For other operators, the ICAW must be incorporated into the operator's approved maintenance program through coordination and approval with the certificate holder's Principal Maintenance Inspector / Principal Operations Inspector, as applicable.

2. Altitude Position Source Inspections:

The ADS-B reported uncorrected barometric (pressure) altitude source should meet the same inspection requirements as specified in 14 CFR § 91.217 and § 91.411 for a qualified pressure altitude reporting system. This guidance applies to any ADS-B system operation independent of whether the aircraft is operated under Visual Flight Rules or Instrument Flight Rules. Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure reporting system must be tested, inspected and found to comply with 14 CFR part 43, Appendix E.

3. Minimum Equipment Lists (MEL):

If applicable, air carrier operators will need to update their MELs to reflect the installation of ADS-B equipment. Changes made to the operator's MEL must be made in accordance with an approved Master Minimum Equipment List (MMEL) and FAA Order 8400.10. The operator should develop provisions for allowing the deferral of inoperative ADS-B equipment. ADS-B equipment may not be listed as Administrative Control Items in the MEL. OpSpecs D095, Minimum Equipment List, may need to be issued or amended, as appropriate.