

ADS-B Service Delivery

Flight Monitoring Policy Guidance: Phase I

This document identifies policy guidance with respect to the provision of a Flight Monitoring Application by the Federal Aviation Administration (FAA) for ADS-B and transponder equipped aircraft. As part of the ADS-B Services delivery, the Flight Monitoring Application is capable of displaying the position of Automated Dependent Surveillance – Broadcast (ADS-B) equipped aircraft and also the derived position of secondary surveillance radar (SSR) tracked aircraft for use by approved organizations. This policy will provide guidance for the development of memorandums with those organizations that request the use of the Flight Monitoring Application.

Scope

This policy applies to an FAA supplied flight monitoring software application available to qualified users to monitor from the ground the location of aircraft within the ADS-B service delivery area. This software gives the user a situational awareness display of aircraft within a specified geographic area approved for that user.

Qualifying Users

Use of the Flight Monitoring Application will be limited to users who have a valid business need for flight monitoring of ADS-B equipped aircraft within the USA. Each user desiring access to the Flight Monitoring Application will have to sign a Memorandum of Agreement with the FAA that will provide specific limitations on how the application will be used.

Examples of users that may be approved for use of Flight Monitoring Application are:

- Approved Flight Schools
- Fixed Base Operators (FBOs)
- State Aviation Organizations
- Utility company aerial inspections
- Corporate aviation departments
- Medical and hospital organizations
- Police and firefighters
- Local, federal and state aviation organizations

Compliance with FAA Order 1200.22c

Because the information provided by the Flight Monitoring Application contains National Airspace System (NAS) data the requirements of U. S. Department of Transportation Federal Aviation Administration Order 1200.22C must be met.

The FAA Safe Flight 21 office will screen applicants and filter data to ensure the security provisions in 1200.22C are met. Specifically no flight identification for radar-derived traffic will be provided or displayed within the Flight Monitoring Application. Only ADS-B-derived flight ID information that has been transmitted between aircraft will be displayed by the Flight Monitoring Application. At the present time, only aircraft below FL180 will be displayed by the Flight Monitoring Application.

License Usage

Ownership of the FAA provided Flight Monitoring Application remains with the FAA and is not transferable or assignable for any reason or timeframe. Liability for use of the Flight Monitoring Application is the responsibility of the user. The user must agree to the distribution and disclaimer statement prior to installation and use of the flight monitoring software.

DISTRIBUTION AND DISCLAIMER STATEMENT:

The flight monitoring software was developed at The Johns Hopkins University Applied Physics Laboratory (JHU/APL) which is the author thereof under the "work made for hire" provisions of the copyright law. JHU/APL assumes no obligation to provide support of any kind with regard to the flight monitoring software. This includes no obligation to provide assistance in using the flight monitoring software or to provide updated versions of the software. The program and its documentation are provided as is and without any express or implied warranties whatsoever. All warranties including, but not limited to, performance, merchantability or fitness for a particular purpose are hereby disclaimed. The user assumes the entire risk and liability of using the program to include use in compliance with any third party rights. The user is advised to test the program thoroughly before relying on it. In no event shall JHU/APL be liable for any damages whatsoever, including, without limitation, any lost profits, lost savings or other incidental or consequential damages, arising out of the use or inability to use the program.

Additionally, the traffic and any weather information that may be provided by the flight monitoring application is to only be used for advisory purposes and is not to be used for any air traffic control function. Redistribution of any of the traffic or weather information obtained with the Flight Monitoring Application to any third party is strictly prohibited.

Resources

The FAA will provide the Flight Monitoring Application and assist with initial setup and configuration. Updates to the software will be made available as necessary and will be provided so that the new application can be downloaded over the Internet and installed by the user. A user must provide a computer of sufficient capacity and capability to run the Flight Monitoring Application and a connection to the Internet of sufficient bandwidth to support the data of interest to the user.

Computer and network connectivity requirements are documented in the Flight Monitoring Application User Guide.

Products and Features

Products and features are defined in the Flight Monitoring Application User Guide. Not all products and features may be made available to all users. The User Guide is available for download over the Internet and from the Help Function of the Flight Monitoring Application.

Future Strategy

The FAA is providing this Flight Monitoring Application in order to facilitate the demonstration of the value of ADS-B to users of interest. It is not the FAA's intent to provide this application on a long term basis. Once adequate substitute commercial applications are available the FAA Flight Monitoring Application will be discontinued. A minimum of one year notice will be provided so a user can evaluate their needs and acquire a suitable substitute flight monitoring application.