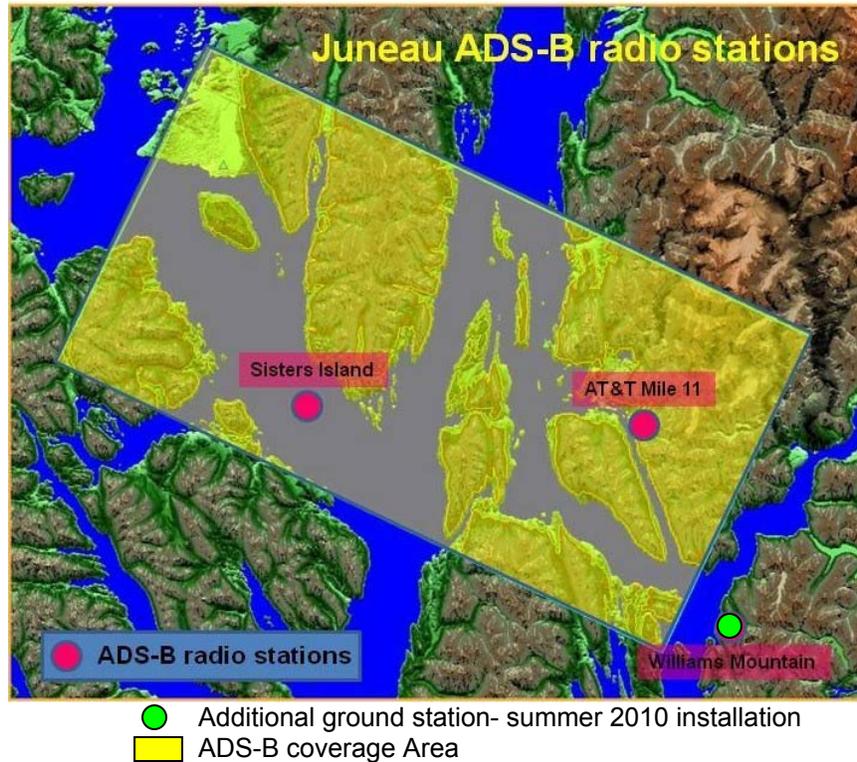


**Attention All Pilots Flying in the Juneau Area
New ADS-B Services Available**



On April 28, 2010, the Federal Aviation Administration (FAA) declared initial operating capability of Automatic Dependent Surveillance-Broadcast (ADS-B), the satellite-based surveillance services for Juneau, Alaska. The new surveillance system is now allowing air traffic controllers to track aircraft along the difficult approach to Juneau, Alaska—a mountainous area where radar was not possible.

Pilots who fly in the Juneau area now have access to free traffic and weather information in the cockpit. To receive these services, aircraft must be equipped with an Automatic Dependent Surveillance - Broadcast (ADS-B) transmitter/receiver or transceiver and a compatible cockpit display.

The new services include:

Automatic Dependent Surveillance (ADS-B Out), the satellite-based surveillance system that is now operational in Juneau is tracking all ADS-B equipped aircraft, allowing controllers to provide 5 nautical miles separation.

Flight Information Service - Broadcast (FIS-B), which provides pilots and flight crews with a cockpit display of aviation weather and aeronautical information via UAT equipment on 978 MHz.

Please note that the following FIS-B weather products are advisory only information and do not meet the safety and regulatory requirements for official weather sources for flight planning purposes:

- Aviation Routine Weather Reports (METARs).
- Special Aviation Reports (SPECIs).
- Terminal Area Forecasts (TAFs) and their amendments.
- NEXRAD (regional and CONUS) precipitation maps.

- Notice to Airmen (NOTAM) Distant and Flight Data Center.
- Airmen’s Meteorological Conditions (AIRMET).
- Significant Meteorological Conditions (SIGMET) and Convective SIGMET.
- Status of Special Use Airspace (SUA).
- Temporary Flight Restrictions (TFRs).
- Winds and Temperatures Aloft.
- Pilot Reports (PIREPS).
- TIS-B service status.

Traffic Information Service - Broadcast (TIS-B), which enhances a pilot’s visual acquisition of other traffic.

Be advised, TIS-B is only an advisory service. Pilots must continue to exercise vigilance by looking out the window to “see and avoid” other aircraft, in accordance with Title 14 of the Code of Federal Regulations Section 91.113b. Pilots should not allow themselves to become reliant on the cockpit display of TIS-B information.

The following table lists which type of data link is required to receive TIS-B and FIS-B services:

If the aircraft is equipped with the following data link...	Then the pilot can receive the following services...
978 MHz Universal Access Transceiver (UAT)	TIS-B and FIS-B
1090 MHz Extended Squitter (1090 ES)	TIS-B

Users of TIS-B and FIS-B can help the Federal Aviation Administration (FAA) correct malfunctions and enhance the service by reporting instances of undesirable system performance. The FAA urges users to report the following information:

1. Time of observation.
2. Location.
3. Type and identity of the aircraft.
4. Description of the condition observed.
5. Type of avionics system and software version used.

You can report issues by contacting the nearest Flight Service Station (FSS) facility or obtaining FAA Form 8470-5, Safety Improvement Report, from FSSs, Flight Standards District Offices, or general aviation fixed-based operators.

Coming soon (Fall 2010):

Automatic Dependent Surveillance – Rebroadcast (ADS-R), which acts as a cross-link repeater (translator) to ensure users on opposite ADS-B data links, 1090 Extended Squitter (1090ES) on 1090 MHz, and the Universal Access Transceiver (UAT) on 978 MHz, see each other.

The FAA will publish an advisory circular with additional details about coverage, requirements, limitations, transmission intervals, ADS-B broadcast services, and other information in the future.

For more information about the FAA’s ADS-B program, visit www.adsb.gov.

Questions?

Contact the FAA Flight Standards ADS-B Office at 9-AWA-AVS-ADS-Programs-AFS@faa.gov.
 Contact the FAA Aircraft Certification ADS-B Office at 9-AWA-AVS-ADS-Programs-AIR@faa.gov.