

Is Everyone Ready For ADS-B?

Joe Zulueta, ASA
Managing Partner
Aeronautical Systems

Is Everyone Ready For ADS-B?

- Airspace Compliance Requirements
- The Current Situation
- Problems with Bad Installations (NPE: Non-Performing Emitters)
- How will values be affected?

Is Everyone Ready For ADS-B?

If you fly in this airspace you must be equipped with ADS-B

Airspace	Altitude
A	All
B	Generally, from surface to 10,000ft mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C veil up to 10,000 feet MSL (i.e.- SEA, CLE, PHX)
C	Generally, from surface up to 4,000ft MSL including the airspace above the lateral boundary up to 10,000ft MSL
E	Above 10,000ft MSL over the 48 states and DC, excluding airspace at and below 2,500ft AGL
	Over the Gulf of Mexico at and above 3,000 feet MSL within 12 nm of the coastline of the United States
Airspace within 30 nautical miles (Mode C veil) at all Class B locations from the surface up to 10,000 feet MSL	

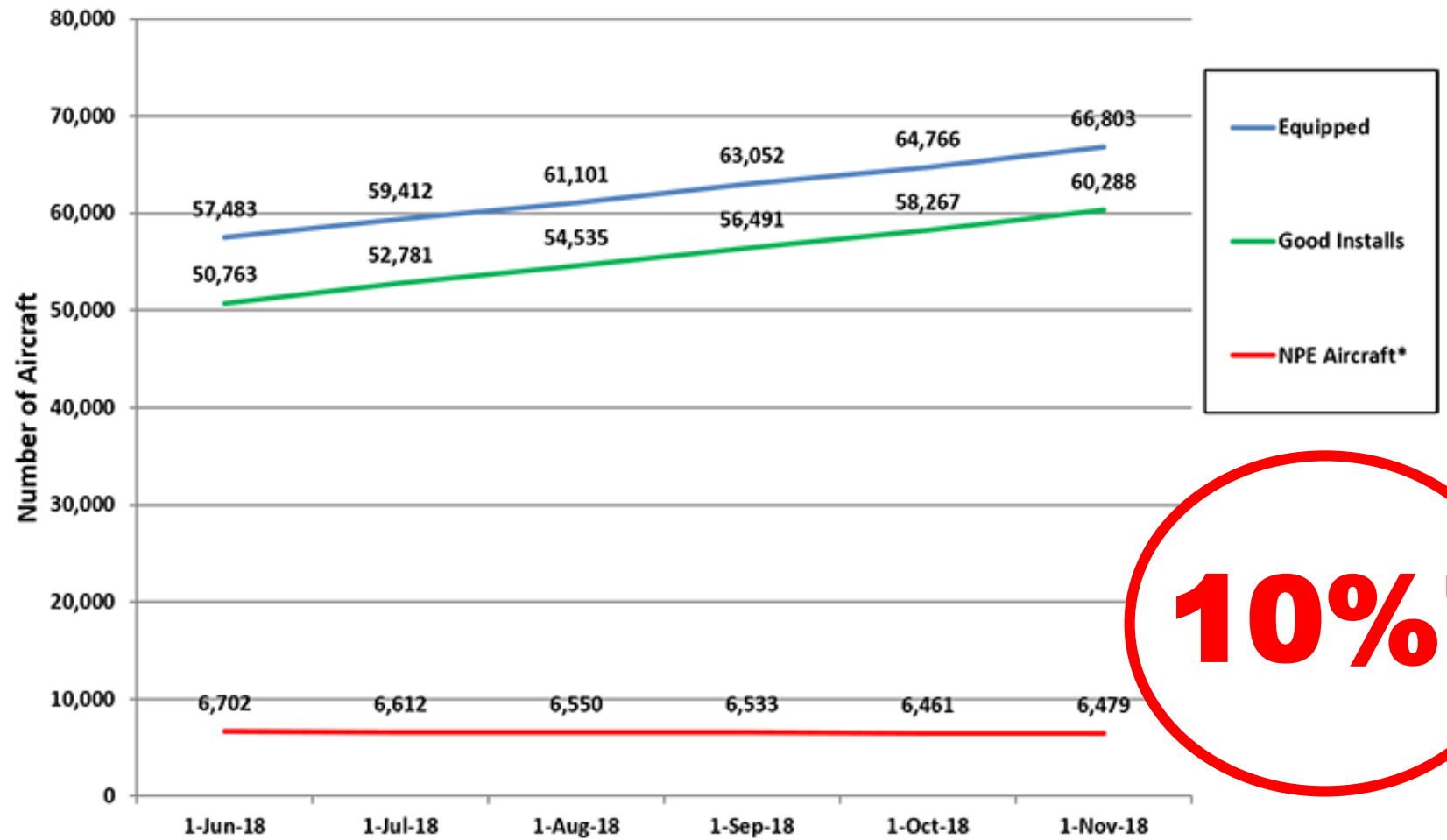
Source: FAA

Is Everyone Ready For ADS-B?

- Less than half of business jets operating in US airspace currently complies
- Out of 4,882 repair stations worldwide, only 1,488 can install ADS-B equipment
 - Florida leads the list with 135 repair stations
- 33% of US business jet fleet NOT compliant by the January 1, 2020 deadline

Source: Duncan Aviation / JETNET

All US Aircraft Equipage & Avionics Performance



Is Everyone Ready For ADS-B?

10%!

As of November 1, 2018
Source: FAA
*NPE=Non-Performing Emitter

Is Everyone Ready For ADS-B?

- Problems with NPE (Non-Performing Emitter)
 - Incorrect software version or improper system configuration
 - Incorrect emitter category (e.g., small aircraft vs. light aircraft)
 - Incorrect Flight ID (AC registration for Mode S not matching Flight ID)
 - Transmitting airborne data while AC is on the ground
- Compliance Check (Tool to confirm installation is good)
 - FAA PAPER tool (Public ADS-B Performance Report)

Is Everyone Ready For ADS-B?

- Impact on Aircraft Values for Non-Compliance
 - Sliding scale for degradations
- Factors Affecting Values for Non-Compliance
 - Aircraft grounded
 - Active storage costs
 - Waiting for available MRO slot
 - Premium price paid for equipment
- Cost of Alternative Lift
 - Charter operators to see a spike in business
- Aircraft Retirements
 - Up to 20% of non-compliant aircraft removed from service

QUESTIONS?