



The version of ADS-B required depends on the airspace you intend to fly in and not just the country your aircraft is registered in. For example, Australia, the Canadian Hudson Bay Area, Hong Kong, Indonesia and Singapore now or will in the future eventually require DO-260(A). EASA and the United States has mandated DO-260(B) by January 1, 2020 for operation in specific airspace. Simply stated, on January 01, 2020, airspace in the United States that requires the use of a Transponder today will require that aircraft to be equipped with a DO-260(B) (aka version 2) Out system.

Airspace	Altitude
A	All
B	From the ground up within the Mode C ring
C	From the ground up
E	Above 10,000 ft. MSL but not below 2,500 feet AGL

The FAA has identified the specific airspace in the United States requiring D0-260(B) as follows:

- Class A, B, and C airspace
- Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area up to 10,000 feet MSL
- Class E airspace areas at or above 10,000 ft MSL over the 48 states and DC, excluding airspace at and below 2,500 ft AGL
- Class E airspace 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 (nm) at certain busy airports from the surface up to 10,000 feet MSL; airports listed in appendix D to part 91.

EASA has similar airspace requirements that varies slightly depending on the size of the aircraft, speed and flight altitude.

In short, do you need to install or upgrade to ADS-B 260(B)?

If you plan to operate your aircraft into the United States or Europe the answer is absolutely. Additionally, if you plan to sell your aircraft in the future installing ADS-B 260(B) now will ensure you will have a global market later and operational capability today.



Contact **Flying Colours Corp.** to discuss your plans for compliance with the ADS-B Out mandates. Based upon the current configuration of your aircraft, FCC would welcome the opportunity to begin working with you to develop an orderly compliance plan which takes into account your individualized needs and expectations.



Flying Colours Corp.
AIRCRAFT COMPLETIONS & MAINTENANCE
FLEXIBILITY, INTEGRITY & INNOVATION
Phone: (636) 530-7000
Fax: (636) 530-7001
www.flyingcolourscorp.com

Does the Automatic Dependent Surveillance-Broadcast (ADS-B) Out mandate apply to me?

It depends on where you fly your aircraft today and where you plan to fly in the future.

Your aircraft already has ADS-B Out, but does it have the version required for where you plan to fly?

Different Versions of ADS-B Out:

- ABS-B DO-260 is often identified as “version 0”
- ADS-B DO-260(A) is often identified as “version 1”
- ADS-B DO-260(B) is often identified as “version 2”

Requirements and capabilities of each version has evolved over time and are based on technological advances in navigation equipment centered on GPS satellites, ground-based equipment and aircraft equipment.



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DO-260

Function / Capability	Available / Comments
Barometric Altitude Integrity Code (NICBARO)	No
Geometric Vertical Accuracy (GVA)	No
GPS offset	No
Indication of capabilities	Only Show status of TCAS and CDTI
Intention	No
Length / Width of Aircraft	No
Mode A	Yes, as a test message (USA ONLY)
Navigation Accuracy Category (NACP)	No
Navigation Uncertainty Category (NUCP)	Yes
Quality Indicator for Velocity (NUCR)	Yes
Resolution Advisory	No
Status of Resolution Advisory	No
Surveillance Integrity Level and Source Integrity Level (SIL)	No
System Design Assurance (SDA)	No
Target Status	No

DO-260 (A)

Function / Capability	Available / Comments
Barometric Altitude Integrity Code (NICBARO)	Yes, indicate integrity of Barometric altitude
Geometric Vertical Accuracy (GVA)	No
GPS offset	Yes, if GPS offset is applied
Indication of capabilities	Yes, e.g. Air Reference Velocity, Status of Identity Switch, Target State and Trajectory Change reports
Intention	Yes, intended altitude and heading
Length / Width of Aircraft	Yes, provides aircraft size
Mode A	Yes, as a test message (USA ONLY)
Navigation Accuracy Category (NACP)	Yes, derived from HFOM and VFOM
Navigation Integrity Category (NIC) replaced NUCP	Yes
Quality Indicator for Velocity (NACV) replaced NUCR	Yes
Resolution Advisory	No
Status of Resolution Advisory	Yes, if Resolution Advisory is or isn't active
Surveillance Integrity Level and Source Integrity Level (SIL)	Yes
System Design Assurance (SDA)	No
Target Status	No

DO-260 (B)

Function / Capability	Available / Comments
Barometric Altitude Integrity Code (NICBARO)	Yes, if Resolution Advisory is or isn't active
Geometric Vertical Accuracy (GVA)	Yes, derived from VFOM
GPS offset	Yes, GPS antenna offset is provided
Indication of capabilities	Yes, information on type of ADS-B in (i.e. 1090ES in or UAT in) added
Intention	Yes, same as DO-260A
Length / Width of Aircraft	Yes, same as DO-260A
Mode A	Yes, broadcasted as a regular message worldwide
Navigation Accuracy Category (NACP)	Yes, derived from HFOM only
Navigation Integrity Category (NIC)	Yes, increased number of levels of NIC available & Vertical component removed
Quality Indicator for Velocity, (NUCR and NACV)	Yes, vertical component removed
Resolution Advisory	Yes, added Active Resolution Advisories
Status of Resolution Advisory	Yes, Same as DO-260A
Surveillance Integrity Level and Source Integrity Level (SIL)	Yes, renamed as Source Integrity Level. Definition is changed to exclude avionics fault
System Design Assurance (SDA)	Yes, probability of avionics fault
Target Status	Yes, Autopilot mode, Vertical Navigation mode, AltitudeHold mode, Approach Mode and LNAV Mode