



The Leader In Recreational Aviation

Chapter 736 Newsletter for October 2010

FAA Awards Lockheed Martin AFSS Contract Extension

Effective Oct. 1, 2010, Lockheed Martin was awarded a three-year extension to run automated flight service stations until 2013. Lockheed Martin won the original contract to corporatize flight service in 2005. AOPA reports that while the initial transition was not always easy, significant challenges have been overcome. The level of service and customer service offered by Lockheed Martin Flight Service specialists has continued to improve over the course of the first five years.

Pilots are reminded that FAA and AOPA want to hear your comments, complaints, and questions. You can call toll free 1-888-358-7782 or send an e-mail to:

9-AWA-ATO-SYSOPS-FS@faa.gov.

FAA Puts ADS-B on Implementation Fast Track

Following the successful deployment of Automatic Dependent Surveillance - Broadcast (ADS-B) in Alaska; the Gulf of Mexico; Louisville, Kentucky; and Philadelphia, Pennsylvania, the FAA has approved full-scale, nationwide deployment of the satellite-based surveillance system by 2013. The FAA stated, "Every part of the country now covered by radar will have ADS-B coverage. More than 300 of the approximate 800 ADS-B ground stations that will comprise the entire network have already been installed."

Aircraft flying in controlled airspace will be required to have ADS-B-out avionics - that is, avionics that broadcast their position - installed by 2020.

FAA states that ADS-B will track aircraft "with greater accuracy, integrity, and reliability" than the current radar-based system. ADS-B targets on controller screens update more frequently than radar and show information including aircraft type, call sign, heading, altitude, and speed. Read more on the [FAA website](#).

Pilot Reminder: Watch Out for Pop-up TFRs

With the fall elections approaching in November, the likelihood of temporary flight restrictions (TFRs) being issued for VIP appearances on very short notice during the campaign season is on the rise. FAA and TSA officials are urging general aviation pilots

to be ever vigilant and always aware of TFRs when they fly. EAA reminds pilots to check the NOTAMs before takeoff and make sure all intended flight paths steer well clear of all restricted airspace. You can check for TFRs on the [EAA Flight Planner](#) as well as during FAA Flight Service and DUAT/DUATS briefings.

Yet Another FAA Funding Extension Approved

After again failing to approve FAA reauthorization legislation, both houses of Congress passed an identical three-month extensions to fund the agency through 2010 when the current extension expires, September 30. It is the 15th such consecutive continuation since the last FAA reauthorization legislation expired in 2006.

Hopes are that lawmakers will use the upcoming lame-duck session to work out the remaining issues thwarting final passage. Among the issues remaining is an amendment to change labor laws allowing FedEx ground operations employees to unionize locally instead of nationally, putting that company on equal footing with UPS, and expanding the number of long-distance flights at Reagan Washington National Airport.

Reauthorization hopes were high earlier this year when the Senate passed a \$34.5 billion version of the three-year FAA Reauthorization Bill in March which, like the earlier House version, maintained the present system of (slightly higher) fuel excise taxes and eschewed user fees. Funding was provided for development of the Next Generation Air Traffic Control (NextGen) system as well as \$8.1 billion for the Airport Improvement Program.

Restricted airspace for UAS would set dangerous precedent

The Air Force recently released a Final Environmental Impact Statement (FEIS) and [Record of Decision \(ROD\)](#) in which it stated its intention to establish new special-use airspace near Grand Forks for operating unmanned aircraft, which it refers to as remotely piloted aircraft (RPA). Two types of RPA would be based at Grand Forks Air Force Base under the 2005 Base Closure and Realignment process: the MQ-1, known as the Predator, and the RQ-4, known as the Global Hawk, which also flies missions from California's Beale Air Force Base.

According to the ROD, areas for RPA training sorties, mostly flown by Predators, would be created by adding restricted airspace from the eastern portion of the Devils Lake Military Operations Area (MOA) above 6,000 feet msl, and expanding the airspace above and around R-5401. Stratified restricted areas would provide an RPA transit corridor from Grand Forks Air Force Base to the proposed Devils Lake restricted area.

At this early stage, the Air Force has not submitted an aeronautical proposal to the FAA. AOPA will advise members of all opportunities to comment on such plans as the Air Force and FAA move toward a final rulemaking process.

AOPA has consistently opposed new airspace restrictions, pointing out in [a regulatory brief](#) that an operation must be regarded as hazardous before restricted airspace is required—a condition that does not apply to UAS flights.

The association advocates integrating UAS into the National Airspace System, not segregating them in special-use airspace. Achieving the goal will require further technological development of UAS to provide safe co-existence with manned aircraft by guaranteeing that UAS will perform in a predictable manner in the event of mechanical failure or communications loss.

Watch for future developments.

Next Meeting

Our next meeting will be held on Tuesday, Oct. 19th. With winter coming on we will again move our meeting location to the Weathervane Restaurant in Waterville.

If you plan to have dinner, please arrive at 6:00 pm so that the regular meeting can begin at 7:30.