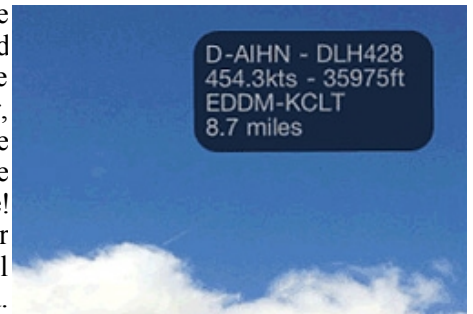


2010 SMARTPHONE APP TARGETS ADS-B DATA

A new smartphone application has aviation security experts chilled. Available through UK software company Pinkfroot, the Plane Finder AR (for "augmented reality") app allows the user to simply point a camera phone at an aircraft — on the ground or in the air — and access its broadcast ADS-B data, including tail number, altitude, speed, bearing, range and destination. Simply aiming the phone at the aircraft will display range and bearing information on the phone's screen. The company Website crows, "Amaze your friends with your newfound knowledge! Contrails will no longer be a mystery." The application costs \$3 and is available for iPhones and iPads. "Planespotting" or tracking aircraft from airport to airport by tail number, has long been a fascination for practitioners in Europe, particularly England. This new app takes the practice to a new level, and British lawmakers are concerned about the security implications, threatening to outlaw the software. (FLYING eNEWSLETTER 10/07/10)



(ed.note: As of 11/01/10 the Website was <http://my.pinkfroot.com> and the AP could be found at <http://my.pinkfroot.com/page/5983902:Page:46> for only £1.79 ~ \$2.88)



FAA CLARIFIES AIRCRAFT REGISTRATION EXPIRATION DATES



The FAA issued a clarification Oct. 12 explaining when aircraft registration certificates will expire under the new three-year renewal rule. Once owners have transitioned to the new registration, the new certificates will expire three years from the month in which re-registration was accomplished, the FAA said.

"Those owners eligible for re-registration at this time possess registration certificates previously issued in March of any year," the clarification reads. "Those certificates will expire on March 31, 2011, and after that date will not support operation of an aircraft. An owner who submits his re-registration application any time prior to the date the current certificate expires (i.e. March 31, 2011) will be issued a new certificate that will expire three years from the month in which re-registration was accomplished."

The FAA also noted that it was sending the first round of re-registration notices (for owners with registration certificates issued in March of any year) over a period of about 10 days beginning Oct. 1, so some owners may get their notice later in the month than others. (AOPA ePublishing staff 10/12/10)

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Why does "over and out" make no sense for radio terminology when flying? One often hears this said in movies and perhaps by real pilots.*

According to Flying magazine eNewsletter 10/09/10:

"Over and out" makes no sense in a radio conversation. "Over" means you're expecting more; "Out" means the conversation has ended and you're going away now, not to be heard from again. The AIM actually says you can throw in "Over" at the close of your transmission. As for the correct phraseology to acknowledge an ATC transmission, the AIM gives you some choices. You can use the old standbys "affirmative" and "negative." Or if you're feeling jaunty you can say, "Wilco" (short for "will comply") or even, "Roger."

This Month's Question: A pilot owns a homebuilt airplane that he didn't build. A friend who is an airframe and powerplant (A&P) mechanic is performing the condition inspection for him, and he asked for the equipment list. The pilot told him that he's not required to have one. The A&P thinks he's supposed to have an equipment list, though. Who is correct?

FAA: ADS-B FULL DEPLOYMENT BY 2013 but DOT DOESN'T LIKE IT

ADS-B will be fully operational in the U.S. by 2013; the FAA announced Friday that it had approved full deployment of the satellite and ground-based system. In a statement, the agency said it approved full deployment after successful testing of full systems at Philadelphia, Louisville, over the Gulf of Mexico and in Alaska proved it could work in the full range of operating conditions. "This approach ensured that ADS-B was tested in the most extreme environments, allowing the agency to uncover and resolve any anomalies before the commissioning," the statement said. (*AVwebFLASH 09/27/10*)



On the other hand, the U.S. DOT Inspector General (IG), the FAA's fiscal watchdog, recently issued a report titled "FAA faces significant risks in implementing the Automatic Dependent Surveillance-Broadcast program and realizing benefits." The IG examined key risks to the FAA's ADS-B implementation and assessed strengths and weaknesses of its contracting approach. But the IG questioned the FAA's resulting in-house technical oversight capabilities due to "knowing very little about a system that is expected to be the foundation of NextGen." The IG reported that FAA data shows that using its normal equipment ownership approach would have saved around \$600 million. The FAA responded that, over the long term, this extra cost would be recovered by sharing the income from ITT's sale of the ADS-B data to airports and other parties. The report also expanded on several other financial concerns, including ADS-B avionics. On aircraft avionics, the report noted, "A key ADS-B priority is its air-to-air applications...a primary benefit expected by airspace users." However, it also noted it might be cost prohibitive to implement ADS-R nationwide." The FAA responded that all sites will include ADS-R by 2014, subject to technical readiness. (*Aviation International News 10/28/10*)



According to the report, it will cost GA aircraft owners between \$7,644 and \$10,920 for ADS-B Out equipment. This cost is expected to decrease to less than \$5000 by the 2020 date requiring it in all aircraft: Flying in Class A, B, and C airspace; All airspace at and above 10,000 feet MSL over the 48 contiguous United States and the District of Columbia; Within 30 nautical miles of airports listed in 14 CFR §91.225, from the surface up to 10,000 feet MSL; and Class E airspace over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles, at and above 3,000 feet MSL. Those requirements may be modified before 2020 by the FAA. (*General Aviation News 10/28/10*)

SHORT FINAL

AVweb September 27 2010

Heard on the air between a Bonanza and Kansas City Center:

Center: "Bonanza One Alpha Bravo, turn right 20 degrees, vector for MOA."

Bonanza: "Sorry. I didn't know it was hot tonight. How low does it go? Maybe I could just go under it."

Center: "Well, it's a military bombing range. If they drop one, I guess it will go all the way to the ground."

BALLOONISTS SHOT AT FROM GROUND

(For us – watch out for hunters below!)



One of the balloons competing in America's Challenge gas balloon race at the beginning of October was fired upon from the ground when flying north of Lubbock, Texas, according to a report on KOB-TV in Albuquerque, New Mexico. Troy Bradley and co-pilot Shane Robinson were among six teams that lifted off Saturday from Albuquerque and were floating about 400 feet AGL around sunset when someone started shooting at the balloon, the report stated. Robinson grabbed binoculars and spotted a pickup truck with three people and a gun pointed at them.

Another shot rang out and Bradley told KOB they could see the flash from the barrel, so they ascended out of range and called 911 from a cell phone. After several attempts, they got through to the Swisher County Sheriff's Department and guided deputies to the suspects, who were hiding in the cornfield. The balloon was not hit and landed safely. The suspects were apprehended. (*AOPA e-Hotline 10/14/10*)