



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for June 2015

### **Lockheed and CSC to Offer DUATS**

Lockheed Martin and Computer Sciences Corporation (CSC) have both won contract bids to provide DUATS for a year, the FAA recently announced, meaning Data Transformation Corporation (DTC) will no longer provide service as it has for the past 25 years since DUATS first became available in 1989.

The new contracts, which can be renewed each new year for up to four years under the agreement, are the result of a bidding competition between Lockheed, CSC and DTC. Like DTC, CSC has provided DUATS since its introduction, while Lockheed has provided an online-based service for the past three years. There will be a 60-day transition period for DTC users to switch to new providers.

The new contracts come in conjunction with the FAA's effort to modernize flight services by eliminating redundancies, encouraging the development of new products and streamlining content delivery to ensure a faster and easier transfer of information to pilots.

### **FAA Launches 'No Drone Zone' Campaign**

While the FAA is still establishing rules to govern unmanned aircraft systems, the agency continues to deliver materials to educate members of the public about what they can and cannot do with their drones. Most recently, the FAA has launched a campaign to make the public aware of a No Drone Zone in the area around Washington, D.C.

Federal rules prohibit any aircraft from operating in the Flight Restricted Zone around our nation's capital without specific approval. That includes all unmanned aircraft.

The No Drone Zone covers the area within a 15-mile radius from the Ronald Reagan Washington National Airport. Like aircraft that violate the national defense airspace, drone operators who fly in the No Drone Zone are likely to face stiff fines and possibly other criminal penalties.

In order to spread the word of the No Drone Zone, the FAA has teamed up with local government agencies and other partners to distribute the materials to residents and tourists. There is also **an iOS app in the making called B4UFLY**, which is designed to

educate drone operators about any restrictions or requirements in the area of intended flight. The app is expected to be available by the year end.

### **Thanks to N.J. Judge, GA Airports Win Collective Victory**

You may have heard the news this week that a New Jersey judge tossed out a lawsuit brought by the town of Readington, which for more than a decade has tried to wrest control of Solberg Airport from the family that has owned it since 1941. But what you might have missed is what the judge had to say not just to the Readington town council but to other towns and cities across the nation that might think about trying the same dirty tricks.

N.J. Superior Court Judge Paul Armstrong issued a 54-page ruling in which he blasted the town's eminent domain land grab, a case that has dragged on for nearly 15 years, saying it amounted to a "manifest abuse of power" and a waste of local taxpayers' dollars. He ordered the town to pay the Solberg family's legal bills, which are expected to tally into the millions of dollars.

But he didn't stop there. Armstrong set a new precedent by elevating GA airports to a special category, one they richly deserve. The judge had this to say:

"Not only is general aviation important to the national infrastructure, but it serves a critical role as the cradle of aviation. The security and economic vitality of the United States depends on this laboratory of flight where future civilian and military pilots are born.

"Airports such as Solberg blossomed in an era when local young men turned their dreams of barnstorming into air dominance in World War II and led this country into its golden age. These dreams still live in our youth, and general aviation endures as the proving ground for future pilots from all walks of life.

"Finally, there is a certain freedom that defines general aviation. Men and women throughout history gazed longingly at the soaring effortless freedom of birds, pondering release from the symbolic bondage of gravity.

"Only here can a man or woman walk onto some old farmer's field and turn dreams into reality. As Charles Lindbergh once said: 'What freedom lies in flying, what Godlike power it gives to men ... I lose all consciousness in this strong unmortal space crowded with beauty, pierced with danger.'"

### **Transponder Use by Aircraft On Airport Movement Areas Purpose**

This SAFO advises all operators and pilots of the need to ensure that transponders are in the altitude reporting mode whenever their aircraft is on an airport movement area at all airports. Background: The Federal Aviation Administration (FAA) uses airport surface surveillance capabilities at some of the busiest airports in the U.S. to determine aircraft

and vehicle location when they are operating on an airport movement area. Runway safety systems, such as Airport Surface Detection Equipment Model X (ASDE-X) and Advanced Surface Movement Guidance and Control System (A-SMGCS), use data from surface movement radar and aircraft transponders to obtain accurate aircraft and vehicle locations, thereby increasing airport surface safety and efficiency.

As the FAA transitions to the Next Generation Air Transportation System, some Airport Surface Detection Equipment-Model 3 systems will be replaced with a multilateration (MLAT)<sup>1</sup> /Automatic Dependent Surveillance–Broadcast (ADS-B) system, called Airport Surface Surveillance Capability (ASSC). This capability fuses MLAT sensor data with ADS-B aircraft information on FAA certified airport tower controller displays, tracks surface vehicles and aircraft providing information for Air Traffic Control (ATC) services, and is capable of providing data to other external FAA systems,<sup>2</sup> including compliance monitoring capabilities. The effectiveness of ASSC and ASDE-X is dependent on operators equipping and operating cooperative surveillance capabilities (i.e., altitude reporting transponders). Nationwide, airports with ASDE-X report an average of twenty non-compliance transponder events per day, even with airport diagram or Automated Terminal Information Service (ATIS), or both, verbiage directing pilots to operate with transponders on. To proactively address these problems, aircraft operating on all airport movement areas at all airports, not just those that are ASDE-X equipped, must have their transponders on in the altitude reporting mode.

### **Next Meeting**

Our next meeting will be held at Curtis Air at Pittsfield Municipal airport (2B7) on **Monday, June 15<sup>th</sup> at 6:30 pm**. Numerous issues associated with the upcoming fly-in will be discussed. There will be food.

Please make every effort to attend.