

Dear Valued customers,

Avionics is always changing in the aircraft world, and Central Flying Service is ready to help you, our present and future customers to be prepared for these changes. I am enclosing an update on a couple of the potential issues you need to be aware of. Our goal is to help you be prepared for these changes and to give you an affordable and quality answer in a timely manner. Our avionics shop has 200 years of avionics experience on a wide range of models and airframes with thousands of installation hours completed.

FCC Bans 121.5 MHZ ELTs

SUMMARY:

The Federal Communications Commission is prohibiting further certification, manufacture, importation, sale or use of 121.5 MHz emergency locator transmitters. The date of compliance by the FCC has not yet been announced.

In the FCC's [Third Report and Order](#) for 2010, adopted June 1, 2010, and published June 15, 2010, the FCC has prohibited further certification, manufacture, importation, *sale or use* of 121.5 MHz ELTs. Previously, the Cospas-Sarsat satellite system monitored distress signals on the 121.5 MHz frequency and relayed those signals to search-and-rescue authorities. As it first announced in October 2000, Cospas-Sarsat stopped monitoring 121.5 MHz signals as of Feb. 1, 2009. It stopped processing distress signals from 121.5 MHz emergency radio beacons because of accuracy and false-alert problems.

With the support of international aviation and maritime organizations, Cospas-Sarsat has urged users of 121.5 MHz ELTs and EPIRBs to switch to 406 MHz ELTs and emergency position indicating radio beacons. As the commission noted in the second FNPRM, the National Oceanic and Atmospheric Administration, the U.S. Coast Guard, the U.S. Air Force, and the National Aeronautical and Space Administration, which jointly administer the Cospas-Sarsat system in the United States, strongly recommended users of 121.5 MHz beacons switch to 406 MHz beacons.

After reviewing the comments from the 2006 proposal, the FCC concluded it should prohibit the certification, manufacture, importation, sale or use of 121.5 MHz ELTs.

Recommendation: I know in these times sometimes justifying the cost of doing anything new on an aircraft maybe difficult. My concern is that when this comes to be a full mandate (which it will) many of you will be on the outside looking in and frustrated with the problems of lack of parts and in scheduling conflicts. I would recommend upgrading if at all possible to avoid these conflicts and issues and would gladly assist in answering your questions.

FAA Releases ADS-B Final Rule: On May 28, 2010, the Federal Aviation Administration published the long-awaited ADS-B final rule. This final rule establishes equipage and airspace requirements and performance standards for Automatic Dependant Surveillance-Broadcast (ADS-B) Out. The rule does not address ADS-B in. Operators will have two options for equipage under this rule—the 1090 megahertz (MHz) extended squitter (ES) broadcast link or the Universal Access Transceiver (UAT) broadcast link. Generally, this equipment will be required for aircraft operating in Classes A, B, and C airspace, certain Class E airspace, and other specified airspace. This final rule requires aircraft flying at and above 18,000 feet mean sea level (MSL) Class A airspace to have ADS-B Out performance capabilities using the 1090 MHz ES broadcast link. This rule also specifies that aircraft flying in the designated airspace below 18,000 feet MSL may use either the 1090 MHz ES or UAT broadcast link. This final rule prescribes ADS-B Out performance requirements for all aircraft operating in Class A, B, and C airspace within the NAS; above the ceiling and within the lateral boundaries of a Class B or Class C airspace area up to 10,000 feet MSL; and Class E airspace areas at or above 10,000 feet MSL over the 48 contiguous United States and the District of Columbia, excluding the airspace at and below 2,500 feet above the surface. The rule also requires that aircraft meet these performance requirements in the airspace within 30 nautical miles of certain identified airports that are among the nation's busiest (based on annual passenger enplanements, annual airport operations count and operational complexity) from the surface up to 10,000 feet MSL. In

addition, the rule requires that aircraft meet ADS-B Out performance requirements to operate in Class E airspace over the Gulf of Mexico at and above 3,000 feet MSL within 12 NM of the coastline of the U.S.

Recommendation: Now that the final ruling has been established, the next step in the process will be to review the installation requirements to be published in the near future as an Advisory Circular. Once this is established it will help the installation facility and the customer to see what modifications, if any will be needed to meet these requirements. There has been a lot of discussion of the implementation and requirement for some form of traffic system whether it be TCAS or TAS in nature. The other topics commonly raised are mode S transponders and WAAS certified GPS units. These will more all have some or part of all proposed changes and maybe modifications you the owner operator may wish to consider in the future. With the target being 2020 for ADS-B, again it will be important not to wait to the last minute to avoid scheduling and parts issues.

To help with the cost, I will give a 5% discount on installations of the above mentioned issues. We also will make every effort to match or beat our competition's quotes and maintain the quality and high standards Central Flying Service has strived for over 40 years. We have the team in place to install Garmin's G-1000 system capable of being interfaced to the Garmin ATS 820 and 850 systems which will be ADS-B compliant. Bring a quote to us from a competing shop and we will provide you a quote with the savings mentioned. Central Flying Service wants you as our customer and we know you are number one always to us.

Hope this will aid you in future sessions about your aircraft and if you have any questions that I can answer please feel free to call (501) 353-7960. Thank you.

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