At this writing, three companies offer systems under ASTM F3011-13: Alpha Systems, BendixKing and Garmin:

ALPHA SYSTEMS (WWW.ALPHASYSTEMSAOA.COM)

Alpha Systems has been around a while, and offers a wide range of compliant AoA indicators and accessories, including an adapter providing a heads-up display. Pricing ranges from $1050 for one of its early LED-based kits to $1995 for an indicator like the one shown on page 16.

BENDIXKING (WWW.BENDIXKING.COM)

BendixKing's KLR 10 (pictured) was introduced in 2013, but only for non-certificated airplanes. With the FAA's recent acceptance of ASTM F3011-13, the KLR 10 now is available for CAR 3/FAR 23 airplanes. The BendixKing KLR 10 package's street price ranges as low as $1395; adding a heated probe is an extra-cost option.

GARMIN (WWW.GARMIN.COM)

Garmin is offering its GI 260 indicator as an add-on to existing non-certificated aircraft equipped with its G3X glass panels. A complete system will be available later this year for installation aboard all airplanes. In addition to the GI 260 indicator, the complete Garmin AoA system includes a GSU 25 air data computer and a GAP 26 probe. The complete Garmin AoA system will retail for $1695.

Per the ASTM F3011-13 standard, all of these AoA systems are designed for simple installation, which can run another $1000 or so on up, depending. The sensor ideally mounts to an existing inspection cover under the wing. (Trim-to-fit mounting plates, an example of which is pictured on page 18, are available from the manufacturers.) Install the pitot tube-like sensor, run the wiring and mount the indicator on the glareshield or elsewhere in the pilot's field of view, and you're done.

If a suitable inspection cover isn't available and mounting the sensor requires drilling or cutting a hole in the wing or fuselage, the logbook-entry approval process gets more complicated, and either a field approval or supplemental type certificate may be required.

Once the paperwork is complete, you'll need to calibrate the system, which is a relatively simple procedure and one of the reasons the safety-pilot concept was invented.

KLR 10 — BendixKing