

Instrument Pilot

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CAMBRIDGE MEETING

11 OCTOBER 2003

Despite the forecast threat of mist and low cloud, the day dawned clear and bright, which was just as well because Cambridge had NOTAM'd that Instrument Approaches could only be made in VMC! (This was due to work on the runway markings, which was taking place over the very weekend we had chosen for our meeting.)

Local organiser Steve Foster had done an excellent job booking a splendid conference room with balcony overlooking the apron. Early arrivals enjoyed coffee and biscuits watching their colleagues landing and taxiing in.

The first speaker was Ben Benoist who is the CAA's Manager, En-Route Airspace, in the Directorate of Airspace Policy, and design approval authority/Airspace regulator for all UK ATS routes and associated controlled airspace. Ben gave us an overview of DAP's role and structure and modus operandi; explained the process of Airspace Changes and updated us on recent major airspace changes and proposals.

He then went on to describe the Eurocontrol Airspace Strategy for a single sky. This aims to simplify airspace classification into three different classes with a common transition level between each throughout Europe.

Although this will not be fully implemented for many years it is important for us to have our say so that our qualification will still be beneficial in the future. Our deputy chairman, Roger Dunn, was doing his best to protect our interests.

Ben handled a number of questions from members who sought clarification of these future plans.

Following on from the CAA we had the Manager of Sales and Marketing for the European Aeronautical Group, Brian Bristow. EAG now publish the AERAD flight guides and charts which had as Brian told us, previously been owned by British

Airways and a French company, Thales, before being bought by EAG who are part of the Scandinavian Airline Group, SAS.

Brian explained the background to the AERAD charts, the improvements made and the proposals for making these available via the Internet. It was emphasised to Brian that we considered the Internet option a very worthwhile project and looked forward to PPL/IR Europe members being offered 'favourable terms' when this became available!

After a splendid buffet lunch enjoyed on the terrace in warm sunshine we listened to John Preece's experiences of flying for Mission Aviation Fellowship (MAF) in Africa. This resulted in some stimulating questions for John who is clearly a fervent ambassador for MAF Europe.

The afternoon finished with PPL/IR Europe member Peter Stevens explaining about the American organisation 'Angel Flight' (see article on page 12) where pilots give their time and fly non-urgent medical cases around the USA. Peter is keen to set up a similar organisation in Europe and a number of members stayed behind after to discuss the venture in more detail with Peter, who had flown in from Zurich for the meeting. (The PPL/IR Europe members' forum has a thread on Peter's ideas if anyone would like to consider Peter's vision further.)

52 members and 27 aircraft flew into Cambridge for the meeting. Aircraft ranged from a vintage Tiger Moth to two pressurised Turbo Commanders. The meeting secretary had calculated that had all expected arrivals reached Cambridge from their departure airfield in a straight line (clearly impossible particularly with the proximity of Stansted) over 5,300 nautical miles would have been flown by members that day.

Look out for details of our next meeting and remember the AGM on 24 April 2004, which is scheduled to take place at Niederrhein, formerly RAF Laarbruck. Also, an update on the Saumur trip. A surplus of funds was raised and the attending members agreed that the sum of £550 should be sent to Polly Vacher's charity "Wings Around the World". *Ian Chandler*



We don't always have to fly sophisticated aeroplanes in PPL/IR Europe. Here's member Dave Findon in his Tiger Moth at the Cambridge meeting

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Are We the Last of the Instrument-Rated Private Pilots?

By Roger Dunn

“ In some countries, there is an ICAO non-compliant requirement that IFR flight may only be conducted in controlled airspace ”

As Instrument Rated Private Pilots we are currently facing unprecedented changes in our regulatory environment and a very uncertain future. EASA is coming into existence with incredible speed and minimal consultation. We now know that this will create major changes in the way our aircraft are certified and maintained. PRNAV is to be implemented next year and will have very demanding requirements for aircraft and crew. If we do not comply we may be excluded from the major TMAs in due course. In 2006 PRNAV is likely to be superseded by RNP RNAV which will require an accuracy of 0.3 or 0.1nm.

Mode S starts for us in 2005. Thanks to the work of your committee, AOPA and others, aircraft below 5700kg and with a V_{ne} of less than 250KTAS will be exempt from the enhanced version with its price tag, according to the CAA, of about £75,000 and we shall be able to get by with the basic version for less than £4,000 installed. We have asked for assurances about how long the exemption will last and whether we shall still have access to existing controlled airspace but none have been forthcoming.

Single European Sky

The latest threat to us comes from the proposal to establish a single European Sky and to harmonise all the European Airspace. Critical decisions are about to be made. If these decisions go against us our aircraft may no longer be the efficient and reliable means of transport which most use for

business and private purposes. This is the principal subject of this article.

There is no doubt that the present European Airspace Structure is in urgent need of reform. It is already loaded to capacity for significant periods of time and passengers are becoming increasingly frustrated by the delays. It is expected that the number of airline movements will double between 2000 and 2020 despite the events of 9/11 (or 11/9). Unless capacity is increased the consequences for air travel could be very serious and the economies of some countries could be seriously damaged. No international business will wish to base its headquarters in a country which is not served by a reliable air service.

It is very important to all of us that Eurocontrol are successful in resolving this problem which is extremely complex both technically and politically. There are very many powerful groups who are lobbying hard to protect and advance their own interests during this time of change and it is of the utmost importance to us that the interests of Instrument Rated Private Pilots are not overlooked.

At present European Airspace is a shambles with almost no two countries with a common airspace strategy. A further problem with the present system is that the airways network was developed to provide protection for IFR aircraft using point to point navigation between fixed radio beacons. Such a system creates choke points and leads to inefficient utilisation of airspace. The introduction of BRNAV has removed the earthly constraints of radio beacons and greatly enhanced our ability to use airspace efficiently. BRNAV has also made possible direct routing where appropriate controlled airspace is available. Most of us will already have benefited from this.

Airspace Classification

A solution currently under discussion at Eurocontrol is shown in figure one. At low level the airspace will be divided principally into uncontrolled airspace and TMAs based on the major airports.

Important decisions for us have yet to be made about the harmonisation of uncontrolled airspace. In some countries, notably Germany, Austria and Switzerland there is an ICAO non compliant requirement that IFR flight may only be conducted in controlled airspace. If this rule were to be adopted throughout all European Airspace it would have serious repercussions for both IFR and VFR GA aircraft operations, the operators of the smaller regional airports and sporting aviation. It would mean for example that IFR operations would have to cease at Biggin Hill until such time as controlled airspace is established, despite the radar service provided by Thames Radar. Any airport contemplating even occasional IFR operations would require a control zone and a TMA extending up to FL Z as shown in figure one. We are informed that the Germans solve this problem by having transient class E airspace which appears and disappears when an IFR flight movement starts and finishes.

Your committee is lobbying for the ICAO compliant policy of only providing controlled airspace at an airport where there is sufficient IFR traffic to justify it and permitting IFR operations outside controlled airspace at the pilot's discretion. This seems to be the policy adopted by many European Countries.

Shape of TMAs

It also seems unlikely that existing TMAs will retain their present shape. When direct routing is more widely adopted aircraft will wish to arrive and depart in almost any direction. This will require TMAs to spread out like mushrooms in all directions with increasing height until they intercept FL Z or another TMA. We have no official information about the proposed gradient of the steps on the underside of the mushrooms but if IFR aircraft are to enjoy the benefit of free routing and continuous descents at 1000ft/min and a speed of 250kts a gradient of at least 4nm per 1000ft will be required. Each airport will require at least two such mushrooms centred about 9nm from

each end of the main runway. This would imply that the TMAs for two airports 60nm apart would intercept at 7,500ft or less. From an examination of the charts in the busier parts of Europe it is clear that the present density of airports with controlled airspace would result in at least half of airspace at 7,500ft being filled with TMAs. A further significant trend which will complicate the situation is that most of the expected growth in airline movements will take place at regional airports rather than the main hubs. This is likely to create a demand for many more new and expanded TMAs in the regions.

Flight Level "Z"

Above FL Z it is anticipated that there will be widespread areas of controlled airspace. With the introduction of area navigation with the potential for an infinite number of routes the old airway system becomes irrelevant. It only makes sense to allocate controlled airspace on the basis of area. It seems that Eurocontrol's preferred solution would be to allocate a single value for FL Z which would apply throughout Europe except for areas of mountainous terrain and areas reserved for military activities. This would be a logical and very satisfactory solution for PPL/IRs provided a suitable level is selected.

PPL/IR Europe has made a submission to Eurocontrol proposing that FL Z should be set at FL075. The reasons for selecting FL075 were as follows:

1. The majority of our members operate non de-iced and non pressurised aircraft which cannot be conveniently operated above FL100. These aircraft will have available to them FL080 and FL090. A higher level would effectively render these aircraft obsolescent. It is estimated that there are in excess of 3000 such aircraft operating in Europe and that their owners have invested more than £500m in their purchase and further substantial investments in acquiring an

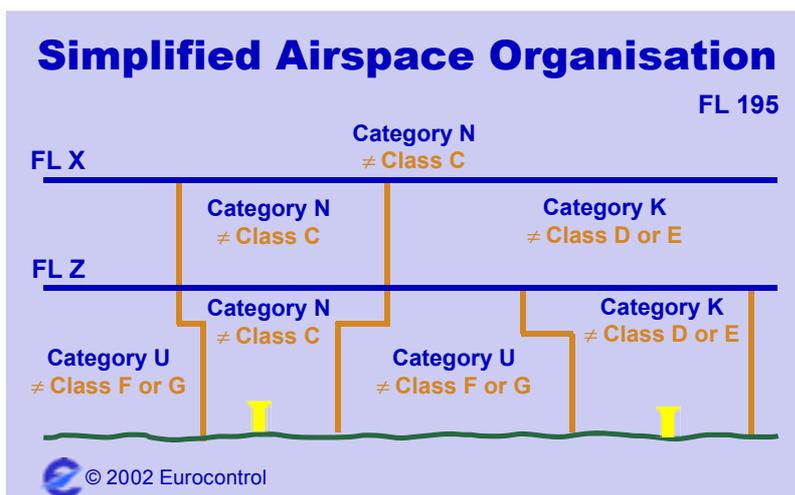


Figure One: Eurocontrol's proposals for harmonisation of European Airspace

- Instrument Rating so that they can be operated more safely and reliably in controlled airspace.
2. The setting of FL Z at a level which would exclude the majority of our members' aircraft from controlled airspace would probably lead to many of them operating under VFR at a low level. These aircraft are generally heavier and significantly faster than most VFR aircraft and their presence would reduce safety levels.
3. The majority of airspace above FL 075 will need to be controlled airspace to meet the needs of the new TMAs and a system for providing connectivity will be needed in any event at this level.
4. If FL075 is adopted there will probably be no significant change in the number of GA IFR movements which is the principal factor in determining the cost of providing an air traffic service. There should therefore be no net change in ATS costs.
5. The selection of a level above FL075 would be very damaging to the interests of Instrument Rated Private Pilots and would therefore be in direct conflict with the objects of Eurocontrol as set out in clause 3.1 of ATM2000+.
6. If the airway network below FL075 eventually disappears, as is expected, it would be less convenient but not catastrophic for our members.

The response of Eurocontrol and the CAA to our arguments has been as follows:

1. There are conflicting demands for airspace and any solution has to be a compromise between the interests of all the parties.
 2. Individual Countries will be free to maintain the existing airways network below FL Z if they chose and we should make representations to these Countries.
- We accept that compromise is essential in resolving these issues. Glider, balloon and other VFR pilots and parachutists all have a legitimate interest in the airspace and their interests must also be safeguarded. However the idea that GA IFR traffic should be left to operate in the only non harmonised airspace in Europe is very unattractive for these reasons:
1. Airways based on point to point navigation are entirely inappropriate to an RNAV environment.
 2. Some States may take the setting of FL Z at a high level as an indication that the unharmonised airways remaining below FL Z were unimportant and treat them accordingly.
 3. The transfer of authority on airspace matters to Eurocontrol could leave some countries without the resources to maintain a low level airway network.
 4. Different policies in different countries could lead to a loss of connectivity at the borders.

“ PPL/IR Europe has made a submission to Eurocontrol proposing that FL Z should be set at FL75 ”



Compiled by Nich Overend,
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How to land your plane on water and not even get your feet wet!



I got quite excited when I started reading about the proposal to build a floating runway in San Diego. As one of those people who has always wanted to land my little PA28 on an aircraft carrier (fat chance) the idea of being able to make my approach to the next best thing was nearly irresistible!

With objections against all 16 other sites proposed, was this an idea whose time had come???

In California, a company called Float Inc. worked on the concept for more than 10 years, with funding from the Defense Advanced Research Projects Agency and the Navy, but never tested a prototype. In Japan, a 3,280-foot-long floating runway was built several years ago and test flights were successful, so it seems to be possible at least on a limited basis. Float Inc. does make some interesting arguments for why the floating airport would be such a great solution: all approaches and departures are over water, eliminating noise complaints so the airport can operate 24 hours a day; it can also be a port for shipping and ferry service; the parts are modular and can be reconfigured as needed; it's pretty much unaffected by earthquakes (although how about tidal waves from earthquakes?); it can be cheaper to build than a land-based airport; and the whole contraption can be moved from place to place. But concerns include the effects of wave action during heavy weather, and whether it's possible to make the whole thing unsinkable (remember the Titanic?). After testing the Japanese project was abandoned, and the runway was disassembled, part of it is now a floating parking lot.

Unfortunately, San Diego's Airport Authority removed the "FloatPort" from the list of possibilities on October 2nd, so we'll never know what it would have been like... but I'm sure it would have been fun!

<http://www.floatinc.com/>

http://www.mlit.go.jp/english/maritime/mega_float.html

Cirrus getting bigger and bigger....



Cirrus design must have got something right, as they just keep growing! Having gone from producing nine planes in 1999, they will have produced 450 this year. Next year they will be producing 3 planes a day! In the first half of 2003, Cirrus shipped 200 units. Not bad figures, but totally amazing when you realise that equates to 32% of the single-engine pistons airplanes shipped in the U.S.!

...and BRS doing likewise



Ballistic Recovery Systems who manufacture the rocket-propelled parachute recovery system found in the Cirrus, are also getting bigger, but not in quite the same way. They are undertaking a NASA sponsored project to build a parachute recovery system large enough for an airliner. The main problem, says the company, is slowing the rate of the entire object sufficiently to be able to deploy the parachutes without them disintegrating, but they think they've got that sussed!

On the downside...

Cirrus Design is being sued by the widow of one of the Co-Owners of an SR22 that crashed in the state of New York in April last year. The lawsuit, which also includes BRS, claims that the aircraft has "dangerous stability, handling, stall and spin characteristics" and that the on-board parachute system failed when the pilot tried to activate it. Cirrus denies the claims stating that the allegation about flight-handling characteristics is a direct challenge to the FAA's certification of the aircraft, and that the aircraft wings are designed to prevent stall/spin conditions. Cirrus CEO Alan Klapmeier said that defending the suit would cost the company a lot of money, but with the fundamentals of his business under attack, he's not about to settle out of court!

8.33KHz spacing protest



International AOPA (Europe) is recommending that each national AOPA should send a letter to their national aviation authority to try and avoid the unneeded costly introduction of 8.33KHz spacing for airspace below FL195.

Cirrus now not the only option for SE-Piston Glass Cockpits



Diamond's DA40 is the platform for the first certified Garmin G1000 glass cockpit installation. With everything you'd normally expect on a PFD and multifunction display, the G1000 also features digital audio, a WAAS-capable IFR GPS, VHF navigation with ILS and VHF communication with 8.33KHz spacing. The whole package is run from a solid-state attitude and heading sensor, and can have Mode S, weather and terrain data display added on.

Cessna following suit



And now Cessna Skylanes and Stationair's can also have an optional Garmin G1000 package. With a reduction in the price of the 2004 G1000 NAV III equipped Skylane, the total package is now available for under \$300,000 – 12% less than similarly equipped previous model Skylanes with less advanced avionics.

But... Are pilots too slow for these next generation planes?



A recent FAA Industry study of GA Technically Advanced Aircraft says that the traditional GA training system has inadequate methods and does not specifically include training to exploit the additional safety opportunities of new technologies. According to the study team, many pilots flying these TAA's (an upgraded older aircraft can also be termed a TAA) could do with some upgrading themselves. The

study that examined 11 accidents involving Cirrus SR20 and 22 aircraft over three years concludes that the bottom line is that more training and an attitude shift are necessary to "exploit the opportunities and operate within the limitations inherent in their TAA systems". Although all the wizardry provides increased "available safety" it doesn't do any good for someone who doesn't know how to use it, and in fact can have the inverse effect!

The study says the planes should be equipped with "hazard displays" that automatically warn of weather and terrain hazards. The FAA would have to provide the graphics and the manufacturers the equipment to receive them. The study also recommends the addition of a density altitude function that warns the pilot if the intended runway is too short. And, to combat one of the most common pilot error sources of death and destruction, the study recommends an insufficient-fuel warning system be developed that calculates the effects of headwinds and route changes and lets the pilot know if it's time to stop for gas. The study goes on to say that if pilots want to use the TAA for "GA scheduled" operations, where the pilot and/or passengers are relying on the flight to get them to their destination on time, "both pilot and aircraft must be IFR capable."

Christmas is coming



So for the PPL/IR aviator who has everything, but wants to practice more... The ultimate FS2000 add-on from The Real Cockpit. For only \$9850 (for the non-approved version) you can have a realistic Cessna 172 Skyhawk panel, including radio stack for USB connection to your PC.

For a little extra you can also have rudder pedals, a bit more than that for additional cockpit enclosure and a lot more on top for visual and motion bases! Only one problem, you'll need a very large stocking.

The might of the pen...

Our revered Editor sent me a note the other day inviting me to register for the Sixth Less-Lethal Weapon Conference. I'm still not sure exactly what he was trying to infer... Answers on a postcard, please!



Flight Level Zulu & P-RNAV

Chairman's Update

We are under threat yet again! Over the last several months we have seen much written in Instrument Pilot about Mode S so I will not say much about it now except that the “jury is still out” on final dates/exceptions. As I write this, EASA is about to go “live” so we watch with interest!

However the new “threats” on the horizon are from Flight level Zulu (“Z”) and P-RNAV. In August your Deputy Chairman Roger Dunn attended on our behalf a meeting in Brussels with Eurocontrol that was to debate the level at which this new classification was to be set. The intention was that below “Z” no airways flight levels would exist (bar, no doubt, a few notable exceptions). The “powers that be” want this level “Z” to be as high as possible and even AOPA are advocating it be set at F195 thereby freeing up much open FIR for their more high flying members such as certain gliders and parachutists etc. A large number of PPL/IR operations are to or from regional airports that do not all have the benefit of CAS. It is essential therefore that IFR flight be permitted between such airports and CAS.

However if set at such a high level (F195) flight in IMC for instrument rated pilots would become much more difficult. We would be “exposed” without any guarantee of a radar service until we were able to access the airways. Imagine that in winter in a non

de-iced single engine aircraft, or even in summer unless one is pressurised or has oxygen! So the reality would be that most private GA aircraft and IRs would be excluded from the airways system. We cannot believe the legislators actually mean that to be the case and nor can we believe AOPA wants us to fly around in IMC at lower than F195 without the security of a radar service being known to be available.

We are fortunate that Bill Armit of Eurocontrol invited Roger to be at the meeting and Roger is continuing the discussions to propose the “Z” level be set at F75. At this level we can access F80 and F90 levels to give us good access to the airways system even in colder weather. We suspect there are few VFR pilots who will generally be flying at that level so there will be little adverse effect on them. We are continuing to discuss this issue with AOPA as well as we consider that FUA (Flexible Use Airspace) should be used as a way for VFR traffic to gain access to CAS, thus accommodating those record seeking gliders, balloonists, parachutists and other AOPA members wishing to be VFR above FL75. In practice, a degree of FUA has been used for years on upper airways where you will get ATC direct clearances through military and other restricted airspace whenever it is not in use and this has opened up a lot of airspace, for instance in the southern North Sea.

So what is P-RNAV all about you ask? Currently our GPSs (eg Garmin 430 & 530) are TSO certified Class 1 machines which means they comply with the current B-RNAV standards of +/- 5NM accuracy for 95% of flight time (RNP 5). The proposal from Eurocontrol is that the standard be altered to +/- 1NM for 95% of flight time (RNP 1) on to be specified routes. This will mean that suppliers of such equipment will have to alter their certifications to suit (Garmin will, we gather, be able to meet this requirement) but in addition the installations will need to meet certain criteria and that may well prove more difficult to certify. An approval will be required from the CAA – at nil paperwork cost in the first year.

Furthermore, in order to have an assurance of P-RNAV performance and operational capability, both ICAO

and European air navigation service providers have made it clear that certified equipment carriage alone would not be acceptable and that State issued “operational approvals” would be required.

However, there is a further potential “sting in the tail” in that I have seen mention of the following in the P-RNAV approval guidance document from EATM: “RNP-RNAV will be the final step toward achieving an area navigation system with functionality and integrity for all phases of flight with track keeping accuracy applicable to prescribed RNP values, typically RNP 0.3 NM and RNP 0.1 NM. No mandate is foreseen before 2010” (<http://www.ecacnav.com/p-rnav/files/P-RNAV30-07.pdf>).

Hence we would likely be forced to change our equipment (possibly again) were this requirement to come into effect because it probably cannot achieve those limits; we are in consultation with both the CAA and equipment manufacturers over that.

Perhaps we do not need to concern ourselves over something so long away as 2010 as we do support the concept. Nonetheless we are currently looking into the detail of the proposal with the welcomed assistance of member Jeppe Sorensen, an avionics expert. He attended a Eurocontrol meeting on this in Luxembourg for us in early November. We are also checking with the CAA on how they propose the necessary “operational approvals” might apply to single crew aircraft.

So, members who remember the long debate on B-RNAV will doubtless appreciate that much work is being and needs to be done to protect our interests and ensure we can continue to access the airways system; hopefully this is merely a case of making logical representation to ensure the lawmakers really do understand our position and that we have a contribution to make. We will update you on this as we progress – also visit the web site for updates.

Paul Draper
Chairman, PPL/IR Europe

See article on new airspace classifications by Roger Dunn on page 2.

Approach to Cannes Mandelieu, France

By Sue Jones

I have my Beagle Pup based at Cannes Mandelieu LFMD, and recently attended a meeting at the airport about the instrument approach that was established in March this year. I thought PPL IR members who fly to Nice or Cannes might be interested in what was said.

One of the Cannes based pilots spoke about false Localiser information being very frequent. This appears to be generated by the proximity of the Esterel mountains. In fact it is for this reason that the localiser has been offset by 4 degrees. If you notice any deviation, the ATC or operations need to know.

Instrument approach

The approach from the hold at DRAMO creates a Localiser intercept of 66°. It was said that if the approach were programmed into the FMS the A/C would systematically overshoot the Localiser and then turn back to intercept the Localiser. It would also appear that these problems only become apparent when the whole procedure is flown. More often than not, Nice Radar will position the A/C to intercept at a shallower angle.

Another problem is all the different flight paths being flown if the pilot is cleared to make a visual approach to Runway 17. In the procedure, at 3 CMD a right turn is to be made to 027° 1800 feet to start the downwind leg at BOKDA. The downwind leg (353° 1800 feet) is continued until 3NM CMD then a turn onto final is to be made. The point was made that if a pilot chose to fly a visual approach he may deviate from the desired downwind flight path, causing nuisance and upsetting the inhabitants.

Noise Abatement

Cannes, like so many other airports, is suffering from the people who live nearby who will no longer accept unnecessary noise. The airport authorities are doing their maximum to limit the nuisance effect of their airport, and it is for this reason that the downwind leg would be better if it was continued according to the procedure, thereby maintaining all the IFR traffic on the correct track. One person made the point that as he lives on the downwind leg he sees all the different flight paths and configurations of landing aircraft, some of which, even before downwind, have flaps and gear down with the corresponding increase in power and hence noise that this entails.

Visual approach procedure

In the Cannes CTR switch on landing lights and maintain IAS=<160 kts. It is only possible to approach visually across the sea. A visual approach is not authorised from the West due to high terrain. When cleared to make a visual approach, the pilot must: Maintain 2000 feet above the sea; For runway 17: Be overhead point BOKDA (43°32'56.3"N,006°59'31.2"E) and make a left hand circuit at 1800 feet, to commence base turn at 3 DME CMD. If these two points are flown accurately, the desired noise abatement flight path will have been followed and the built-up areas will have been avoided. For runway 35: Join the final for 35. Weather minima for a visual approach: By day for multi-engine aircraft: Vis >= 5 km. Cloud base >= 2500 feet. By night for all aircraft: Only runway 35 can be used. Vis >= 5 km. Cloud base >= 3500 feet.

IFR Movements

Another interesting point arose; this was the number of IFR movements per hour. At the moment this is about four instrument take offs and four instrument landings an hour. This is due to the proximity of Nice airport and its instrument procedures. The same holds at DRAMO and at LERIN are used for both Cannes and Nice and it is for this reason that it is very difficult to increase the number of IFR movements into and out of Cannes. If a slot time is delayed at Cannes it will almost certainly be due to traffic at Nice, and out of the control of the Cannes ATC. If you come into Cannes VFR be aware that apparently Fréjus disused aerodrome approximately 10.5 nm South West of Cannes (R210 from CNM VOR) has often been mistaken for Cannes. Finally, Cannes is experimenting with a new radar system and we were shown the print out of some of the procedures flown. There were some that were really weird. So next time you come to Cannes study those plates really well, so your radar trace will be exactly where it should be, and let a PPL/IR show that you do not have to be an ATPL to get it spot on! *All information here is correct to my knowledge, but for operational use the official documents and plates must be consulted.*

Cannes LFMD Instrument Approach



66° intercept to final approach track from DRAMO on the Cannes LFMD Localiser DME/Circling Approach

Cannes LFMD Visual Approach



Visual approach with prescribed flight track keeps aircraft away from noise sensitive areas at Cannes



Towards a Common Transition Altitude

A Flight Deck perspective



Photo courtesy of Graham Meadows Limited © www.gmphotolibrary.co.nz

“ Information on transition altitudes can be found in the AIP or the equivalent private airway manuals ”

Part three of a five part series from Eurocontrol covering every aspect of transition altitudes and altimeter setting procedures

Compiled by David Bruford

In this article we take a comprehensive look at flight deck procedures.

Preflight

At the preflight stage, the crew gathers all the necessary information in order to plan the flight. The meteorological information is not only required, but also indispensable in order to create the awareness of altimeter setting changes with the prevailing weather conditions (extreme cold or warm fronts, steep frontal surfaces, semi-permanent or seasonal low pressure areas). The altimeter setting (and unit) at the departure and destination is derived from METAR information and usually noted for later independent crosscheck with the ATIS (Automatic Terminal Information System).

Information on transition altitudes can be found in the AIP or the equivalent private airway manuals. The transition altitude will be included in the departure briefing together with other relevant altitudes.

Phases of flight

1. Instrument setup

The QNH is set on all altimeters

(normally 2 plus 1 stand-by [GA is not worth commenting on obviously]). Basically, two altimeter checks are performed at this stage. First the mechanism check enables the test of the correct movement of needles and drums. A comparison between the different altimeters on the flight deck is made. This check is not performed on electronic systems. Secondly the accuracy check is performed at or near the runway threshold. A comparison is made between each altimeter and the published threshold elevation.

2. Taxi

At start of taxi, the preset QNH is compared with the reported QNH given by the control tower. In the absence of this information (uncontrolled aerodromes), the altimeters are set to the published airport elevation. The approximate QNH is derived from this setting.

3. Climb

When reaching the transition altitude, after announcing, both pilots set the altimeter to QNE value. It should be noted that other flight procedures such as acceleration towards climb speed prevail. Whenever a transition altitude coincides with other duties, which demand priority, the altimeter setting will be done initially by the pilot non-flying, and when workload permits, by the pilot flying. This is an important deterrent to levelling off in close proximity to the transition altitude.

It is important to note that there is

no ATC instruction or other reminder that triggers the altimeter setting change, unlike during the arrival stage. This action depends solely on the recall of the flight crew and should therefore be well prepared before departure.

After checking the QNE, the barometric altimeters are crosschecked by the flight crew. Both the setting and altitude indication are compared. Some airline's standard operating procedures ask for a repetition of this check at 10.000, 20.000 and 30.000 feet.

4. Cruise below transition altitude

Flights cruising at an altitude below 18.000 feet are a minority of the total traffic volume in European airspace. The number of altimeter settings that have to be performed depends on the pressure gradient of the area that is over flown and of the dimension of the altimeter setting regions. Each frequency change is accompanied with an update of the altimeter setting. Since altimeter settings normally differ only by one or two hPa, this resetting does not require as much attention as a transition between QNH and QNE reference settings. In the former case, altimeter crosschecks, as described above are not performed.

Altimeter settings should be provided by ATC, at first contact with each sector. This is not systematically done. It is important to understand that the omission of altimeter setting information, intended to limit communications often leads to the opposite effect when crews have to request that information. This leads to a significant increase in communications and can be avoided by systematically providing the information.

5. Descent

Prior to descent, the transition level and the expected altimeter setting are obtained from the ATIS or the appropriate ATS unit. Contrary to

climb, the altimeter setting action is triggered by the ATC clearance to descend to an altitude while flying at a flight level. This ATC clearance includes the new altimeter setting, which can be set immediately. This results in fewer omissions, provided that the descent is started without delay. According to PANS-OPS Vol I, Chapter 1, 1.4.3.1, the altimeter may be set before passing the transition level, provided that level flight above transition altitude is not anticipated. This early setting is normally done to avoid omission and mis-settings.

During descent a crosscheck of all barometric altimeters is made, regarding setting and indication. During precision approaches, when flying on the correct vertical profile, the altimeter readings can be compared with the published altitudes. In this way, the temperature errors and altimeter setting errors can be discovered before they become critical. This check is not possible on non-precision approaches, since there is no vertical guidance available.

6. Missed approach

A missed approach is a very intense manoeuvre. The flight crew should be prepared to start a missed approach at all times during the approach phase. But the missed approach rate is rather low (1/300) and therefore the crew is less familiar with this manoeuvre. During the missed approach, the crew has to perform every single action performed during a normal take off and departure but in much less time. Departure routes are much longer and better prepared and fully programmed in the FMS. During a missed approach extra attention and concentration is needed. Therefore it is clear that altimeter resetting should be avoided and it is safety critical that missed approach procedures should be designed entirely below the transition altitude.

7. Conclusion

The altimeter setting is briefed, discussed and executed many times during the succeeding flights of a duty period. Omissions and mis-

settings happen very often. This usually has no consequences because the error is discovered in time by ATC, flight crew crosschecks and safety nets. The altimeter setting errors are “under-reported” and prove to be a dormant danger for level bust and CFIT. It is recognized by Airbus and Flight Safety Foundation that the use of variable settings and the changing from fixed to variable transition altitudes may result in premature or late setting of the altimeter reference.

Workload

The altimeter setting procedure consists of multiple actions, especially during descent. After the setting of the altimeter instrument itself, some checks are performed. The value is compared with the expected value, obtained during pre-flight or in flight through weather broadcasts. Both altimeters are crosschecked. This is a coordinated action, which requires the simultaneous attention of both crew members. The approach minima may have to be adjusted accordingly. This is a thinking process that requires considerable amount of attention.

After the altimeter setting for the approach is performed, the mental altitude awareness process can start taking place. The focus starts to shift towards the approach and landing. It is at this stage that temperature errors start to get the attention of the crew.

It can be concluded that an altimeter setting comprises more than a single action and should be performed well outside the critical phases of flight, where this can more easily be done with the proper safeguards.

Flight crew briefings

Flight crew briefings can be divided into two categories, take-off and approach briefings. A briefing will cover the necessary actions that will be performed and ensure that all the crew members are aware of the actions and procedures that are about to happen and in what sequence. During the take-off briefing the following items are discussed:

- Who will be the pilot flying
- Flap setting

- Reduced or full Take-off thrust
- Taxi routing
- Performance limitation
- Runway condition
- Non-normal actions, e.g. engine failure procedure, holding altitude, obstacles in the departure route, overweight landing, landing runway, ...
- First stop altitudes
- Transition altitude
- Safety altitudes (MSA, Minimum Enroute Altitude, obstacles, ...)

The transition altitude and the First Stop Altitude are related items. These values need to be reminded by the crew members throughout the departure phase. In case of multiple sectors that need to be performed by a crew on a typical day in the European airspace, this might lead to confusion and possible misinterpreting of the transition altitude. Therefore it is recommended to use a common transition altitude.

The approach briefing will cover the following items:

- Aircraft status (any malfunctions, inoperative items, performance related items, aircraft weight)
- Fuel status (fuel remaining, available holding fuel, minimum diversion fuel)
- ATIS review (runway in use, STAR, altimeter setting, transition level, weather)
- NOTAMs review affecting the approach guidance, taxi, works in progress)
- Altitudes review (Safe altitudes, initial approach altitude, glide slope intercept altitude, outer marker altitude, minima, threshold altitude and go around altitude)
- Review of the approach elements
- Runway lighting, length and width
- Taxiway and apron particularities

The transition level is broadcast by the ATIS. It is mentioned during the briefing and compared with the approach charts in order to have a mental picture of the vertical altitude reference. Again, an altitude figure needs to be remembered, which is unique for every approach and not common throughout Europe.

A common transition altitude would trigger this automatically as the aircraft descends through the informally applied transition level.

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“

The altimeter may be set before passing the transition level, provided that level flight above transition altitude is not anticipated

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ATC

– friend or foe?

Ole Henriksen wonders if flying really needs to be such a battle – and suggests ways to improve things.



“
R/T fear
(radio-
phobia?)
is a
wide-
spread
phenom-
enon

”

Let's face it: people on the ground with controlling, advisory or regulatory powers are regarded with a good deal of scepticism by pilots. The situation could be described as an armed truce, but we all know that there has been no decommissioning of weapons.

I ascribe this unfortunate state of affairs to events in our training and early flying, and I suggest that much can and should be done to prevent this adversarial climate developing.

Basic training

The level of radio communication expected of us in basic training is fairly simple when you look at it in the rear view mirror, but I remember how it seemed totally insurmountable for a very long time. I watched fellow students throw in the towel because they could not handle it, and one of my instructors later admitted that his own flying was for many years dictated by where he could go without having to talk to anyone. R/T fear (radiophobia?) is a widespread phenomenon.

Flying instruction, by necessity, consists of steadily increasing the student's workload, and communications are brought into this game at an early stage, but in my experience often without proper briefing. While things like aerodynamics are thoroughly described by texts, diagrams and models, the ability to press a button and say a few simple words is more or less taken for granted. I suggest that communication should be taken

as seriously as every other aspect of flying training and needs to be approached in a far more deliberate manner than is the case now.

Early flying

When we obtain the coveted PPL, we are in a very precarious situation. We have learned enough to manoeuvre and navigate an aeroplane round the skies without bending either it or the rules too much or too often. But as we start spreading our wings a little we find the number of people we need to talk to rapidly increasing, and they do not all always appear to have our best interests at heart.

When I look back at my own early experience, I have to conclude that high powered controllers usually gave by far the kindest and most patient service, which pilots at that stage of their flying badly need. I have fond memories of one particular elderly and kindly sounding Heathrow Director whom I occasionally came into contact with when crossing the London Zone. He instantly knew I was out of my depth, and he used that knowledge – not to bully me, but to give me a little bit of leeway which built my confidence. Bless him. I hope he is out there enjoying his retirement.

Conversely, many small fields had AFISOs who seemed to enjoy stretching my limited wits beyond capacity, and then gave me a hard time when I inevitably broke down and screwed up. Rapid-fire speech, obscure non-standard procedures and phraseology, as well as long stand-by

periods were all part of their armoury.

Out to get us?

Add to this people that I was not even aware had it in for me. Like the man who called me one day and informed me that I had infringed an active danger area while parachuting was taking place, and that a complaint would be lodged against me. I was only dimly aware of who he was, and even less aware how he had figured out that I had infringed his zone, and no particulars were given. I *had* been near his zone at the time, but well clear by my reckoning.

The time until the CAA letter arrived was filled with apprehension. When it finally did, it fortunately spelled out the complaint in some detail, and also by good fortune I had developed a habit of writing down more or less everything I did while flying: headings, positions, altitudes, times, instructions, frequencies, weather – the lot. And I *kept* those flight logs – until that day I didn't know *why* I kept them, but needless to say I have done so ever since.

This flight log enabled me to respond to the CAA letter with a blow by blow account of the flight, and while I had been near the area in question at the time in question, and at the altitude in question, I was heading north, while the reported intruder had been observed heading *south*. Indeed, my heading had been a radar heading issued by a nearby MATZ controller (for some reason unrelated to the alleged infringement), and if anyone didn't

believe me they were most welcome to check the tapes.

Some considerable time later I received another letter from the CAA informing me that “no further action would be taken”. Well thank you very much chaps – I had been falsely accused, and now it seemed I should be grateful to be let off the hook. How about “sorry old boy”?

This is how pilots learn from a tender age that people on the ground are generally out to get us.

Further training

As my training progressed, through night, multi, IMC, instrument and type ratings, and eventually commercial and ATP licenses, my attitude changed. I was building experience and confidence, and the controllers I spoke to at the higher flight levels and larger airports that I increasingly frequented were more and more of “Heathrow” calibre. I especially struck up some very good and useful relations with controllers close to the two or three fields that I called “home”. So gradually I forgot how things had been. Of course there was still the occasional bad apple. The difference was that I could now read back anything they threw at me even more rapidly, or I would deliberately clog up their frequency by reading back *really* slowly.

With time I matured enough to stop playing such games, but not before it at least did me some good. On a ferry flight up through east Africa, I was overflying Ethiopia and Eretrea. My overfly permits had been arranged professionally but somehow they had missed Eretrea’s claim to separatism. As a result, the Eretrean controller gave me a hard time about my missing permit (which I couldn’t blame him), and while apologizing profusely I shamelessly blamed “operations”. He didn’t buy that but asked me who “operations” were, and I told him the name of the firm who had arranged my permits. He then asked their address, and I told him – maybe just a tad fast. After a few repeats he requested phonetic spelling. That’s when I knew I had outmanoeuvred him, and by the time I was half way through “mike-india-delta-delta-lima-echo-

sierra-echo-xray” I was out of his airspace! Independent or not, Eretrea isn’t very big.

This, of course, is one of my favourite hangar tales, but although true enough it has little to do with everyday flying.

Command and Control

You are the PIC – Pilot in *Command*. How does that square with ATC – Air Traffic *Control*. Well defined roles or a recipe for conflict?

Air law defines the PIC as *directly responsible for, and the final authority to, the operation of an aircraft*, so in fact there’s no doubt. But air law aside, the system relies on co-operation, and the trick is to establish this co-operation immediately on first contact with a controller. A pilot who makes a clear, unambiguous first call, clearly stating “Here I am, this is what I am doing, and this is what I want”, makes life easy for the controller, and most of them will work with that pilot – or in fact work *for* that pilot, which is how it should be insofar as possible.

Send out a feeble initial call, and some controllers will walk all over you. Not necessarily because they’re nasty, but because they are busy, highly stressed, and irritated at having to deal with people who apparently don’t know what they’re doing. They detest having the orderly world they have meticulously built around their radar screen upset by a newcomer who takes up too much of their time.

So it all comes back to you, the pilot. You are always the one initiating the contact, and the way you do it sets the tone for the rest of the encounter. The following pointers may be helpful in improving your rapport with Air Traffic Control:

- 1: Be clear
- 2: Be brief
- 3: Be firm
- 4: Be courteous
- 5: Do not assume
- 6: Listen and learn

Be clear

Use standard phraseology and standard formats. It is a widely believed myth that the aviation language is English. It isn’t. It is *Aviation English* which is a very

different thing. As long as you operate close to home, you may get away with clear English or even colloquialisms, but try it wider afield, and things will rapidly go haywire.

Know what the standard phrases mean and use them correctly. For instance, don’t say *Roger* if you mean *Wilco*, and don’t mix *Heights* and *Altitudes*. Make sure you know the meaning of every standard clearance. For instance, at what point can you start your descent when cleared for the approach? If in doubt, ask!

It helps a lot if you know what you want to say before you open your mouth. I still often say the entire initial call out loud to myself before I press the button. That has more than once stopped me making a fool of myself, and messing up the frequency, when I realized I had no clue what stand I was on, or I had forgotten what point I was navigating to. Or my call sign, for that matter – as happens to airliners all the time because every leg they fly has a different flight number and therefore a different call sign, poor sods.

If you have made a mistake, say so. Even if you have bent a rule, few controllers will throw the book at you if you own up and make corrections. For one thing, throwing the book is too much hassle for them. They’d much rather resolve the situation, get on with the job, and go home on time. If, for instance, you have busted an altitude, don’t try to wriggle out of it, but simply say “*Apologies, forgot to set 1013, returning to FL100 now*” – or whatever is the case. That allows things to move on smoothly, and unless you caused an airprox, that’s likely to be the end of it.

What’s more, you will earn everybody’s respect this way. The other day I heard a controller radio to a departing airliner: G-ABCD, *please recycle your transponder, nothing seen*. The reply came back, refreshingly honest: *I’ll do better than that, I’ll switch it on*.

Be brief

Again, use standard phrases and don’t elaborate or embroider, especially not on first contact. If more detail is required, it can be passed after contact has been established.

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It is a widely believed myth that the aviation language is English. It isn’t. It is Aviation English which is a very different thing

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If given
vectors,
climbs or
descents
into
weather
you
believe to
be
beyond
your
aircraft’s
capacity,
your
reply
should
be:
“NEGA-
TIVE.
Unable
due
weather”
”

ATC Friend or Foe?

Continued from Page 11

If you want something out of the ordinary, don’t just blurt it out. If, for instance, you’re flying to a field without an ATIS, and no nearby weather is available from any other source, Control can and will often help, but they are most probably busy even if the frequency is quiet. Many controllers work multiple frequencies, especially during “quiet” periods, which thus become particularly busy periods for the controller, but the pilot has no clue. My advice is to radio something like: *London Control, G-ABCD, Request*. This alerts the controller that you are calling in with something out of the ordinary, and he will be prepared to respond when he replies *G-ABCD, Go ahead*.

Be firm

Leave the controller in no doubt that you know what you are doing, and you know what you want. You may have to accept instructions that inconvenience you, but never accept instructions that *endanger* your flight. For instance, if given vectors, climbs or descents into weather you believe to be beyond your aircraft’s capacity, your reply should be: “*NEGATIVE. Unable due weather.*” If you had been told to turn 20° right, you could add: “*40° right or 20° left will keep me clear*” to give the controller something to work with, and to make it clear you are not just being obnoxious.

If the safety of the flight is ever in the slightest doubt, it is time for the *commander* to take *control*. Pilots have in the past let themselves be led down the garden path and will continue to do so, sometimes to their own destruction. Don’t let it happen to you.

Be courteous

Being clear and brief in itself adds up to being courteous, but being firm can lead to sounding bossy and unfriendly. You can soften up your calls with a few courtesies, but don’t sugar coat them with pleases, Sirs and thankyous. It can be done much more subtly, and much briefer.

My favourite ATC, Maastricht Control, have it down to a tee. Most of their controllers will greet any pilot

with a Hello, Good morning or Good evening in the pilot’s own language. I have picked up this habit and always greet French controllers with a *Bonjour*, Germans with *Guten Tag* or *Grüss Gott*, or whatever is appropriate in the area. Keep an ear out, and hear what others do. This takes no time at all, but signals to the controller: I know you are not a machine, you are a human being with a culture which may be different from mine, but let’s work together.

I can promise you it works. Be sure to proceed in clear aviation English, though, or French controllers might well reply in rapid-fire French.

And then, of course, there are times when the frequency is so congested that the most courteous call is the shortest, bluntest possible: “G-ABCD, FL100 to ORTAC”. Play it by ear.

Do not assume

When in doubt, ask! And keep asking until you are no longer in doubt. Never move a flight control until you *know exactly* what you are cleared to do.

Writing down all clearances is a help. Spelling them out on paper will either clarify things or make it obvious that things are not clear. When writing down a clearance, don’t try to understand it as you write. If you do, and there’s something you don’t understand, you’ll stop right there and miss the rest. Just write it down exactly as it comes over the radio, *then* read it back as you have written it down – not as you remember it – *then* make queries as needed.

Having a written record of clearances is a useful reference, not only during flight, but also if a detail of the flight is questioned later.

Listen and learn

Listen to what others do – especially airline crews. They spend an awful lot of time talking to ATC and private operators can pick up many good ideas from them. They also sometimes make silly mistakes or major goofs, and there is something to be learnt even from that. I rarely make a long flight these days without hearing at least one airliner being “lost” by ATC. Repeated calls, often backed up

on 121.5, or requests for “company ships” to call their colleague on the company frequency, are required to re-establish contact. It is a reminder of how busy a cockpit can get – sometimes with things unrelated to flying – and I have once been one of those “lost” flights myself because I had turned down the wrong radio. I have since developed a habit of checking my radio regularly during long, quiet periods, either by periodically opening the squelch or by requesting a radio check or both.

Change the way we train

This and much more should be part of flight training from the very beginning and not left for pilots to pick up along the way as best we can. Numerous accidents have been attributed to poor communications, and this will continue unless positive steps are taken to change the adversarial way in which pilots interact with ATC.

As with most human conflicts, information and education is the way forward. Pilot training, certainly, but also ATC training *and* – most crucially – ATC/pilot cross training. As it is, we simply know too little about each other’s needs, capabilities and working conditions.

An example is the indiscriminate use of direct routings to random waypoints (often but not always in the general direction you want to go) used by ATC as soon as B-RNAV became compulsory. More often than not, waypoints were used which were not on the planned route and the result was an increased workload for both pilot and controller and often dangerously reduced situational awareness for the pilot. This happened because controllers were unaware of the capabilities of airborne navigation systems and therefore used the capabilities of their own equipment inappropriately.

Most ATC units have now adjusted this approach but future much more complex changes to airspace and equipment carry with them the risk of even worse confusion unless controllers and pilots are trained to better understand each other’s working environment.





Angel Flight

*By Peter Stevens, Angel Flight Europe
Alexandra Lhermenier, Steve Niechcial
and Christian Fischer contributed to
this article.*

Last summer, after my IT company became part of the “collateral damage” of the dot-com boom and following IT bust, I had the pleasure of taking an extended vacation in the USA. My family and I stayed in Seattle with our good friends John & Kalai, who regularly take their Skymaster up to their weekend house in the San Juan Islands. I was looking for something interesting to do with my pilot’s license, and John suggested, “why don’t you check out Angel Flight?” “Angel Flight?” “Yeah, they offer free flights to needy patients. I’ve been thinking about joining them for a while.”

Purpose of Angel Flight

Angel Flight is a charitable organization which provides free long distance transportation in non-emergency medical situations. No fees are charged to the patient, the insurance company or any other entity for the transport.

Angel Flight was founded in 1986 by six pilots in Los Angeles who flew a total of 15 missions in the first year. Today, Angel Flight America is an association of Mercy Medical Airlift and 6 regional organizations which cover the entire USA with charitable patient airlift programs. In 2003 Angel Flight expects to organize 14,000 missions and to transport 32,000 passengers. 40% of the patients are children.

Angel Flight brings needy patients to appropriate medical care, transports medical staff to patients or workshops, transports donated organs, reunites family members and provides other compassion flights. Patients may be referred by medical staff, social workers or a patient organization. The patient must be ambulatory and have a physician’s release for travel in light aircraft.

Patients are transported by volunteer Private Pilots who donate their time and the use of their aircraft. Aircraft used range from 4 place single engine aircraft up to business jets.

Experiences as an Angel Flight Pilot

My first contact was through Angel Flight West’s website, www.angelflight.org. There is information and online registration for pilots and for patients who need transport. Even as a non-member, you can see the need in your area. As I write this, there are 123 missions available in the Western Region, 12 of them in Washington State. Most missions are between 150 and 350nm, although some are multi-leg relays for a total of up to 1000nm.

The online registration required a few steps, but the office in Santa Monica was available to confirm that everything was OK.

Once registered, all pilots are required to pass an orientation given by a certified flight instructor before flying an actual mission. They must show that their paperwork (license, medical, flight reviews, etc) is up to date, that they have sufficient 3rd party liability insurance, and if renting aircraft, that their FBO is in agreement with their use of the aircraft. Last but not least, they must demonstrate that they are capable of planning and executing the mission safely. (Formerly pilots were required to complete an actual flight check, but this has been dropped due to liability issues and complicated logistics).

Because of limited time, I had to encourage the organization a bit to complete the orientation before my return to Europe. But after a few friendly emails, “Captain Bob” met John and me at Galvin’s Flying Service to certify us as mission pilots.

The emphasis is on safe flying and

passenger well being, not on getting there with airline certainty. After checking the paperwork, we reviewed our flight planning for a “typical” mission. Typical means “at the limits of what you can do with a Cessna 172”: Missoula, Montana (elevation 3205ft, temperature 30C) to Boeing Field in Seattle, a 336nm flight which crosses the Cascade mountains, with 2 passengers and 50 pounds of baggage.

Since John and I both fly pressurized airplanes under IFR, neither the mission nor the planning was much of challenge. So we moved quickly to discussing how to coordinate the missions with the passengers and how to make them feel comfortable with the flight, especially since they won’t know us, may be anxious or not feeling well and may be flying for the first time in a small airplane. Of course, this being America, mailing in the signed liability waiver before takeoff is a go/no-go item!

Once we were signed off as “Mission Commanders”, we could bid for missions on the website. But what to choose? There were over 30 missions in Washington before my return to Europe. You could search by region or by airport, look at the distance and passenger load, even look at the details of the case. Or you could wait until the last minute and see where someone needs help. I went for geographic diversity. A trip down south to Weed, California (no relation to the unofficial state crop) to take a couple home from the husband’s weekly chemotherapy treatment, an Eastbound trip over the Cascades to Walla Walla, Washington (home of the famous sweet onions), and a three leg trip to pick up a teenage burn victim in Spokane and take her to a special summer camp in Burlington (and then back to Boeing).

The procedure was simple: Bid on the flight, receive an email with the contact information. Set up the time and place to meet. Meet, sign and mail the waiver, and fly. The trip to Weed was uneventful

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In 2003
Angel Flight
expects
to
organize
14,000
missions
and to
transport
32,000
passengers

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Use of FMS

The introduction of FMS (Flight Management System) opened a lot of possibilities in terms of prediction and planning. To make those predictions, it is necessary to provide the FMS with all the required data, such as QNH and transition altitude. The FMS mainly uses this data for calculation of the vertical profile and for the automation of cabin pressurization during descent. Another feature is to provide a warning to the flight crew when the transition altitude has been crossed (climb or descent) and the altimeters have not been set. In all cases, the altimeter setting is still performed separately. However, a caution can be generated when the setting does not agree with the value in the FMS. This creates a safety net.

The advantage of FMS is that the input of the parameters can be done well in advance, during a period of low workload such as cruise or in the pre-flight phase.

Standard Operating Procedures and Associated Actions

Many studies show that airlines with established, well thought out and implemented standard operating procedures (SOP) have consistently safer operations. Clear, concise, and understandable SOPs need to be developed by each airline. Through these procedures and behaviours, the airline sets the standards that the flight crews are required to follow.

Standard operating procedures have also been established by aircraft manufacturers. According to Airbus Industries their SOPs are designed to:

- Reflect the Airbus Industries flight deck design philosophy and operating philosophy;
- Promote optimum use of aircraft-type design features; and,
- Apply to a broad range of airline operations and environments.

SOPs should identify and describe the standard tasks and duties of flight crew for each phase. Associated actions are actions or action blocks that are triggered by a certain event or procedure.

During the climb phase, at 10,000 ft, several tasks are executed. The Airbus SOP's contain the following actions:

- LAND light OFF
- SEAT BELTS AS RQRD
- EFIS option ARPT
- ECAM MEMO REVIEW
- RAD NAV page CHECK
- SEC F-PLN page AS RQRD
- OPT/MAX ALT CHECK

An associated action could be to reset the altimeter setting to standard setting. Therefore the passage of 10.000 ft triggers a block of actions as described in the relevant SOPs and it could also initiate the altimeter setting if the transition altitude were at this altitude.

The same reasoning could be applied during descent. The 10.000 ft passage during descent gives rise to another clearly described action block:

- LIGHTS ON
- SEAT BELTS AS RQRD
- EFIS option CSTR
- ILS pushbutton AS RQRD
- RAD NAVAIDS SELECTED/
IDENTIFIED
- NAV ACCURACY CHECK

The altimeter setting could also be included in this list. At this time during the approach phase, the workload is not very high. It is also worth noting that the change in altimeter setting during the approach requires a mental process. The correct altimeter setting is of the utmost importance and therefore the necessary time frame needs to be taken into account. When further into the approach, the time needed to properly identify and set the altimeter is sometimes not available. This might result in a potentially hazardous situation.

The 10,000 ft passage is also the altitude that indicates the end (during climb) or beginning (during descent) of the sterile cockpit concept. It is mandated by the FAA through the FAR Part 121-542. European operators have mandated it through the inclusion of the concept into their respective Flight Operations Manual (FOM).

10,000 ft there is also the speed limit boundary. The aircraft will either accelerate during departure or decelerate to 250 knots during descent.

It can therefore be concluded that this altitude passage triggers similar actions during climb and descent. It is the only altitude during an entire flight that has this special feature.

More in the next issue of Instrument Pilot.



FL095 to FL195?

Despite our representations it still seems likely that Eurocontrol will recommend that FL Z is set at FL095 leaving us with breathing and icing problems at FL100 and above. Such an outcome would be disappointing but not a total disaster because most of our aircraft are capable of operating at FL100 and FL110, and our aircraft could be fitted with supplementary oxygen systems. However the UK CAA apparently under the influence of British Airways and supported by AOPA are recommending FL195 without any proper consultation with PPL/IR Europe. If this proposal were to succeed the outcome could be catastrophic for us. Most AOPA members are VFR pilots and their interest is to have the minimum possible amount of controlled airspace and the maximum freedom to operate. We understand their position and respect their right to put it forward. The CAA's position makes no sense in airspace terms. It undermines Eurocontrol's attempt to produce a harmonised European Airspace, it does not seem to take account of the potential for area navigation, or its effect on the design of TMAs and is in conflict with the views of the majority of European States. For the CAA to have put forward a proposal which is likely to inflict so much damage on the operations of Instrument Rated Private Pilots without proper consultation would appear to be in breach of the Government's "Code of practice on written consultation."

Your committee will do its utmost to ensure that the CAA position does not prevail in Europe and a harmonised system emerges which takes proper account of the needs of all airspace users and ensures that we can continue to use our aircraft as efficient and reliable means of transport for business and pleasure for the foreseeable future.

Roger Dunn
Deputy Chairman,
PPL/IR Europe



More on IR Vs IMC (Instrument Pilot 38)

Leland Vandervort sums up the problems of obtaining a JAA IR very well. However I believe the following comments are relevant.

He gives very detailed training requirements under the "National IMC training" paragraph which are in excess of UK requirements. The trainee only needs to be able to maintain him/herself in the vicinity of a holding fix and holding procedures are not a requirement of the flight test. In addition he/she only has to be trained in two pilot interpreted approach procedures and tested on one if there is signed log book evidence of carrying out another to the satisfaction of a qualified instructor. The rating is definitely not a mini IR and should not be treated as such.

With reference to FM IMMUNE radios I understand that any aircraft used for IFR flight is required to have FM immunity. The qualification of the pilot is not a factor.

Finally PPL/IR training is available at Southend Flying Club, Southend Airport, UK.

Peter Watson
MEMBER 555
Head of Training
Southend Flying Club

And...

I am not able to express my opinion on the subject raised in the article "JAA Instrument Ratings vs. National IMC Ratings" in the last issue. However, I feel I ought to point out an error in the text in the paragraph entitled "Future provision". I think Leland has missed some of the references in the Air Navigation Order, probably because they are not all in the same place in Schedule 8. The ANO does allow a UK BCPL holder, or a PPL holder of either a UK or JAR licence, to enter Class D and E controlled airspace in the UK in circumstances requiring flight under IFR if that licence includes a valid UK IMC rating. For the record, since the holder of a UK CPL (but not a JAR CPL!) is entitled to exercise the privileges of a UK IMC rating, he or she is also entitled to fly under IFR in Class D and E controlled airspace even though he or she does not hold a valid instrument rating.

David Cockburn

More from Leland

Reference response in IP Sept 2003 in response to my article in IP July/August 2003 on the subject of JAA IR vs. National IMC ratings.

In September 2003 IR "Letters", Gerard Geurts made some most welcome comments on the issue of the IMC "minima" being a common misconception when applied to the privileges of IMC rated pilots performing instrument approaches. At the time, I agreed that there were no apparent legal bases for the conception that IMC rated pilots are constrained by higher minima. I have since, however, found the relevant "legislation" (yes, I use quotation marks here for a reason, as I am unsure it is really a legal founding... see below).

In the UK AIP 1.1.2 (Aerodrome Operating Minima) which specifies the calculation of operating minima for a particular approach, paragraph 1.3 stipulates thus: "Under the provisions of the Air Navigation Order (no) of 1995, the operator of both commercial and non commercial air transport flights shall observe AOM when conducting an approach to a runway with an Instrument Approach Procedure (IAP). In the absence of an Operations Manual containing AOM, the operator must comply with minima calculated in accordance with the directions contained in this section of the UK AIP, JAR-OPS1 or JAR-OPS3. Calculated minima are MANDATORY and shall not be lower than those published below."

It then goes on to say, in paragraph 1.4 that "Takeoff minima ... are mandatory for commercial air transport flights. Non commercial air transport operators are strongly recommended to operate in accordance with this advice..." Of course, for the purposes of this argument we are talking about instrument approaches, not departures, so this particular paragraph is non-applicable.

In the actual determination of the DH/MDH, paragraph 3.3.2 is quite direct on the issue: "Pilots with a valid IMC/ Instrument Weather Rating are recommended to add 200 ft to the Instrument Rated pilots' DH/MDH, but with absolute minima of 500ft for a precision approach and 600 ft for a non-precision approach."

Now begs the question, because in earlier sections of the UK AIP it is indicated (or at least one gets the impression) that the "legal" basis for flying is contained in the ANO, and the AIP is published to be in compliance with the "Best Practices" requirement of ICAO. Further, the wording of paragraph 3.3.2 of the AIP AD1.1.2 (stated above) is rather ambiguous, in that it does not totally answer the question. The way that it is worded, the part saying "but with absolute minima" could be part of the recommendation in the previous part of the sentence, but may also be interpreted in the sense of "yes you are recommended to add the 200 ft, but you MUST respect an absolute minimum of 500 ft." If it is indeed the latter, one might be more inclined to change to VFR to make the approach at some aerodromes.

I guess we have to play on semantics on this one. Any comments/legal interpretations would be appreciated.

Leland Vandervort
MEMBER 586





By
David Bruford

Enough is enough

Too much it seems. The last edition of Eurostuff carried my personal rant under the 'Enough is enough' heading where I suggested that the World would be a better place without civil servants. My intention was that this would be a surreal piece of writing and was not for one moment intended to be serious.

However, it caused upset to some readers who felt that it was a personal attack on them and that the sentiments expressed were heartfelt. To those readers I sincerely and unreservedly apologise.

Get your airfield an ILS!

While chomping away on my KP nuts the other day I came across this extraordinary press release. Another (unnameable) editorial office worker asked why he gets all the boring JAA reports and I get the interesting stuff, and, how come I get to eat while I'm working? I put this down to peanuts envy and ignored him.

Anyway, this from LVNL was the interesting thing. They probably won't be too interested in talking to Farmer Giles if he operates a 300-metre grass strip but slightly larger field operators may be interested in some really cheap kit. The Regional Unit of Netherlands ATC (LVNL) follows a conservative policy with regard to the replacement of ATC equipment. This means that equipment is not end-of-life when it is replaced. In practical terms this has resulted in equipment being cannibalised for spare parts and then put on the shelf to collect dust. LVNL is changing policy on the issue and has decided to offer such equipment to other ATM organisations.

The equipment listed in the table above right, therefore, plus spare parts and system documentation (except for the Zeit Intercom), is offered to any interested ATM organisation at an extremely low price - a few percentage points of the original purchase price: This equipment might well be of particular interest to remote and / or commercially less viable airfields.

Equipment for Sale from Netherlands ATC

Equipment

Instrument Landing System (ILS)
VOR SEL 3000
Voice Recorders (3)
PVDM Displays (2)
VME Air Traffic Management Computers (3)
NHTM Intercom ARBI

Manufacturer

Philips
Standard/Electric Lorenz
Philips
Philips
Motorola
Normal Zeit

For further information and prices of the above equipment, email H. Erens, General Manager, (Technical Department) on erensh@lvnl.nl

Eurocontrol Aerodrome Charts – for free

I need to thank member Patrick O'Donnell for this information that resulted from a posting on the PPL/IR Europe Member's forum. Yes, charts for Europe are freely obtainable but there are caveats. **Please** don't attempt to follow this algorithm unless you can say a **very** positive yes to the following:

- a) You have a very fast Internet connection. (I have been unable to access the site with a normal modem connection.)
- b) You have the serenity of someone who would find Jobe's temperament intolerant.
- 1) Go to <http://www.ead.eurocontrol.int/> and on the main page. Click Go at the bottom of the page.
- 2) 'Welcome dear public user' page, click the top EAD logo, it will then check your Java version and prompt to download a new one if needed (takes ages). (You will probably have to reboot your computer at this stage.)
- 3) A tiny menu opens up on the left Applications
 - SDO reporting
 - PIBS
 - PAM
 - Help
- 4) Double click on PAMS, after a while, a search screen pops up with little folders on the right (all empty). The filenames are not very easy, so leave it clear, and select the country needed in the 'Authority Code' e.g. LF for France, then hit Refresh, ... an hourglass pops up and 'started the search' appears on the bottom line, after a while: Finished the search, XX

documents with a number for each folder; click on charts and bingo (a virtual lifetime later), you get a list of pdf files of approach charts, SIDS, STARS, etc for free. Right click and select 'View Document' and OK any message that tells you that the chart doesn't exist. The chart, providing that you have an Adobe Reader will appear.

This is probably one of the most revolutionary and pilot-useful sites that exists and Eurocontrol must be sincerely congratulated on this innovation and encouraged to develop it further. However, as the charts are basically pdf documents arranged in folders it must be possible to make it more accessible to users without high-speed connections and less frustrating for those that have.

Compulsory insurance for aircraft - Council of the European Union drafts regulations

It's not all bad news either. Our rule makers have decreed that the minimum level of third party liability insurance for aircraft flying in a member state's airspace will be based on MTOM in kg. This is a new acronym to me (no not kg), but it means the Maximum Take Off Mass, which apparently corresponds to a certified amount specific to all aircraft types as stated in the certificate of airworthiness of the aircraft. Perhaps that is the same as MTOW?

Another little gem is that the minimum limits of indemnity will be set in SDRs.

It seems that SDR means a Special Drawing Right as defined by the International Monetary Fund and they even have a web site that shows you each currencies' SDR for the past five days (http://www.imf.org/external/np/tre/sdr/db/rms_five.cfm)

The following table shows the required limits. It naturally goes on in detail to make an Ariston tumble dryer seem like a transient purchase all the way up to >500 000 kg but I'll limit it to the first four categories.

| MTOM (kg) | Minimum Insurance (Million SDRs) |
|-----------|----------------------------------|
| < 500 | 0.75 |
| < 1,000 | 1.5 |
| < 2,700 | 3 |
| < 6,000 | 7 |

There are also minimums per passenger but for light aircraft, this will fall under the per aircraft minima. So what does this mean in real money terms? Well it's a simple matter of multiplying the SDR minima by the IMF SDR currency equivalent and then trying to work out where the hell the decimal point goes. Anybody with a doctorate in particle physics could do that. And the result is (thanks Ole) that the 1,000-2,699kg category will require a minimum of around £2.6M or €3.7M whereas the heavy metal brigade with their 2,700-5,999kg kit will need around £6.0M or €8.6M which they probably have anyway. It's going to mean some increases for the people who currently carry £1M liabilities (the vast majority of light GA) but it's not a pro-rata rating system because claims tend to fall in the first part of 'sums insured'. Latest indications are that premiums should be around £1,000 for £2.6M and £1,500 for £6M.

However the insurance market is a fickle and paranoid one so these prices may stay the same, double or simply need a zero added by the time this draft regulation becomes law in around November/December 2004. If you would like a copy of the full draft regulation paper, slip on your anorak and email me at editor@pplir.org

EASA – The one-stop shop for aviation safety certification in the European Union?

28 September 2003: the European Aviation Safety Agency has become operational in compliance with Regulation (EC) n° 1592/2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency.

This may be the greatest thing since segmented wheat products or just another layer of bureaucracy. I certainly hope that it's the former and have high hopes. EASA, as an agency with legal personality, it has been charged with "assisting the European Commission with legislative and regulatory tasks as set out in Regulation 1592/2002, which identifies essential requirements for airworthiness and environmental protection. The Agency will also be responsible for issuing certificates for aeronautical products as well as approvals for design and maintenance organisations.

Up to now, the issuing of certificates has been carried out by Member States. From now on, the agency will issue certificates, which will be recognised in all member states of the European Union, theoretically reducing costs for the aviation industry. However, transitional periods have been built into the new rules in order to prevent any undue disruption to the civil aviation sector. Patrick Goudou, Executive Director of the new Agency, has no doubts as to the ability of the agency to develop and make its presence felt: "Of course, our first priority is a successful start to operations without any disruption to certification activities. Although at the start the agency will draw on the expertise available in the Member States notably via the Joint Aviation Authorities (JAA), its own capabilities will steadily grow. It shall soon be addressing the issue of Maintenance and shall expand its field of action to Air Operations and Flight Crew Licensing in due course. Today the Agency takes its rightful place among its counterparts from other continents as the pre-eminent European interlocutor for aviation safety". *I trust the use of such words as interlocutor is unique to Patrick and will not be adopted by EASA.*

Airfield Updates

Due to space constraints, Airfield Updates are now incorporated into the Eurostuff column. If members come across any information suitable for inclusion please send it in with a note of the source.

Finningley, South Yorkshire - The extended public enquiry over the planning application to convert the former RAF Station into a civil airport has been approved. Peel Holdings will develop the site and it should be operational by 2004. **Lee-On-Solent**, although closed as a Naval Airstation since 1996, has never been closed as an airfield. It is leased from the MoD by the Hampshire Police Air Support Unit who, along with the major players of the HM Coastguard SAR Flight, the Portsmouth Naval Gliding Club (PNGC) and the Fleetlands Flying Association, keep aviation thriving on the airfield. In recent years it has seen a boom in private aircraft from two Catalinas to a Texan, various Pipers and Cessnas, a considerable number of light aircraft and two Dakotas. **Lyneham** - The Ministry of Defence has announced that the station will close in 2012 when the last C-130K Hercules is withdrawn from service. The C-130J Hercules C4/C5 will be relocated to Brize Norton in 2008. **Newton, Nottinghamshire** - The 595 acre site, formerly RAF Newton has been tendered for sale. **Redhill**, home to Bristow Helicopters, various air taxi firms and a flying school not that far from Gatwick is receiving attention from a group wanting to build a commercial airport capable of 15 million passengers a year. Time will tell if this delightful little civil airfield changes. **St. Mawgan** - According to the MOD Strategic Review RAF St. Mawgan or Newquay to give it its civilian name could close in 2004 because of the lack of military use. It states that unless more commercial work can be found it should be considered for disposal. **Bampton Castle** has ceased to be an RAF Station. At present winding down, the site will cease operations at the end of October and the 325 acres will be returned to Defence Estates for disposal. (*Airfield Research Group's Airfield Review*). Finally, those of you going to **Le Touquet** should beware of the new prohibited area at Gravelines (NE of Calais). Not shown on the charts it has a radius of 5km and extends to 3300 AMSL. Maximum penalty for penetration is 45,000 Euro and 1 year imprisonment. More information and a map at: www.sia.aviation-civile.gouv.fr look under the AIP supplements for 58/03.



MEMBERSHIP RENEWALS

It is time to renew your membership. Please do it now to ensure uninterrupted membership benefits.

This issue of Instrument Pilot has your *personal data record* attached to it. You can use this to renew your membership and also update your data as necessary. Alternatively, you can renew and update online through our web site at www.pplir.org.

Please note that virtually **all** memberships are due for renewal on 1st January, regardless of when you joined. If you joined this year, you will have paid pro rata through to the end of December. The only exceptions are if you join in December 2003 or at one of the latest meetings where we offered an incentive scheme, in which cases you have already paid for 2004.

Therefore **please check the box next to "I have already paid for 2004" on your data form.** If this box is **not** ticked, it means that you need to make a payment for 2004. If it is ticked, please make no further payment but by all means still return the form with any updates.

Electronic Journal

If you receive *Instrument Pilot* only by e-mail, we cannot attach your data sheet and it will therefore be posted to you separately.

How to pay

You can return the data form with the credit card details filled in or cheque attached. Please send only Sterling cheques drawn on UK banks. Old style Eurocheques, cheques in Euros (not the same thing) or any cheques drawn on non-UK banks cost more than they are worth to bank. *Please do not* send cash. It adds to the work load of your Membership Secretary and Treasurer. We are unpaid volunteers and appreciate if members do their little bit not to add to our considerable workload.

Our *very much* preferred renewal method is **on line**. Our membership renewal page is reached by clicking **Membership services** on our home page at www.pplir.org. There is a separate page for database updates.

Database updates

Please keep your membership data up to date. The most important, of course, is your address (including e-mail) so we (and other members) know how to contact you. We lose members every year because they forget to tell us about address changes. However, the other data on the form, such as where you fly from, what you fly, how much you fly etc., is all used in various aspects of our work as well as by other members. Remember that at the core of PPL/IR Europe is still the "network" idea and the information in the database is used by many members to find and contact other members who share common interests or problems.

Database printouts

A printout of the entire membership database is no longer distributed annually because up-to-date data are now available on-line through our membership services web page at www.pplir.org/membershipservices.cfm

However, database printouts are still available on request. Contact the Membership Secretary and he'll put a copy in the post.

Membership / Air Crew Cards

New cards will be issued in the middle of January provided you have paid on or before 1st January. Everybody who has sent in a passport photo will receive an *Air Crew* ID card. Without a photo, you will get a membership card.

If your database record already has a photo on it, there is no need to send us another. If there is no photo on it, and you want an Air Crew Card, please submit a passport photo by post or e-mail to the Membership Secretary (details on page 19) well before 1st January.

Members who pay after 1st January are likely to receive their cards after the expiry of the old one. How much later depends on how many others pay late as cards are made in batches.



WANTED! A PPL/IR Europe member with a basic knowledge of web sites and the willingness to donate just a few hours a month to update our web site with files and information supplied by other members. Full training and assistance will be provided by the current 'webmaster' Paul Kelly. If you are interested please ring Paul on +44 (0)1732 452260 or email him at treasurer@pplir.org



Stapleford based Aztec E. 1/3rd share available-£20k. Normally aspirated. TT 4450, Engines 2150 (Port) 25 (Starboard-Narvik/Millennium). GAMI-Injectors EDM-760 analyser. Private CoA July 2006. New hoses, pressure tested heater, Full airways: HSI/FD, 2-axis approach coupled autopilot ALT-V, RMI, KNS-80 FM Immune, KX-155, ADF, DME, KY-197 COM, IFR KLN 89-B being installed. Certified for known icing. Strobes, Leather interior, 6 place oxygen. Useful load 1865 lbs, 1035lbs zero-fuel, 65% Power:168 knots at 100 litres per hour, VMC range of 700 nm with reserves. Current usage of approximately 100 hours p.a. Insurance/Tie-down running at £4k p.a. Contact robert.lough@btinternet.com

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PPL/IR EUROPE

is open to any pilot interested in the operation of light aircraft under IFR in Europe. The annual subscription is GBP30 and more details are available from the Membership Secretary.

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Angel Flight in Europe
Continued from Page 13

(except for the flat tire on the way to the airport, with no spare!). The patient had been commuting to Seattle for several months. Although still a bit weak, he was much improved and his wife spoke unambiguously: "Angel Flight saved my husband's life".

There are a lot of reasons why pilots fly Angel Flight missions. Doing good while pursuing our hobby. Flying diverse missions with unpredictable destinations and weather. More worthwhile than a "\$100 Hamburger." Meeting and helping people. But for me, one thing stood out: contributing to a real difference in someone's life.

I was profoundly moved by what I experienced and wondered if Europe has a similar organization. If not, it needs one! Googling produced nothing, so on August 21st at 18:44, I raised this issue on the PPLIR Forum. Thus began Angel Flight Europe.

Angel Flight in Europe?

- "Can GA in Europe support such a service? Are there pilots out there who would be interested in contributing their time & aircraft to such mercy missions?"
- "Is there a need? Do people need to travel long distances for medical treatment?"

The first question was easy to answer. The ensuing discussion was among the most active threads ever on the forum. Other questions were raised, but already in the forum, some people volunteered. This trend was confirmed at the Cambridge Meeting – of 52 members present, 14 (plus 2 who were not present) spontaneously offered to help in some way, roughly a 25% response rate.

"By offering their time and aircraft, pilots will not only be providing a tremendous service, they will also be gaining positive publicity for recreational flying," said Steve Niechcial, one of the early volunteers. People want to help.

At first blush however, the answer to the second question seemed to be no. Everyone told me, "Europe is compact, travel is easy, health care is widely available and insurance coverage is excellent. Surely there is no need, is there?"

To confirm or deny this impression, I



*Angel Flight passengers Mary and Jack Slates:
"Angel Flight saved my husband's life."*

sought out those most directly affected: the patients. I attended the European Conference on Rare Disorders in Paris. A rare disorder afflicts by definition no more than 1 in 2000 people, often far fewer, is generally chronic, and often not curable.

Access to care, including access to transportation is a major issue. Specialists and treatment centres are few and far between. Orpha.net, a rare disorders portal in France, receives 200 requests per year for help with transportation. Boys with Duchenne Muscular Dystrophy in France must travel abroad for steroid therapy which is not yet available in France; this travel is not covered by the national health insurance.

The German Heart Disease Association sends 20 infants a year to Manchester or Geneva for surgical correction of congenital heart defects; airline travel is too strenuous. L'envol, a hospice for European children with rare disorders and their families, must often help families pay for travel.

The list of potential recipients is getting longer every day. Sufferers of rare diseases have frequent contact with health services at all levels: local, national and international, on average 5 times per year. Although these disorders are "rare", multiply the 5000 or 6000 different disorders times the European population and we come to an estimate of 5 to 15 million affected people. If only 1% of these people need an Angel Flight per year, that is at least 50,000 flights per year.

Getting Started

So now we are moving from the question of whether Europe needs Angel

Flight to how to create the organization. A core of volunteers in England, France and Switzerland are now laying the ground work and coordinating the activities in their respective countries (see box). But there is much work to do and many questions to be answered. We need volunteers for:

- founding a charity which is both locally anchored and active throughout Europe
- building relationships to government agencies – aviation, public health and others – at the national and European level
- outreach to pilots, users and sponsors
- building intranet/Internet infrastructure for advertising and communication
- defining how the organisation works, how are pilots selected, developing legal releases
- Et cetera!

The need is there. If you can help, then please contact the coordinator nearest you as shown below:

| Contacts |
|--|
| UK Steve Niechcial SJNiechcial@hotmail.com |
| France Alexandra Lhermenier alhermen@atsat.com |
| Switzerland Chris Fischer cf94@zepler.org.uk |
| Rest of Europe Peter Stevens peter.stevens@ch-open.ch |

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“
Angel Flight Europe is such a great idea, I wonder why it doesn't already exist!

”
Christian Fischer