

# Instrument Pilot

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**PPL/IR EUROPE**

## Beginning of the end of General Aviation...?

By

**Paul Draper**

**A**larmist? Maybe. Unrealistic? Hopefully. I make no apologies for trying to grab your attention! We shall in time see whether the headline proves to be either of these and NO it is not the 1<sup>st</sup> of April.

At its first meeting in February 2004, the Single European Sky Committee agreed on a first set of mandates to be given to EUROCONTROL. This set covers flexible use of airspace, airspace design, functional airspace blocks and charging scheme.

The timescale agreed by the European Commission and the Single European Sky Committee for developing these mandates was agreed as being rather tight. Work on airspace and charging scheme must be completed before the end of 2004!

An extract from the draft commission regulation laying down rules for a charging scheme for air navigation services is shown in the panel on page 2. The full text and accompanying detail plus the regulations can be seen via [http://www.eurocontrol.int/corporate/public/standard\\_page/sk\\_chargingschemes.html](http://www.eurocontrol.int/corporate/public/standard_page/sk_chargingschemes.html) with the full document at [http://www.eurocontrol.int/corporate/gallery/content/public/docs/pdf/ses/charging\\_initial%20Plan\\_V2.0.pdf](http://www.eurocontrol.int/corporate/gallery/content/public/docs/pdf/ses/charging_initial%20Plan_V2.0.pdf) which isn't always accessible. It was only published by the Eurocrats in Brussels in May and yet has

to become a "Final Report and Implementing Rules for further use to the European Commission" in early October! Thereafter Eurocontrol will have to implement it.

I read the detail and thought this was a proposal for charging both VFR and IFR (GA) using all airspace and whilst it might not be implemented initially it most certainly laid the regulations for doing so in the future! Some other colleagues felt this had been seen before and GA (light) has always been excluded – but I could see no such exclusion in the proposals.

So what does all this mean and does the proposed "Single European Sky" really mean a Sky only for the airlines? Well, there was a meeting of interested parties in Brussels on June 7th and I only learned of this on June 1st. However, reports received from our colleague Martin Robinson attending on behalf of IAOPA confirms my initial fears and that charging for use of all airspace is the name of the game. Believe it or not there is only one GA representative allowed on the SES Industry Consultative Board (we have asked for representation but it has been decided there will only be IAOPA) and yet there are four airline body representatives!

Currently no VFR airspace user is charged for air navigation services and aircraft flying IFR in the airways are excluded from charges if below 2 tonnes in weight. This has been the position for many years albeit some navigation charges have applied in certain TMAs when associated with landing charges.

It has been the case thus far that the cost of collection has outweighed the receipts from light GA aircraft using airways and hence no charges have been levied.

In future, if, as proposed, Brussels mandates Eurocontrol via these regulations, all VFR and IFR users will get some form of charge (yet to be determined) for using the airspace.

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The message is clear that the EEC is seeking to establish some form of charging scheme to apply to all sectors of GA to raise more revenue

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This will be calculated using a mix of direct and indirect costs of provision of air traffic costs including agreed returns on capital investment. In other words as if the providers (e.g. NATS) were a normal commercial company (which of course NATS is!). The regulation, as currently drafted, does not permit exceptions to the charging regime to be funded by the other users, so there is no mechanism for offsetting any relief that might be given to GA.

So, where is the pressure coming for this change? It is most likely from a combination of the airlines, particularly the low cost ones, the providers (including, in the UK, the airlines via their ownerships in NATS) plus Governments, not wanting to fund (their view) GA's use of air navigation services. Airlines have been mounting such a case for a long time and they will now see the door ajar to make the case even more.

But, just a moment! Don't the airlines already get a major advantage over GA? They are able to buy fuel without taxes applying whereas "we" have to pay it out of income already taxed i.e. a double whammy! So is it not the case that we do already pay to the Exchequer for our use of the airspace and, as we have argued before, the principle of hypothecation of taxes should be applied i.e. spend the monies collected on the sector from which they are collected? That used to be a well-used Government principle when raising new taxes.

Alongside a charging regime has to be a service provided. And what might that service requirement be? A proper provision of a lower airspace radar service (LARS) springs to mind immediately and to apply all over the UK. How could charges from GA VFR and light IFR possibly cover the cost of that?

But what if many VFR flyers decided to go non-radio and just fly in the open FIR? How will they be found and charged? Will a whole new "governing body" be created at vast cost to swallow the charges collected i.e. a QUANGO or official watchdog body, doubtless to be known, at least by us, as "OFGATE" (Office For General Aviation Tax Extraction)? Would an alternative such as an annual charge be levied on all pilots, or all aircraft and would that be applied just to those on the CAA registers? What about all the "N" (USA) pilots and aircraft? Would visiting aircraft have to pay? What happens when we travel to mainland Europe either VFR or IFR? Gliders use the airspace, as does the military; would they be charged?

Not only would such proposals have a devastating effect on all our pockets and the businesses of all service providers in GA (flying schools, maintenance companies, suppliers of equipment etc) but in turn the airlines' sources of future pilots would be badly affected if not stop altogether.

A whole host of questions and resultant problems spring to mind. Is all this likely to be resolved by October? I think not, but the message is clear that the EEC is seeking to establish some form of charging scheme to apply to all sectors of GA to raise more revenue. We need to react together with our colleagues in all sectors of GA. And all of this comes on top of the current financial burdens being imposed on GA by Mode S, application of new ICAO standards, PRNAV etc. all of which we have recently reported and are working on.

Too much of a Prophet of doom? I hope so! I will be attending a DfT Forum on charging on 12th August and will report back in a future edition of *Instrument Pilot*.

**Paul Draper**



## *Extract from draft Single European Sky regulation:*

Whereas:

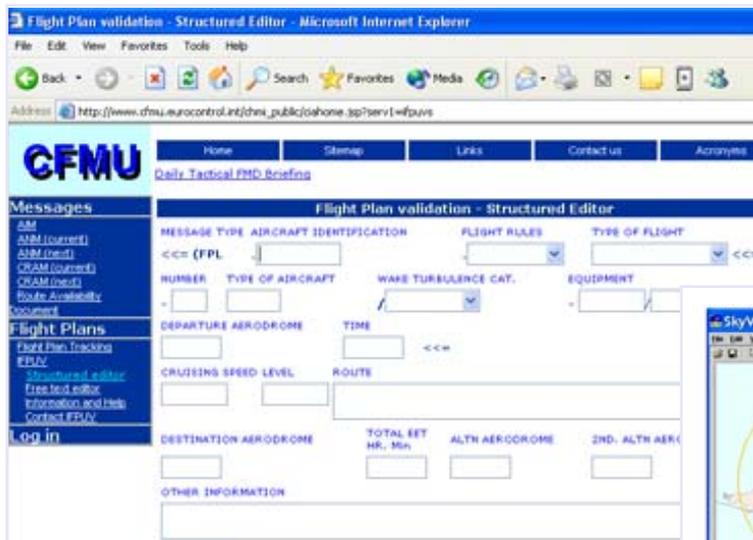
- 1) The accession of the Community to EUROCONTROL is an important component in the creation of a pan-European airspace.
- 2) The Single European Sky Regulation states that in the process of creating the Single European Sky, the Community should, where appropriate, develop the highest level of cooperation with EUROCONTROL in order to ensure regulatory synergies and consistent approaches and to avoid any duplication between the two sides.
- 3) A common charging scheme for air navigation charges is of the utmost importance for implementation of the Single European Sky.
- 4) EUROCONTROL, in accordance with the Multilateral Agreement relating to route charges of 12 February 1981 and Annex IV to the revised Convention, has established a common system for the establishment and collection of en-route charges, and upon request of a contracting State, also establishes and collects terminal charges on its behalf.
- 5) Air navigation service providers offer certain facilities and services directly related to the operation of aircraft, the costs of which they should be able to recover according to the "user pays" principle, which is to say that airspace users should pay for the costs they generate at, or as close as possible to, the point of use.
- 6) The establishment and imposition of charges on airspace users should be reviewed on a regular basis.
- 7) There should be scope for modulating charges that contribute to maximising system-wide capacity and reducing delays. Financial incentives may be a useful way of accelerating the introduction of ground-based or airborne equipment that increases capacity, of rewarding high performance or of offsetting the inconvenience of choosing less desirable routings.
- 8) Charges provide Member States and air navigation service providers with sufficient revenues to meet their public service obligations and to comply with the common requirements referred to in Article 6 of the "service provision Regulation".
- 9) It is desirable to reconfigure the upper airspace into functional airspace blocks with a view to achieving maximum capacity and efficiency of the air traffic management network. The charging scheme should encourage Member States to divide their airspace into charging areas that are consistent with air traffic control operations.
- 10) Charges shall not be imposed in such a way as to discourage the use of facilities and services necessary for safety or the introduction of new techniques and procedures.
- 11) The implementing rules provided for in this Regulation are in accordance with the opinion of the Single Sky Committee established by Article 5 (1) of the "framework Regulation".

# Essential Tools for European Route Planning

By

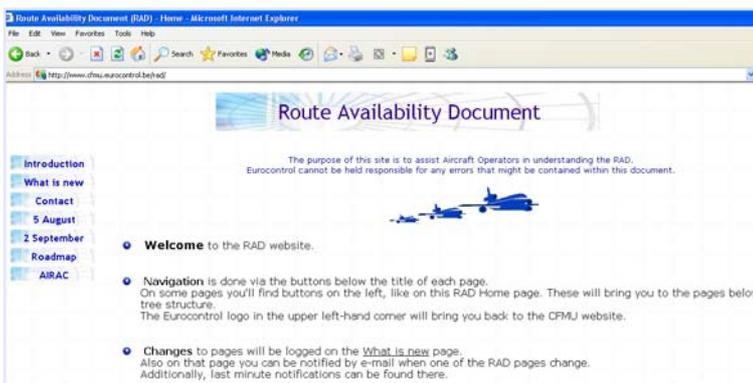
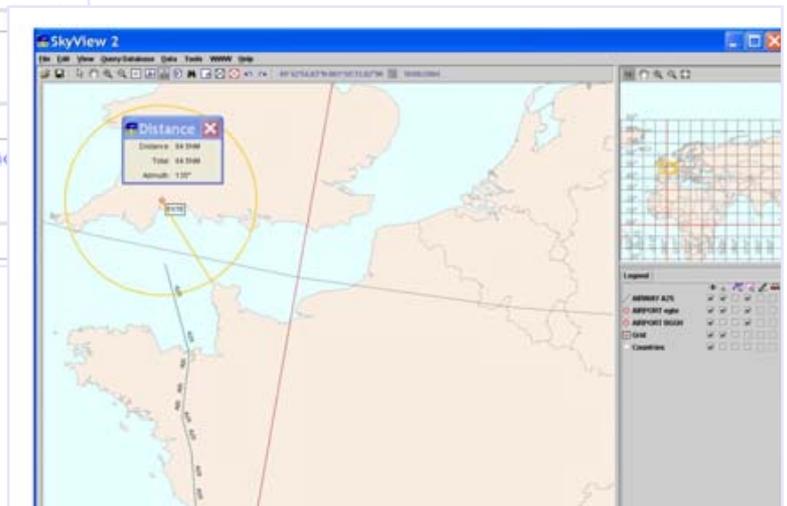
Julian Scarfe

I've just spent some time playing with various route-planning tools and wanted to publicise them by sharing URLs. You may all know about some or all but I hope this is a useful summary. All are free.



**1** The IFPUV - at <http://www.cfm.eurocontrol.be/home/ifpuv/index.html> allows you to check FPLs against a validator, which will check if they are acceptable to the CFMU.

**2** SkyView2 from <http://www.eurocontrol.int/ais/skyview2/index.htm> is a lovely little Java-based GIS that runs with the latest aeronautical info from Eurocontrol. You can plot simple charts with airports, airways and waypoints. A Route-Maker tool allows you to find suitable routes (but note that it doesn't know about the RADs below).



**3** RADs at <http://www.cfm.eurocontrol.be/rad/> are the route availability documents. When the IFPUV throws out your carefully crafted FPL with a helpful error message such as “PROF: RS: ON FORBIDDEN ROUTE:KOK LEVELS:F100..F999 REF:MAK L607 KANON UNIT:EB 1009 B BETWEEN:EBSP EGSC”, a slightly more comprehensible version can usually be found indexed via airway in the RAD for the state concerned. There are also guidelines on limits to DCT distances, minimum levels for TMS overflight, and some standard (but usually FL245+) routes etc.

**4** The UK SRD at - wait for it - <http://www.ais.org.uk/aes/pubs/database/srd/SRDDOC.PDF> offers standard routes within the UK. I wish there were more such documents from other states. Anyone know of any online?

**5** The CIA (CFMU Internet Application) info at <http://www.cfm.eurocontrol.be/userdocs/index.html>, allows you to access slot times. It requires the aircraft operator to sign a service agreement with Eurocontrol, but two licences per operator are available free.





Compiled by  
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## Booze and Drugs and Rock and Roll...

I couldn't resist the title, and in this bumper packed edition of IntelReps, we have all this and more! Feedback or juicy leads are always appreciated, just send emails to [nich@nixnet.com](mailto:nich@nixnet.com). So without further ado...



### Boozy Brits? Not in the cockpit!

Britain has now set strict blood-alcohol limits for all ATC, engineering and air-crew, including as far as I can see, all GA pilots and workers! The new limit for pilots and controllers (also cabin-crew on airliners) is 20mg alcohol per 100ml blood. This is one quarter the legal limit for driving a car, and also about the lowest that can be tested for reliably as the human body produces small amounts of naturally occurring alcohol, but never as much as 20mg/100ml. Mechanics get off slightly more leniently with a 80mg alcohol per 100ml blood limit, the same as driving. Police have the power to order alcohol tests on suspects, and the limits apply to anyone flying in UK airspace (on any nationality license), and to crews of G-reg aircraft anywhere in the world! £5,000 and/or up to 2 years behind bars await anyone foolish enough to venture behind the stick for an afternoons sky-scraping after a pint at lunchtime. Just in case anyone's interested, the 8 hours bottle to throttle rule of thumb translates to no more than about 2.5 pints of ordinary strength beer. The limits are expected to be enacted very shortly! More information from the CAA: <http://www.caa.co.uk/docs/33/FOD200328.pdf>.

### Rock and Roll, with your Pitch Control

OK, now I thought I had seen just about everything, but Karaoke in the Cockpit? PS Engineering who make audio control and entertainment systems for aircraft has recently released the PMA8000, a true plug-in replacement for the popular Garmin GMA340 panel. Actually, the karaoke mode simply puts the music in the background allowing it to play continuously, but with the radio overlaid audibly in the foreground. The system also features IntilliVox automatic intercom squelch using digital signal processing to decide when it is hearing aircraft noise, or speech, even in a noise small aircraft.

More information: <http://www.ps-engineering.com>.

### Viagra for the Mind

Personally, I have enough trouble resisting the temptations of those I find attractive (alas most of them don't seem to have the same problem), so I wasn't too keen when starting to research this article, however apparently this is merely a droll nickname given to a new generation of performance enhancing smart-drugs. Pilots are just one of the potential marketplaces being explored by drug companies for these memory enhancing little tablets. One in particular, developed by Cold Spring Harbor Laboratory in New York, works by boosting the expression level of the CREB gene, which is one of many genes which appear to be involved in long-term memory. Although a trial is planned shortly, it will probably be at least 5 years before the drug is widely available.

Tests have already proven that these sorts of drugs (albeit in their current forms) can enhance cockpit performance, and the US military have been prescribing various performance enhancers (mainly amphetamines – that's Speed to you and I) in order to keep their pilots alert and on top of combat situations. Does that worry anyone? Further information: CSHL <http://www.cshl.org>.

### Medicated depressives should be allowed to fly

The Aerospace Medical Association has said that the FAA should start studying and licensing pilots on anti-depressant medication. The positional paper proposes

that a test group be established to study whether pilots on such medications can fly as well as mentally healthy pilots who are un-medicated. This would begin the reverse on the current absolute ban on flying privileges for medicated, depressed pilots. Comments?

### Aeroplane Wind Power, how many fans does a single need?

Now isn't this a lovely idea. Both alternators fail, the Primary and Secondary televisions flicker to black before your eyes, the radio goes dead, and yes, you had electrically powered emergency backup instruments, which slowly spin down. Is everything lost? No, not at all, you simply pull the handle, and out pops the Turbo Alternator, a wind-powered alternator with all the power you need to bring you safely to the ground at your leisure. Available in both 14 and 28 volt versions, and currently certified in the US for the 210, 206/207, 182, Mooney, PA32 and Bonanza, with the PA-28 in progress. I have no idea what the CAA will think, but anyone wanting more information: <http://www.basicaircraft.com>.

### FlightMax simulator for those want to play...



Avidyne claim that they FlightMax EX500 provides the best value MFD/Datalink solution available. For those who want to test this out, a freely downloadable software simulator is now available. It's also rather good fun to play with! Of course, for those of us in Europe we can't get datalink data anyway, which kind of spoils the fun a bit... When, when, when? <http://www.avidyne.com/ex500/default.htm>.

### Wavefront technology improves Laser surgery

US Navy Captain Steve Schallhorn, MD is the Director of Cornea and Refractive

Surgery at the Naval Medical Centre in San Diego, and has been studying the effects of wavefront guided LASIK surgery versus conventional LASIK. He found that the new treatment produces superior vision, most apparent when driving at night, by reduced halos and glare with better overall night vision.

Laser surgery is accepted for pilots, albeit with some fairly strict safeguards (the CAA insist on an assessment by an eye specialist at Gatwick for a Class 1 medical for a professional pilot), and it is suggested that the Wavefront guided treatment may have significant advantages for pilots.

Wavefront guided LASIK is available in the UK... just do a Google search for suppliers. Further information from <http://www.lasikinstitute.org>. Also on the CAA website <http://www.caa.co.uk>

(search for LASIK).



## FAA Airman Certificates Online

The FAA have launched an online service allowing those of us with FAA Airman certificates to get replacements, and to let them know when we move, change gender and other such minutiae. Don't forget it's actually illegal to fly without the official paperwork, but conveniently the website also allows us to apply for a temporary replacement certificate which will be delivered by email or fax within a few hours, or at least a day or two.

Oh, if you apply for a replacement, don't forget you'll be getting one of those cool new laminated multi-coloured certificates with the snazzy hologram – and who wouldn't want one of those? <http://registry.faa.gov/amsvcs.asp>.



## Who's responsibility?

A preliminary NTSB report in the US regarding the crash of a Piper PA44-180 in California reveals that the plane was

apparently ordered to descend from 8,000 feet to 5,200 by ATC and impacted trees on a 5,500 foot ridge-line causing the death of two private pilots. We assume that IMC conditions must have been in force... but the more interesting point that this raises is the relationship between pilot and controller. The rules clearly state (please correct me if I'm wrong) that the pilot has last word on safety and driving his or her ship, and that ATC instructions may be refused, as long as a reason is given. But when was the last time that any of us questioned an ATC command? Are controllers not infallible? Well of course not, they're human like the rest of us, so I suppose this is simply a reminder that we must always put everything they tell us through the same good sense filter we use for gross checks when calculating drift and headings.

## FAA Instrument Check changes

For those with FAA IRs things are about to change. The FAA have revised their format for the check ride, requiring that a circling approach be demonstrated during the check. The main ramification of this is that since many instrument proficiency checks are performed on relatively inexpensive PC based simulators which are currently approved for the entire IPC. The system is not, however approved for the circling approach which requires a wrap-around view, an expensive add-on for any simulator.

The rules also layout individual items to be covered in the check, removing the CFI's discretion about the test. <http://www.faa.gov>.



## Garmin Mode S upgrade

Owners of Garmin GTX 330 and 330D Mode S transponders with software versions below 3.03 should upgrade to 3.03, 3.04 or 3.05 to fix possibly inaccurate replies which could result in reduced vertical separation or unsafe TCAS resolution advisories. <http://www.garmin.com>.

## EU Minimum Insurance Requirements

Be aware, be very aware, that as from 30<sup>th</sup> April 2005, the EU have set mandatory insurance limits for commercial and private aircraft operators to cover liabilities for

passengers, cargo, baggage and third parties for flights to, from, within or over the EU, including GA (EU Regulation 785/2004 if you want to do your own homework). Now this is where it gets complicated. For the purposes of calculating insurance the EU (and the International Monetary Fund) have used the SDR (which incidentally stands for Special Drawing Right, if that makes things any clearer), currently worth, about 1.2 Euros, or 66p to you and I. Insurance limits are all defined in SDRs. As an example, the minimum insurance limit is 250,000 SDRs per passenger, and for third party risks range from 750,000 SDRs for aircraft with an MTOW < 500kg to 700,000,000 SDRs for an MTOW > 500,000kg. Most GA aircraft will come in the 1,000 to 2,700kg band for which the third party liability limit is 3M SDRs.

## A holiday in Greece?

Anyone planning to fly to the Olympic Games in Athens 13-29 August this year check out the special preparations on the Eurocontrol site: <http://www.cfm.europa.int/operations/olympics.html>.



## IOPA defer exchange of deferred data, after deferral fails

I promise, this is not edited! - Nich  
**Sent:** Monday, June 07, 2004 1:34 PM  
**Subject:** World Assembly Resolution  
**To:** 22nd World Assembly Delegates  
You will recall that action regarding World Assembly proposed Resolution 11 (23 April 2004) concerning the exchange of position data between aircraft was deferred pending further discussion among interested parties to see if common ground could be reached. Over the past month several attempts have been made among the parties to achieve consensus on this issue, all unsuccessful. Therefore, since a reasonable amount of time and effort has been expended on this matter this resolution shall remain in a deferred status until the next world assembly.

John J. Sheehan  
Secretary General  
IAOPA



# My hard won Instrument Rating

By

**Owen Carlstrand**

Having just renewed my hard won PPL instrument rating for the third time it occurred to me that, although no longer a complete rookie, I was close enough to the exams, flight test and initiation into ‘the system’ to be of some use to those either still in or just out of the pot. Although I did a CAA IR my training and subsequent experiences will ring a few bells with a few people going through the JAR mill now. I suspect that the initial feeling of bewilderment on being let loose on an unsuspecting airways system will also strike a chord or two. So the point of this article is to help fellow PPLs think about training and, once trained, how to begin to use the IFR system in earnest.

Firstly to the training and the initial challenge; persuading the family it was a good idea. Well I guess we have all had to go through that; needless to say the phrase ‘safety critical’ was liberally sprayed around and approval gained from senior management. The next step was to sort out a decent ground school and flight training organisation.

At the time (1999-2000) with JAR on the horizon, PPSC at Bournemouth were the only sensible ground school offering distance learning and they were excellent (now happily reincarnated with many of the same people I believe, keeping up the good work). The ground training takes longer than you think and you do need to do a bit most days when you get home from work. There is nothing intrinsically difficult in any of it (I’m a Civil Engineer by training) but there is a lot of it. You must go for the residential refresher as a condition for presenting yourself at the Belgrano (the near-affectionate nickname of the grey coloured CAA

Gatwick headquarters) and taking the exam. Under JAR I believe that the residential is now two weeks. Even so there is no real problem that time and inclination won’t cure.

Trying to find a suitable flight school can be tough. I got to the stage where I was standing in the reception of one particular organisation with an open chequebook trying to give someone some money, without success I hasten to add, extraordinary! The problem is that either no one seemed to be geared up to do the training part-time or they were only interested in CPL/ATPL. Having been through it I can understand why. Frankly as a part-timer you are more difficult to deal with.

Some salient points about IR flight training are:

- It is very hard work, especially at the beginning.
- It is not hugely enjoyable, but extremely satisfying.
- It is terrifyingly expensive.
- Doing it at weekends takes you a long time.
- It is not generally a good idea to assume that you can perform adequately after a day at the office (this annoys you but more importantly annoys instructors more).
- Doing it part-time is as hard for your instructor as it is for you.

I was lucky and found a tremendous organisation and instructor who took two of us ‘part-timers’ on as a job lot. We were looked upon as a couple of old bookends and flew a lot together which meant that we got to watch a lot as well as doing it; very, very valuable indeed. However it is extremely hard work for all involved and does consist of three steps forward two back a lot of the time.

However, one day it clicks, you get your C170A (the form issued by an instructor/examiner to an applicant as a confirmation of the applicant’s preparation for the IR(A) Skill Test

and lo and behold you are sitting in the left hand seat with a person in CAA blue on your right making notes on a large clipboard.

On telling me that I’d passed, my examiner said “Well done, be careful with it”. Salutary words and it is worth remembering that you have just received permission to do something that no airline will let their pilots do, namely single pilot IFR, in IMC to minima!

The whole process took almost exactly a year; so think hard about taking some time off and ‘nailing it’ in one go if you possibly can.

So what now? You need to use the thing you’ve just spent so much sweat and lucre obtaining, so how? If you are anything like me you have a very good idea of how to get to Birmingham, Coventry, East Midlands and Cambridge (you can probably guess where we did the test), but what happens further afield? Well it’s pretty much the same but the only way to find out is to go and do it.

The main things that I have learnt ‘doing it’ in the last three years (some of which I still find surprising) are:

- Flight Planning a route acceptable to Brussels is not normally trivial (although sometimes it works quickly) this has been highlighted in various places on many occasions along with the tools to help.
- You are now probably legally more capable than your aeroplane (unless you are very wealthy), this makes the weather decision more difficult than when you operated VFR.
- In a standard spam can some weather will be more doable VFR than IFR (icing and embedded thunderstorms (as long as you stay visual) for example).
- Taking off from a VFR airfield and being told to maintain VFR for twenty minutes ‘until we can get you into the system’ is normally

“  
On  
telling  
me I’d  
passed,  
my  
examiner  
said  
“Well  
done, be  
careful  
with it”

”



# Commuting by Air?

By  
Jim Thorpe



*Who needs a helicopter to inspect power lines - Jim's private strip offers fixed wing equal opportunities*

“  
The strip is of course grass. It is 800 metres but has quite a steep slope with power lines near one end

”

I have my own airstrip and hangar and when this emerges in conversation with fellow pilots the general response is that this must be idyllic. Well, the Garden of Eden had the serpent and I thought you might be interested in the realities of flying and indeed flying IFR from the sticks. The strip is of course grass. It is 800 metres long but has a quite steep slope with power lines near one end. Hence in all but the strongest of easterlies landing to the West is preferred. Conversely take offs downhill are preferred in all but the strongest Westerlies.

Actually there are a couple of non-standard taxiing procedures which, with familiarity are very safe. If the wind does not favour either end I don't think about it too much just have a go at taking off uphill but if things are not working out, close the throttle and I am then nicely positioned at the other end for taking off downhill. This can often be done without even touching the brakes. Our diesel C172 struggles a bit uphill at higher loads but has a party trick to compensate. All power checks are done by pressing a single button which if successful extinguishes various warning lights. One can therefore save time and use what would be wasted power to taxi uphill while the aircraft revs up and down and does its own checks. Being the only guy on the airfield does have some advantages. Go-arounds and aborted take offs should definitely be considered normal when flying from strips. I believe this is a mindset which aids safety in general since if all one's flying is from large airfields these procedures are rarely needed and hence rarely if ever practiced.

Downhill takeoffs are less desirable

in that it is hard to abort at a point where stopping is feasible. I have had one engine failure just after lift off but fortunately this was in a slow piper cub. It took considerable willpower to keep the stick hard back as the ground seemed to be falling away faster than the cub was sinking. An intimate embrace with a wire fence seemed very likely but was just avoided by harsh braking and a damage free ground loop

Instrument departures present problems of their own. You are taking off into the open FIR without any sort of radar service. I feel fairly comfortable with this risk but I know others would think differently. My main concern is the inability to check radios or instruments (other than GPS) on the ground. Nowhere is the ground level and no beacons or ground stations are within range so none of the normal checks can be made. I will not therefore take off into a cloud base which would preclude an immediate low level visual return. It is still inevitable that I will enter cloud without having made radio contact or checked any radio aids but at least I know the attitude indicator is OK and the aircraft is performing properly. I have had unhappy experiences with departures from home to join airways. The problem is that no matter what effort you put into confirming things with the flight plan office you may still not get an airways join. This can and has led to very lengthy improvised holds in the middle of nowhere. At least when departing from an airfield the delays generally happen on the ground. For any serious airways trip I prefer to accept the inconvenience of positioning the aircraft and depart from a nearby airfield with ATC.

Fuel endurance is another matter to consider. Since I can be flying in one of several aircraft which may have been used by others I am disinclined to accept the tech log figures if fuel could be an issue. On any aircraft we have for the long term I make a dip stick but this is not always possible. Until recently we did not have fuel at the strip so some trips were abandoned since reserves were uncertain. Now I can refuel the night before and be sure of my endurance but storing fuel brings its own logistical and administrative problems.

Weather is a big factor because however I depart I need to return VFR. Winter mornings are often quite awkward. It will often be crystal clear at 06:00 but foggy by the time I am ready to leave. It really can be treacherous with airports fogbound over a wide area and the strip closing in behind me. I will only chance this if the particular aircraft is well equipped and the tanks are near full. For example in February I departed early morning for Exeter on a 40 minute trip. Exeter was closed due to fog but TAFs clearly indicating an early clearance. The reality was that three hours later I was the first aircraft to land at Exeter that day at 10:30, fortunately having spent most of the time at Dunkeswell rather than in the hold thanks to a fortuitous hole in the clag.

The shortness of winter days is also a problem. It's starting to get dark at 16:00 which limits the working day. There is always the safety option of diverting to an airfield with lights

and an ILS but ending up miles from home really defeats the object of commuting by air. You might think that detail local knowledge should make getting stuck unlikely but while it helps the weather is the boss. One occasion last winter the forecast indicated an instrument approach into Gloucester in the morning but a reasonable afternoon to get home VFR. The departure with the ATIS giving a 1,500 ft cloud base saw me at 700ft five miles out with very poor visibility and worse ahead. There is a 1,000 ft hill ten miles out on my route so I started a climb for an IFR return. I had not entirely believed the ATIS and had advised ATC as I took off that I might need to return IFR. At that point I was the only aircraft on the frequency. Before I could get a word in, the frequency was jammed with three IFR inbounds. I knew exactly where I was (well lets be honest; the Garmin 430 knew) which was right in the middle of the approach procedure in the open FIR in solid IMC. ATC had taken two beacon estimates before I could speak. They cleared me for a 180 turn and self position for the FAF inbound. However ATC rules meant that they had to ask me to climb to 3,000 feet even though the safe altitude is 2,200 and I knew that there was nothing over 1,000 feet within miles. This disrupted the inbound traffic and left me with a roller coaster ride in order to regain the procedure profile. Aircraft number three really hadn't quite got the hang of this busy, slightly confused picture, asked for a straight in procedure and was banished to a stratospheric hold level as punishment.

This is all character building stuff but it's certainly not relaxing and can be positively dangerous. It is certainly not conducive to working well if you can foresee a difficult trip home. The mixed VFR / IFR world can be quite stressful. The greatest contribution to flight safety and my peace of mind is the old car which I try to keep positioned at my regular destinations. It costs very little and the knowledge that it is easy to abandon the aircraft and return by road encourages prudent decision making.

In the summer, weather is less of an issue and the days are long. There still

*The perils of landing in an unfamiliar environment are always present as this pilot found out after crashing at Jim Thorpe's private strip*



remain the permanent disadvantages of strip operations. They may seem trivial and individually they are but on the day they can conspire to make the car journey seem preferable. Getting the weather used to be the first pain when the MET office had no competition and delivered a pathetic service. This is no longer an issue with AvBrief on the 'net and 'actuals' by mobile phone. Getting the aircraft out of the hangar involves opening four large doors, dragging it out, turning it round and then re-closing and locking the doors. This takes perhaps 10 minutes and can raise a sweat. If it is raining hard then I will get hot and wet. Checks and pre-flight preparation take less time than normal when I can often be confident that the aircraft is the sole hangar occupant and I have recently been the sole pilot. Overall getting the aircraft prepared can be a negative if you are feeling lazy or wearing smart clothes but those who know me will understand that the latter rarely applies.

I normally end up taking equipment and paper work between locations. Some aircraft can carry the weight but with tiny baggage doors and poor seat design they are a real pain to load. Others have poor performance when heavy. In general if I feel the need to do a weight and balance I will drive. Please remember we are talking about everyday commuting here where the aircraft is a tool. It is not at all the same as a special trip, which you really want to do by air where spending time deciding how to achieve your aim can be part of the enjoyment. Of course the strip itself is not maintenance free. In the season it needs to be mown between one and two times a week. I have some good kit so can do this in about 30

minutes but although surplus from a local authority the kit did not come cheap. The tractor and mower needs maintenance and from time to time the drainage or humps and bumps in the field need attention. The hangar itself also demands some TLC.

So what is the bottom line on all this? Home to Gloucester by air including getting the aircraft out, checks etc takes 25 minutes total against the 40 minutes by road. I will be disinclined to fly unless most factors are favourable. Cardiff takes 35 minutes total against one hour 40 by road. This road journey is enough of a pain to incline me to fly if at all possible. Just occasionally I will do a longer trip or five or six short sectors in a day and achieve much more than would have been possible any other way. However even with the advantage of actually working on airfields there is no way my flying is cost effective and if I did not enjoy it I would give it up tomorrow. As it is I feel extremely fortunate to be able to do this purposeful flying. There is also the pleasure, when a suitable aircraft such as a Cub is available, of departing at a whim on a pleasant evening just to drift around looking at the world.

There are a really large number of grass strips many, like my own, not published in any of the guides which can be used if you know how to make contact. It is generally feasible to find one quite close to most desired destination. However for the reasons outlined above this does not at the moment equate to the trips being very practical. GPS approaches to uncontrolled fields could make a difference as could ADS-B but at least in Europe; these are a long way off.

“  
The greatest contribution to flight safety is the old car I keep positioned at my regular destinations

”



# 16 Million Hours - Accident Free

“  
35  
members  
in 19  
aircraft  
turned  
up for the  
July  
meeting”

The sure way to avoid losing control in IMC, and dying, is to be a PPL/IR holder. However, it's probably best not to turn the licence into a CPL or the odds will move the grim reaper's way.

This is one statistic that John Thorpe, the Chief Executive of the General Aviation Safety Council (GASCo) revealed to those attending the PPL/IR Europe meeting at Gloucester this month. John has collated and analysed every fatal accident that occurred to UK registered aircraft in the past 20 years and was able to reveal some statistics of particular interest to the audience.

Icing - Analysis of 12 fatal accidents where icing was or may have been a factor, only three were airframe icing, two of the pilots had IMC ratings but one was in France and one had no instrument qualification.

Loss of Control in IMC. Of the 20 fatal accidents attributed to these conditions; seven had no instrument qualification, four had IMC Ratings (but one was in France), two had IMC and FAA IRs, one had a lapsed IMC rating and six had Instrument Ratings. However, these were all commercial flights and so the pilots were CPL/IRs. These were made up of a Trislander in Holland on

night freight flight that encountered a microburst, a Beech 200 night freight at Southend that suffered an engine fire, a Beech 90 night freight over the East midlands that had an engine problem, a Partenavia night freight flight, again over the East Midlands that suffered a gyro failure, a Bandeirante, freight flight, low flying in mountains for no justifiable reason and a Seneca, freight flight near Southend that had an instrument failure. Of the above 20, two had autopilot failure, reinforcing that proper checks on flight instruments is essential before departure. NONE, John stressed, of the above were PPL/IRs in over 16 million flying hours.

35 members in 19 aircraft (and several cars) turned up at the meeting that was held at the Nature In Art Museum and Art Gallery at Twigworth, just outside Gloucester and a short distance from Staverton airfield. Transport was laid on to collect members from their aircraft and chauffeur them to the meeting. Fair credit is due to the members that flew in. CBs were forecast in nearly every TAF and most pilots reported a 40-knot headwind, strangely, from whatever direction they arrived. Among the members that flew in from outside the UK were Dirk DeJonghe from Belgium and Jeppe Sørensen who, through a combination of slot delays and headwinds, endured a six and a half hour trip to make the meeting.

The guest speaker in the morning was



*Not the type of golden eagle pilots expect to see but one of the art pieces surrounding the venue for July's meeting*

John Arscott, the Director of the Directorate of Airspace Policy. He's the guy that has to speak face to face to politicians in an attempt to educate them (*my words - not his*) as to the aviation needs of aircraft pilots, operators and the traveling public.

John explained his department's responsibilities that include strategy and planning for the use of UK airspace and navigation, its classification, rules and procedures. Other departments are responsible for the UK Aeronautical Information Publication and to ensure an Aeronautical Information Service is provided. Topically, they also cover the provision of a Lower Airspace Radar Service, the assignment of civil aeronautical radio frequencies and Secondary Surveillance Radar codes and have control over the UK Meteorological Authority. Having explained his organisation's *modus operandi* he then fielded members questions on all subjects for over half an hour until we broke for an excellent buffet lunch. Here I have to give credit to the PPL/IR Europe organisation and the committee members that organised this event. How else could an individual lowly PPL get access to the man at the top and have the ability to ask him any question that interested them? That's a question you can't get an answer to.

**David Bruford**



*The Nature In Art Museum and Art Gallery at Twigworth, just outside Gloucester and a short distance from Staverton airfield. Venue for the July meeting of PPL/IR Europe*



# Air Navigation Order

Safety Regulation Group  
**Safety**



## CAA publishes second round of consultation on amendments to ANO to enable compliance with ICAO standards

The above recently published document can be viewed on the CAA website at [www.caa.co.uk/srg/general/aviation/document.asp](http://www.caa.co.uk/srg/general/aviation/document.asp) but beware as there are 15 appendices!

We made representations to the first round of consultation and in particular expressed concern at the proposal to require flight crew to use Oxygen when flying at any time above 10,000 ft (see IP 42). This would mean, inter alia, that aircraft not so equipped would have no legal possibility of “escaping” icing at lower levels whereas a short period at a level higher than 10,000 ft might enable us to get above it.

I am pleased to report that the CAA has now modified these proposals so that flight above 10,000 ft without Oxygen is permitted for a period not exceeding 30 minutes but must be used all the time if at 13,000 ft or above (which is entirely reasonable). It must still be up to the Commander to decide if he should use Oxygen at a lower level than 10,000ft and in some circumstances that may well be appropriate. IP carried an article on the effects of Hypoxia in issue 41 and on portable oxygen systems in IP42; I recommend you read them carefully. Oxygen systems, when used, can be installed or portable.

Another proposal concerns installation of ELT equipment (Survival or automatic both being capable of 121.5MHz and 406 MHz) when flying over water (non public transport) and being over 10 minutes flying time away from land suitable for an emergency landing or over certain isolated territory.

There are a number of ELT types proposed including “portable” units and we are seeking clarification on the types that would be permitted. We are considering two options that have been suggested for dealing with all of this together with life saving equipment (lifejackets, lights, dinghies, immersion suits). As I write this we are debating whether 10 minutes is the appropriate timescale; it might be that the Commander should make the decision as to what is appropriate depending upon his proposed flight level (F030 means a shorter time for glide to the sea than F070!), and also as to the equipment that should be carried. The CAA Safety Sense leaflet No 21A makes clear recommendations on how to prepare for, assess and deal with ditching.

There are other very sensible proposals, which in essence regularise some anomalies that have built up over time. For example, who could argue that two way radio is required for IFR at night, an accessible first aid kit, a portable fire extinguisher, and if operating at night, a landing light?

We will report further on the proposed changes as we progress; also see the web site for update reports in due course.

**Paul Draper**  
Chairman  
PPL/IR Europe

My Hard Won Instrument Rating  
Continued from **Page 7**

easier than VFR (much to the annoyance of a strictly VFR friend of mine). However if you are ‘dumped’ out of controlled airspace it can feel a bit like being thrown out of a hotel in your pyjamas, unless you are on the ball. Not that it happens that often except sometimes coming home around London. (Carry a relevant half mill, it is cheap insurance). The message at all times is to remain aware of where you are, what is happening next and where you are going, it is easy to switch off, especially with the autopilot doing the donkey work. Be very aware of when you need to start descents, it can be embarrassing. Believe me I’ve been there.

On arrival I am still amazed (although hopefully not surprised) by the speed with which everything happens (this applies to both instrument and visual approaches.) One minute you seem to be cruising along with 50 or 60 miles to go, the next you are in the middle of the ILS with a strong crosswind to deal with. Remain aware, plan the approach and don’t let it catch you out; generally try to complete everything you need to do 50 miles out. It is a lot easier than telling your destination who you are while visually finding the landing field. Remain aware of where you are and what the controller is trying to do with you.

Most of this must be ‘so what’ territory to the old lags, but starting out with a new IR, my concern was less with the mechanics of flying an ILS or flying on instruments than how to use the skills effectively and safely in the system. I feel now that I have at least come to grips with it but there are still many things I haven’t seen. There are instructions from ATC that leave me wondering (ask for clarification) and there is still plenty of weather that I have not yet come across and a load that I hope I don’t.

For my fellow rookies and near rookies:

- Use the IFR system as much as you can, you will learn on every flight.
- Go out and do it, it’s what you’ve been trained to do.
- Ask questions, there is always someone who has done what you are about to do before you.
- Be ready for the change of plan.
- Know your aeroplane and yourself.
- Understand the weather.

Earning the IR is a tremendous achievement, it gives you great privileges. Use it and learn from it.





## EASA's CONSULTATION DOCUMENT NOTICE OF PROPOSED AMENDMENT (NPA) No. 2/2004, OR

### **"WILL YOU BE ABLE TO FLY FAA & N REG MUCH LONGER?"**

“

*Qu 1: The Agency is interested in knowing the opinion of stakeholders on the best means to set the safety objectives for the regulation of air operations and flight crew licensing*

”

“ON THE APPLICABILITY, BASIC PRINCIPLES AND ESSENTIAL REQUIREMENTS FOR PILOT PROFICIENCY AND AIR OPERATIONS AND FOR THE REGULATION OF THIRD COUNTRY AIRCRAFT OPERATED BY THIRD COUNTRY OPERATORS”

This may sound a turgid, boring subject but it is going to affect you one way or another!

If you follow the link [http://www.easa.eu.int/doc/npa\\_02\\_2004.pdf](http://www.easa.eu.int/doc/npa_02_2004.pdf) you will see the paper (and back up documentation via [www.easa.eu.int/index.html](http://www.easa.eu.int/index.html) under “regulation”) within which are the questions asked and which we have answered as copied below.

By way of explanation, post the setting up of EASA the European Parliament insisted that system work be undertaken with the view to extend the scope of the regulation to air operations and flight crew licensing. They considered indeed such extension as absolutely necessary to ensure overall consistency of the civil aviation safety regulation system. This would also prevent a complex and unclear sharing of responsibilities between the Community and its Member States, which could lead to loop-holes detrimental to the objective enshrined in the EASA Regulation, of a high and uniform level of aviation safety. In addition they saw the need to further work on the safety of third country aircraft operated by third country operators, with the view to extend the scope of the EASA Regulation to that category of aircraft.

These proposed new regulations could well mean FAA licences and N Registered aircraft will come much more within the control of their States of residence. And you will all deduce that will probably mean more spend by you as pilots and owners! For example the frequency

and complexity of medicals for the FAA licence is less than eg the JAR or CAA requirement as is the licence validation requirement; one might argue that with their 6x6x6 requirement it is better. Also the maintenance regime for N Registered aircraft is less, namely an annual rather than a 6 months inspection and no Notice 75 inspections of propellers; the system is much more based on actual condition. And that is not to say the N Registration is any less safe; the USA has so much more experience of building, operating of aircraft and licensing of pilots than Europe that one would have thought their standards would, in the main, be acceptable anywhere.

So it is really important that you respond and the more that respond the better for they might well then take notice! If you agree with the answers submitted on behalf of PPL/IR Europe then feel free to copy those parts as appropriate, but you will need to be quick. EASA warn that responses should have been received by 31st July or they might not be considered. Note also that they require a separate form for each question answered or they will ignore it!

Paul Draper

Answers submitted by PPL/IR Europe:

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q1

2. PROPOSED TEXT/COMMENT: Currently the USA is the Country with the longest experience and largest number of aircraft, both civil commercial and general aviation (including “sport” types) and a solution that follows their adopted standards would seem most suitable.

3. JUSTIFICATION: It is a fact that more and more GA aircraft and

pilots are transferring their aircraft onto the USA register and obtaining FAA licences so as to be able to operate in a more realistic, less costly, but equally safe manner.

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q2

2. PROPOSED TEXT/COMMENT:

The Annexes 1 & 2 are so generalized as to give no basis for proper consideration of whether the “essential requirements” actually meet the criteria referred to. They cover all types of pilots and aircraft. Is it intended that all types must comply with the stated detail or will they have to be varied according to licence and aircraft type? There is no mention of an intention of minimum standards to be met, qualifying hours to be flown before taking a test nor of the standards by which one will be judged.

3. JUSTIFICATION: Whilst current studying requirements for obtaining various licences are in some cases too high there needs to be a differentiation of skill requirements to fly certain types of aircraft. For example a private pilot seeking an Instrument Rating compared to a Commercial Pilot does not need to know about commercial aircraft aspects as is required in the current syllabus.

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q3

2. PROPOSED TEXT/COMMENT:

Only in so far as there should be a requirement for the third country operator’s maintenance organization and certification to be equivalent to the Community requirements. And that does not mean, in the case of N Reg aircraft permanently based in the EC, merely adopting the current EC member States maintenance schedules.

3. JUSTIFICATION: In the case of N Reg aircraft the USA has, via the FAA, had much more experience of operating aircraft, especially in the GA sector, than has the EC. Accordingly their standards should be adequate for operation in the Community provided there is overseeing to ensure those standards are maintained by the maintenance organizations dealing with such aircraft.

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q4

2. PROPOSED TEXT/COMMENT: The answer hinges on the answer to the question “what is the “Community Legislation” proposed”? The current JAR FCL regulations are, in relation to private pilots trying to improve their skills by getting higher grade ratings, heavily discouraging as a result of the current requirements for those licences. For example, a pilot wishing to obtain an Instrument Rating has to comply with a very difficult syllabus designed solely for a pilot assumed to be progressing to a career flying large commercial aircraft. He/she has to learn about aspects of flight and aircraft that they will not be involved with in flying a GA aircraft privately. Hence they are discouraged from progressing with a licence that can greatly increase their and others safety in flying; especially so in the European weather systems where the ability to fly on instruments is an almost essential requirement to the serious use of an aircraft suitably equipped for such flight.

3. JUSTIFICATION: N/A

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q5

2. PROPOSED TEXT/COMMENT: a) No b) Corporate aircraft above 5,700Kgs should be included. On such basis recreational aircraft should be excluded. c) The threshold should be 5,700 Kgs as currently in the UK PROVIDED this does not become a limiting factor to the use and gaining of higher grade licences to operate the aircraft eg private instrument rated pilots should continue to be able to access controlled airspace.

3. JUSTIFICATION: There is a need for less stringent controls on non commercial aircraft operations.

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q6

2. PROPOSED TEXT/COMMENT: a) Yes, subject to the limits mentioned in answer 5. b) Yes

3. JUSTIFICATION: N/A

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q8

2. PROPOSED TEXT/COMMENT: a) Yes, subject to the answer to Q3. b) Yes

3. JUSTIFICATION: N/A

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q9

2. PROPOSED TEXT/COMMENT: a) Yes, subject to the answer to Q3. b) Yes

3. JUSTIFICATION:

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q10

2. PROPOSED TEXT/COMMENT: a) NOT if the definition of licence required means that private instrument rated pilots, or those pilots wishing to acquire such a licence, would be treated as being on “the first steps towards a professional licence.” and potentially required to complete a full professional pilot course embodying much that is not required to fly an aircraft of a less complex nature than most commercial heavy aircraft. b) ditto answer to a).

3. JUSTIFICATION: a) There are many aspiring instrument rated pilots who aspire to attain such skills and licence who have no intention of embarking on a professional career flying commercial aircraft. On a safety case alone those pilots should be encouraged to gain such a rating thereby enabling them to fly in controlled airspace and in IMC on a safe basis.

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q11

2. PROPOSED TEXT/COMMENT: a) Yes. Light recreational or sport aircraft should be limited to a weight of under 1,000 Kgs with non-retractable undercarriages and no more than 4 seats. b) Yes. c) Yes.

3. JUSTIFICATION:

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q12

2. PROPOSED TEXT/COMMENT: a) Yes. b) No, but the standards required to be met should be less onerous. c) Yes

3. JUSTIFICATION: b) The complexity and operating environment for a recreational / sport pilot is less than that of a professional pilot and hence there needs to be an acknowledgment a lesser standard can apply. However there does need to be a check on the pilot’s general health standards being suitable. Such medicals might be given by General Practitioners rather than by Aeromedical Examiners.

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q13

2. PROPOSED TEXT/COMMENT: a) Yes

3. JUSTIFICATION:

1b. AFFECTED QUESTION NR, PARAGRAPH OR ARTICLE: Q14

2. PROPOSED TEXT/COMMENT: a) Yes, excepting in the case of Fractional Ownership. b) Yes, excepting for Fractional Ownership. c) Yes. In this instance “General Aviation” definition should be aircraft operating for non-commercial purposes and being of a weight of less than 5,700 Kgs.

3. JUSTIFICATION: a) Many light aircraft are owned on a Fractional Ownership basis merely to allow more people to own a part of an aircraft and fly it on an economic basis rather than having to hire one.

“  
There are many IR pilots who aspire to attain such skills and licence and who have no intention of embarking on a professional career

”





**By  
Jeppe Sørensen**

## *SES - Single European Sky takes off*



For long Europe has been fragmented, divided and undecided. You might say that this is a general fact, but it shows very clearly in aviation and European airspace users feel this historically based situation.

Try ask a captain of an Airbus 321 (or maybe a Boeing 737), about the classification of the airspace he uses when crossing Europe and the rules that apply to the various national airspaces he navigates. He will probably not be able to answer this question.

If you ask your local CAA about the rules regarding carriage of Mode S transponder, you might get the answer that “Mode S is not required”. That is in the airspace of your country. It is your responsibility as a pilot to ensure that the aircraft is equipped for the airspace you fly in and you have a very difficult task to perform. And let’s face it - pilots don’t read all the small print in Jeppesen before they start the engine. Most rules are based on ICAO guidelines but when it comes to implementation, national differences are so plentiful that it becomes a patchwork of rules across the European sky.

For a lot of reasons rules and regulations regarding airspace, certification and licensing needs to be based on common European rules. The European Commission has realised that harmonising national rules is not the way forward. Common rules with variances have been tried, as with JAA, but 20 variations will leave us with a patchwork anyway.

So the European Commission has set out to establish and enforce common rules and regulations. This time majority voting is used so it is not a consensus process. In addition no national variances are allowed and very limited consultation is going to take place. The plan some will say is ambitious while others realise it represents a great threat to the GA aviation

as we are few and divided and cannot have the resources necessary to promote our interests under these conditions.

The European Commission agreed with Eurocontrol that it should come up with new rules and regulations for a number of airspace items – use of airspace, blocks of airspace for common control and a new charging scheme. Giving Eurocontrol seven mandates does this – so Eurocontrol has got some of the powers that it has been dreaming of.

## *EASA process for validating FAA approved STCs*



Many aircraft owners want to update or upgrade their aircraft. In doing so the Type Certificate (TC) of the aircraft will be changed and you need a Supplementary Type Certificate (STC). When using an existing STC that is not from the country of the aircraft registry – a foreign STC – this STC has to be validated in your country.

Validating an STC before the introduction of EASA was a simple process most of the time. If the STC was from the country of the TC the STC was easily accepted as the same authority had approved both the TC and the STC. As most GA aircraft are constructed in the USA and most STCs come from the USA the validation was an easy process.

The new EASA procedure for validating an FAA approved STC goes like this: The STC holder applies to the FAA for a letter of concurrence. The data package is then sent to EASA, who will contract with a NAA (some European National Aviation Authority) to function as lead authority on an aircraft type. This NAA will then validate the data package according to their national rules and recommend to the EASA the approval of the STC. This process can take seven months.

Is there no advantage with EASA you may ask? Yes – there is. If the STC has been validated in any EASA member state (EU) it is considered approved in all of EASA. So in effect if the STC was approved before EASA in any member state you are OK. If an STC has not been validated previously think twice before attempting to validate an STC.

## *EASA – an experiment in building an organisation*

What happens when you transfer the authority regarding certification of aircraft and related matters from 24 CAAs to a new organisation with practically no staff? To get anything done you have to outsource the functions back to the CAAs. They are asked to do the job until EASA can take over their jobs. Civil servants do as they are told (mostly), but they are not highly motivated.

The fact JAA rules and regulations (with minor changes) could be taken over by EASA, may hide the fact that the function of certification of aircraft and related matters is much more than rules and regulations. The organisational structure to support the new rules is inadequate and the industry has to adapt to the changes – and these changes takes time. In addition a charging scheme and actual rates to be charged is not known.

EASA objective of “Minimal disruption of ongoing activities” is working only because civil servants in many CAAs try to maintain “business as usual”.

## *GALILEO and GPS side by side*



A recent press release from the EU commission said:

### **COMMUNIQUE DE PRESSE - RAPID**

### **GALILEO and GPS will navigate side by side: EU and US sign final agreement**

*The European Union and the United States concluded an agreement on GALILEO and GPS at the end of the Summit held in Ireland on 26 June 2004. The agreement on the promotion, provision and use of the two satellite-based navigation systems and related applications that was signed by Commission Vice-President Loyola de Palacio and US Secretary of State Colin Powell, will allow each system*

*to work alongside the other without interfering with its counterpart's signals and thus give a huge boost to users worldwide. Vice-President Loyola de Palacio said: "This agreement will allow the European project GALILEO to become the world standard for civil and commercial use of satellite navigation; it will offer the best possible level of services to all users".*

To understand the setting of this we have to go back in time. When the USA DoD proposed GPS, some wise men and women in Congress insisted that there should be a possible civil use of the service. An open civil signal was embedded in the military signal on one of the two frequencies. Though wise, these members of Congress did probably not envisage the usefulness and the success of the system that was created. Based on huge commercial success, projects to improve GPS are under way – new frequencies and better signal structure.

Of course Europe envies this success and thus the GALILEO project was born. The press release goes on and among other point's states:

In addition of being the first civil system specifically dedicated to civil users, the additional feature of GALILEO is its commercial nature. The agreement with the United States does confirm the quick introduction of GALILEO in all user segments (mass market and professional) throughout the world. The market potential is indeed considerable: 3 billion receivers and revenues of some €250 billion per year by 2010 worldwide, and the creation of more than 150,000 high qualified jobs in Europe alone.

Very impressive numbers indeed and what a business case. Who can resist this vision of future success? Show me a European politician who would say no to 150,000 high-qualified jobs in Europe and I will show you the Abominable Snowman.

Compared to these future returns the money you pay for the system through your tax – current estimates €2.1 billion and probably on the low side – are petty cash.

GALILEO offers Signals to determine position and time – position seems not to be in the WGS84 coordinates reference frame of GPS but GALILEO uses GALILEO Terrestrial Reference Frame. This only differs from WGS84 by a few

centimeters so it should not be a problem in aviation. The time signal is not exactly GPS time but the difference is included in the GALILEO signal.

In essence GALILEO duplicates GPS. More satellites and an independent organisation of course improve precision and reliability. But GALILEO has the same drawbacks as GPS – mainly estimating the accuracy of the position and guessing if this is sufficient (eg through Receiver Autonomous Integrity Monitoring - RAIM). This drawback is remedied by WAAS for North America and EGNOS for Europe.

Whether the hopes for future commercial success comes true and "GALILEO will be the world standard for civil and commercial use of satellite navigation", only time will show.

## *The EAD Programme Steering Group closes and Service Steering Group takes over*



The European AIS Database is progressing rapidly and you can enjoy the services offered by many countries in Europe. The common access to data is of great value to all airspace users.

The EAD Programme Steering Group closed down at its meeting number 18 in March. Quoting from the minutes:

*The Chairman welcomed the participants and stated that the PSG is rapidly approaching the end of its lifecycle. The system is available, it's up and running and more and more efforts are being dedicated to support EAD clients.*

*However, the PSG closeout will not be the end of the line, another challenge is presenting itself already. We have to ensure that the service provided will meet the requirements of our stakeholders.*

*It will be the task of the Service Steering Group (SSG) to face that challenge.*

The PSG has done a great job, but as a user of AIS data you will probably find that one essential point is missing: the data in the form to be downloaded to your GPS. It seems this important aspect was not on the agenda. I just wished the PSG had stayed on for a little longer and had had this item on the agenda because the work would then be much more complete and useful.

## *Launch of EATM Website*



The 3rd July 2004 saw the official launch of the new EATM (European Air Traffic Management) website. The official announcement proclaims:

"After extensive work and development, the new EATM web site:

- Integrates fully in EUROCONTROL corporate housestyle
- Is fully updated and in line with EATM 2004 Work Programme
- Represents the EATM "Common Layer" that links to individual Programmes and Activities own sub-sites
- Is based on the new corporate "templating" technology that will enable seamless web content management even by non-IT experts."

The new website provides an easy entry point to a wealth of interesting information coming out of Eurocontrol. For example, under the "Programmes" folder, the latest information can be found about:

- Air-ground co-operative ATS (AGC)
- AIS Automation and harmonisation of European aeronautical data (AHEAD)
- Automatic Dependent Surveillance (ADS)
- European AIS Database (EAD)
- Mode S

The website can be found at [http://www.eurocontrol.int/eatm/public/subsite\\_homepage/homepage.html](http://www.eurocontrol.int/eatm/public/subsite_homepage/homepage.html).



# Single pilot IFR is tough, but into the weather it's stupid...



“ I was almost ready to declare an emergency but fortunately I did not have to ”

*Instrument Pilot* obtained a copy of the following email. It tells of a ferry pilot's tale of the leg from Bangor, Maine to Goose Bay. It was his report back to his office explaining part of his experiences when ferrying a Cessna 172 from the USA to Europe. The pilot has requested that he remains anonymous but allowed us to reproduce this text in the hope of preventing another pilot from suffering a similar experience.

“Arrived in Goose Bay, the airplane wasn't up to this weather, I was almost ready to declare an emergency but fortunately I did not have to.

It took me 6 hours and 12 minutes from BGR to YYR in this bloody 172 and it had not been a sightseeing flight. Not bad out of BGR, climbed to 7000 to stay on top but nice weather and some head wind. It took me 17 minutes to reach 7000! The airplane is sitting on the tail with 100 gallons in the ferry tank, therefore I did not even try to fill it up to 124. After the engine start it looks better but with a more than full aft CG and light turbulence on climb out the stall warning was making noise at 85 KIAS!

Nothing special till Sept Isles, I climbed also to 9000 after one hour and it was o.k. but then the nightmare started.

Even if I was flying behind the front the clouds were higher, I picked up clear ice and I had to get down to 7000. After another hour it wasn't enough and I asked 5000 but they gave me 6000 and a rerouting, to take me outside of a military area. Therefore I had to fly to PEKRO before going to YYR. Ice was

building up fast and I lost radio contact. I decided to go down to 5000 anyhow, otherwise I would have gone down anyway. I called an airline on 121.5 and told them I was at 5000 due to ice and to pass the message to Gander radio. I was in trouble, the ceiling on the ground was down to 300 OVC and 1 and 1/5 mile on the ground in the area of Sept Isles and I was still at freezing level in IMC. The throttle was at the firewall and I was holding the altitude.

When the airline came back to me told me that Gander said I could not stay at 5000 unless I was going to declare an emergency because there was military low flying activity from PEKRO to Goose and they asked me to divert to Wabush. I did not want to go there, I did not have the approach plates for Wabush and it was not the place where I intended to go, therefore I asked if they could talk to the air force and let me in. After a while I received a clearance to Goose but I was still in bad conditions, however I knew the weather was going to improve in the Goose area. I finally got out of the ice and I landed in Goose at 19:39 UTC.

As I said in my previous mail, flying a light single engine without deice at 115 kt TAS on long distances, single pilot IFR, is tough but into the weather it's stupid. Therefore I am stupid and I hope I will not have to tell it myself once again.

Regards”

*Pilot's name and address were supplied to the Editorial Office*

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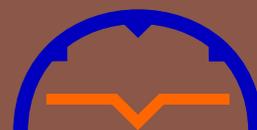
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## P-RNAV Article

I have read with interest the article by Roger Dunn on P-RNAV. Whilst I understand the concerns of PPL/IR for Europe I feel that I should point out to you that P-RNAV is not a mandatory requirement and as I understand the current thinking it is not likely to be made mandatory.

Roger quite rightly points out that P-RNAV is optional. However, certain airports may seek to only handle P-RNAV equipped aircraft. As P-RNAV is based on RNP-1 (Required Navigation Performance of +/- 1 NM of track error for 95% of flight time) it is easy to see then that airports such as Heathrow, Charles de Gaulle etc will in time only accept P-RNAV equipped operators particularly if TMA/ approach capacity for these kind of airports are improved. These airports are not typically used by GA, largely due to the fact that they have used 'pricing tools' as a way of keeping GA out. However, not all commercial operators will want to equip with P-RNAV and therefore we will see some airports retaining the SIDS/STARS but also offering P-RNAV facilities as the aim of these smaller regional airports will be to continue to attract a wide range of customers.

But again, my concern here is the high cost involved. For example, some airports like Cardiff now make a charge for the passengers and security - a Cessna 172 from Europe paid nearly £100 just to fly into Cardiff. This perhaps highlights the urgent need for GPS based approaches to be developed so that airfields that are typically used by GA can then offer an alternative to the likes of Cardiff, Newcastle, Birmingham, Exeter etc.

In the UK, the Director of Airspace Policy, John Arscott, has stated that it is his intention for all airports to consult with the users prior to being granted an operational approval for P-RNAV only status. As John is the UK member of the Single European Sky Committee, perhaps he can use his influence in respect of user consultation across Europe!

There are many ways in which airports may try to keep GA off their 'radar screens', however, P-RNAV solutions for GA will come in the form of new technology which undoubtedly will be GPS based.

Therefore, my main concern is the charging requirements that exist and those that will come along under the Single Sky package. AOPA wishes to see alternative solutions for GA including a revision of the instrument rating as far as it applies to the private pilot!

Regards and best wishes.

Yours sincerely



Martin Robinson  
Chief Executive AOPA UK

### Comment by Roger Dunn

*Martin is absolutely right. It is not intended that P-RNAV will be mandatory, and there appear to be no plans to add P-RNAV to the Minimum Equipment List. However, from a study of the AICs on P-RNAV already released across Europe it is becoming clear that we shall not be able to fly IFR to many places without P-RNAV. Perhaps we are seeing the introduction of regulation by stealth?*

## Dictionary Corner

Aviation is riddled with strange words and acronyms. I thought members might be interested in knowing some of the lesser-known definitions.

**Aerofoil** - A method of outwitting chocolate bars

**Aftercast** - A disappointed theatre audience

**Explain** - Concorde

**Airmiss** - Flight attendant

**Minima** - A short person married to your father

**Apparent Drift** - When your dad leaves home

**Arrester Gear** - Police uniform

**AVGAS** - Sufficient fuel

**Virga** - Female raindrop that lies to her father

Best regards  
Alan Toogood




**PPL/IR EUROPE WEBSITE**

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Have you been to the PPL/IR Europe Members only Forum lately?

Is there something you want to know about flying and you want to guarantee an informed answer? Try [www.pplir.org](http://www.pplir.org) and go to the Forum link.

Do any PPLIR members have advice on which of the Madrid airports are GA friendly and also accept IFR?

Has anyone been able to obtain met info such as METARs and TAFs via GPRS using a GSM mobile phone?

Can anyone give me a clue as to how an airways arrival from Wallasey for a VFR arrival at Dublin Weston is likely to be handled?

These questions received quick and informed answers. Don't waste your time pouring through books and web sites pages for information that other members already know - go - [www.pplir.org](http://www.pplir.org) - Drop in regular to ask questions or to share you knowledge with other members.

And have you looked at the Buying, Selling or Sharing Forum? Recent postings include: Beechcraft Bonanza A36 1977 for sale, N reg Turbonormalized Bonanza for Hire, Fair Oaks UK and For Sale - Sigtronics SPA-600 intercom.



# Weekend fly-out to Roskilde, Denmark (EKRK) 11-12th September

Over the years many members have expressed an interest in a fly-out to Denmark and this ambition is now finally being realised with the help of Committee member Jeppe Sørensen.

## The flying

Roskilde is the GA airfield of Copenhagen and has excellent facilities: Two main runways (11/28 and 03/21) with ILSs on 11 and 21.

It's a port of entry with customs and emigration facilities. Avgas and Jet-A1 are both available. Avgas is DKK 6.50 per litre (UKP 0.58 or EUR 0.87) excluding VAT which is not payable for international flights.

The airways distance from the south of the UK is about 540 NM (Biggin Hill), and from the Low Countries about 370 NM (Rotterdam).

## The sights

Roskilde was the ancient seat of the Danish kings and offers a range of cultural, religious and scenic attractions. The excavation, in 1962, of a number of viking ships in the nearby Roskilde Fjord revived the interest in Viking culture and traditions and created the Roskilde Viking Ship Museum. Of all the sights in and around Roskilde, we have chosen to visit this museum, not least because many of you will be aware of viking ties to Britain.

We then continue to Copenhagen where we will sample the sights of this mini capital and some of the local cuisine before proceeding to the Tivoli gardens for an evening of unbridled amusement. Professional English speaking guides will accompany us on both the museum visit and the tour of the city.

## The accommodation

After the festive Tivoli fireworks, the bus will take us back to the overnight accommodation near Roskilde airport. Jeppe has found a local agricultural college which offers excellent accommodation at fair prices and is furthermore located conveniently close to the airport.

If anyone prefers to stay in Copenhagen instead, and maybe even extend the stay beyond the planned return on Sunday, they are entirely free to do so if they make their own accommodation arrangements.

## The return

We plan to return Sunday, but the timing is up to each of you. You can choose to return first thing in the morning or spend some of the day, for instance visiting the cathedral, and start your return later in the day.

## The price

The trip price is DKK 1,200 (UKP 110 or EUR 165). This includes landing fee, overnight parking, accommodation with breakfast, guided bus tour, guided museum visit, dinner (without wine), Tivoli entrance fee and bus back to our night quarters.

Those who prefer to make their own accommodation arrangements will have a reduction of DKK 350 (UKP 30 or EUR 45).

We need a 25% deposit with your booking to cover non-refundable costs. In case of cancellation, you will be refunded whatever part of the deposit which is recoverable. If the trip makes a profit, it is up to the participants to ask for a proportional refund or to donate the money to some worthy cause.

Payment is most conveniently made via credit card. Please put your credit card details on the booking form, and we will charge 25% of the cost immediately and the rest upon completion. If you absolutely insist on not paying by credit card, you can send a Sterling or Euro cheque with your booking form, but be aware that it does cause the organisers a lot of extra work!

## The programme

All times LOCAL (= UTC+2).

### SATURDAY:

- 13:00-14:30: Arrival
- 15:00-15:30: Departure by bus to Tune Agricultural College where baggage may be left
- 16:00-17:30: Guided tour of Roskilde Viking Ship Museum
- 17:30-19:00: Bus to Copenhagen and guided tour of the city
- 19:00: Dinner
- 20:30: Tivoli Gardens
- 24:00: Bus back to Tune Agricultural College

### SUNDAY:

Latest checkout time from Tune Agricultural College is 12:00. After that, the day is your own, and you are expected to make your own transport arrangements.

## The booking form

Please send this booking form to Jeppe or e-mail him the required information:

Jeppe Sørensen  
Helsingevej 48A  
DK-2830 Virum  
Denmark

E-mail:  
jeppe.sorensen@email.dk



## BOOKING FORM

*PPL/IR Europe fly-out to Roskilde, Denmark on 11-12 September 2004*

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Address: .....

Email address: .....

Tel / Fax number: ..... / .....

Mobile number: .....

Total number in party: .....

Accommodation required: .....

Credit Card Type / No: ..... / .....

Credit Card Expiry Date: .....

Aircraft type / reg: ..... / .....

Date / time of arrival: ..... / .....

From: .....

Date / time of departure: ..... / .....

To: .....

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Un(?)Desirable Destination - Aviation-wise

# Lundy Island

By  
Chris Boshier

I've visited this gem set where the Bristol Channel meets the Atlantic on many occasions. Thoroughly recommended for those looking for a good days ramble amongst stunning scenery with the opportunity to observe a diversity of wild life – Puffins, dolphins, seals, gannets and many more. When touching terra firma on Lundy it has always been by boat, either the MS Oldenburg that services the Island or as a guest of the Appledore Sub Aqua Club. I have also made several aerial visits but only to over fly. On making approaches towards the strip I have always encountered curl over, so any successful landing would need to be from a relatively steep approach with power to counter any sink.



Each time I eye the windsock and I walk the strip I mutter to myself this runway's not for me. It runs 24/06 measuring 400 x 28 meters and set 455 ft AMSL, which with care, is fine for some aircraft that meet the performance criteria of their aircraft handbook and are piloted by someone with sufficient experience of short strips.



For me though, it's the roughness and unpredictability of rabbit holes coupled with solid granite markers, especially the one centred at the far end of 24 that worries me most. The prevailing wind is Westerly so 24 is generally the runway of choice – so with one large lump of granite and rising ground before you reach the cliff edge added to which the hump back nature of the runway means you can't see the end when you commit yourself to takeoff (shades of St Mary's in the Scillies).



The PFA Fly In on the 4<sup>th</sup> July this year unfortunately reinforced my own view when three aircraft were damaged, luckily no one was seriously injured but a C172 was totally destroyed by fire soon after crashing on departure, an RV4 collapsed his main gear and I believe a Luscombe lost a tail wheel, that's three out of twenty.



I had received a Fathers day gift from my daughter in June to visit on the 6<sup>th</sup> July, a glorious summers day. It was so disappointing to find the airfield littered with the remains of what should have been an enjoyable days flying.

