



INATOR



RESSEE(S) AND / OR ORIGINATOR

RCRAFT IDENTIFICATION

8 FLIGHT RULES

TYPE

WAKE TURBULENCE CAT

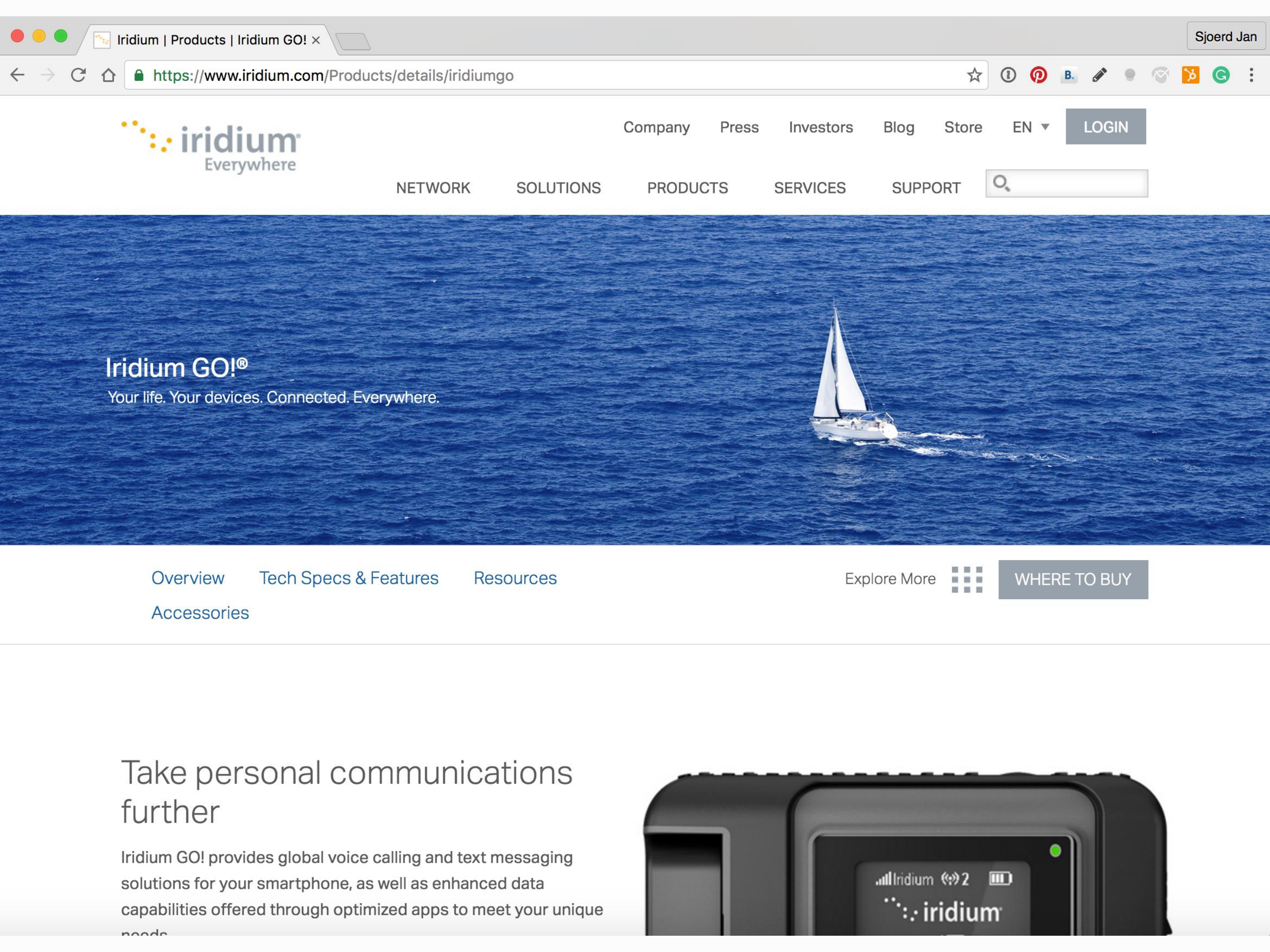
10 EQUIPMENT

Private operations and AWO/LVO

- *Private pilot*
 - *Europe*
 - *Africa*
 - *Middle East*
- *Day trader & Business owner*
- *AeroPlus Aviation*
 - *Datalink weather*
 - *Flight operations software*
 - *IFR routing & Flightplan Filing Software*
 - *iPhone/iPad apps*

GA All Weather Operations

- *Single-pilot Private Operations*
- *FAA Part-91 operations and LVO minima*
- *My experience with LVOs*
- *GA's use of Synthetic Vision*
- *GA's use of Enhanced Vision Systems*
- *Challenge: LVO approval*
- *Challenge: LVO training requirements*
- *Our needs and wishes*



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Q ICAO

EGPO - Stornoway Airport, Stornoway, GB

Today at 20:20, Vis. 4500 m, Ceil. 1800 ft



METAR

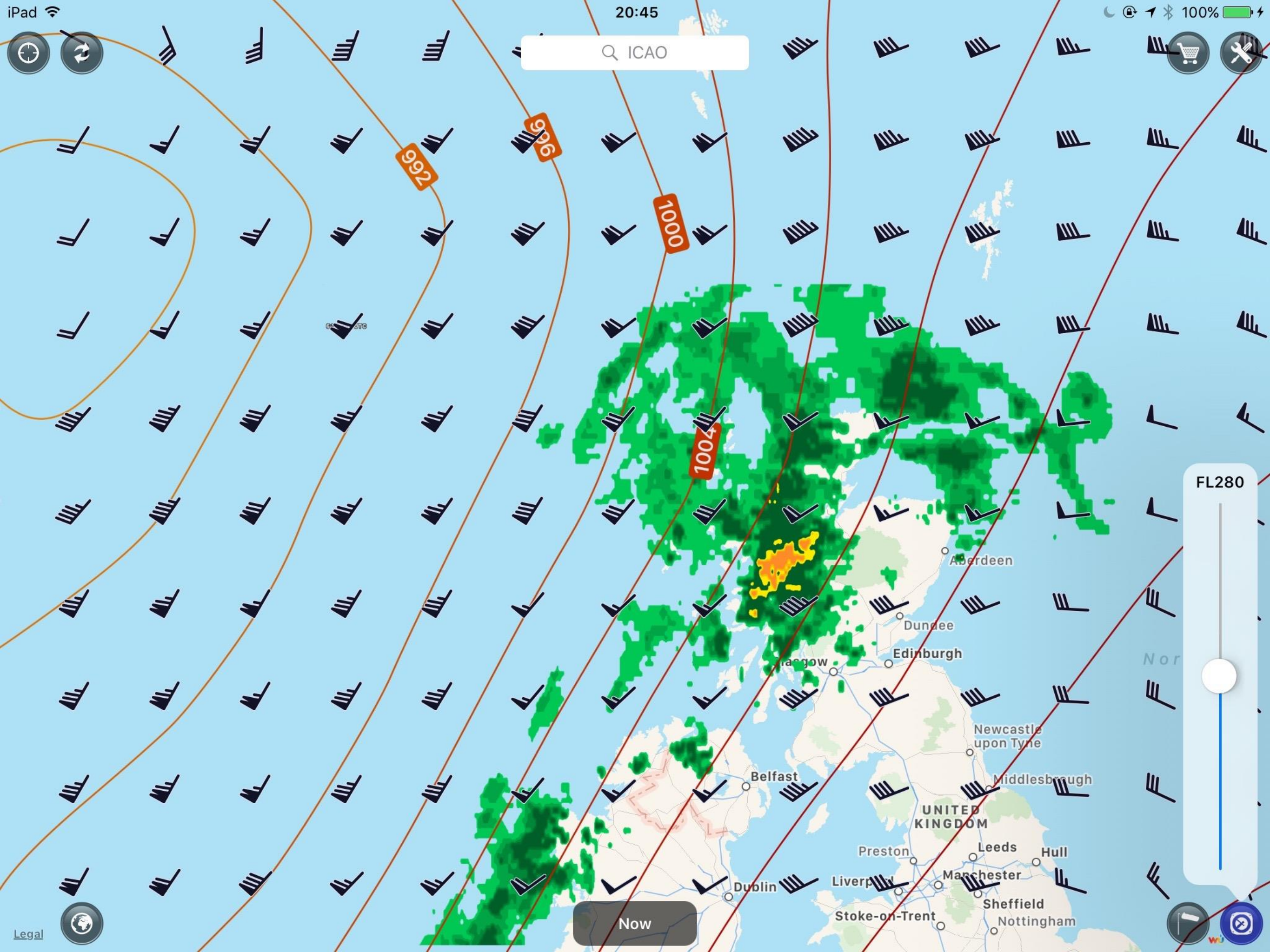
UNITED KINGDOM

North York Moors National Park

North S

Legal

Q ICAO



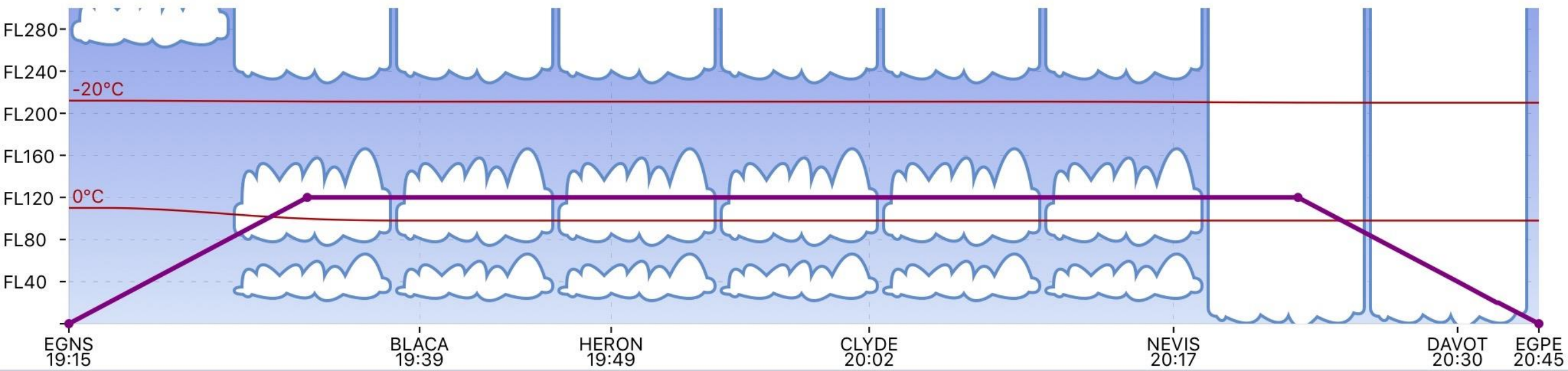
FL280

Vertical slider control

Now



BLACA DCT HERON DCT CLYDE DCT NEVIS DCT DAVOT VFR



AeroPlus FlightPlan

 **WATCH**



Single-pilot LVO operations

- *Private IFR GA flights*
- *Risk profile*
- *Current regulations*
 - *More restrictive takeoff minima RVR of 400m?*
 - *FAA Part-91 operations*
 - *Zero/zero departures*
 - *NO approach ban*
- *How to get approval for LVO operations?*
 - *Private Operator - Self declaration signed of by CAA?*
 - *Special training?*





COM
NAV
MAP
ENG
EICAS
CLIM
ELEC
FUEL
OIL
HYD
PNEU
TEMP
PRESS
VIB
ACID
BATT

Buttons and controls below the displays, including a large circular knob and several smaller buttons.









Low Vis Departure Lyon-Bron (LFLY)

- *Early morning ground fog*
- *Sun peeking through*
- *Twin-engine Seneca 2-200T*
- *Needed Follow-me car to find the runway*
- *RVR 150m*
- *Slow speed aircraft*







Divert to Lyon-Saint Exupéry (LFLY)

- *Flight Courchevel (LFLJ) – Lyon-Bron (LFLY)*
- *Alternate LFLY*
- *Initial RVR given by ATC: 550m*
- *When established on the ILS approach and below 1000 ft*
 - *Updated (lower) RVR values given by ATC*
- *High intensity approach lights*
- *Radar environment*
- *Synthetic Vision aid*

LSN 109.50 → 111.50 LSN NAV1 GS 71KT MSA 12300FT F0B 30GL END 06:23 DEST F0D 30GL ETE 00:22
109.50 111.50 LSN NAV2 HPT - APPROACH INFORMATION LFL DIS 0.4NM BRG 310°
COM1 118.300 121.200
COM2 120.450 ↔ 120.225

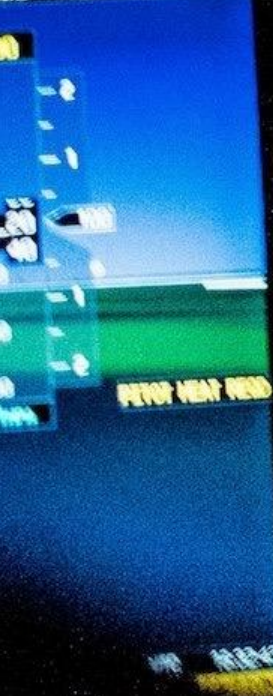


COM
NAV
BARO

109.50 ↔ 111.50 LSN NAV1 GS 71KT MSA 12300FT F0B 30GL END 06:23 DEST F0D 30GL ETE 00:22
109.50 111.50 LSN NAV2 HPT - APPROACH INFORMATION LFL DIS 0.4NM BRG 310°
AIRPORT LFL APPROACH ILS Y OR LOC Y RWY 36R (11)
LFL/LSY ST EXUPERY
RPM 1730
Man Hg 9.1

LSN NAV1 GS 71KT		MSA 12300 FT FOB 30GL		END 06:23		DEST FOD 30GL		ETE 00:22	
LSN NAV2		MPT - APPROACH INFORMATION				LFLL DIS 0.4NM		BRG 310°	
A/TPTD LFLL APPROACH		ILS Y OR LOC Y RWY 36R. (11)				0 4 8 NM			
LFLL/LYS		29 NOV 13		(11-6)		LYON, FRANCE			
ST EXUPERY		EIL 12 Dec		ILS Y or LOC Y Rwy 36R					
ADZ		LYON Approach		SALT EX Tower					
126.17		136.07		125.8		120.45		121.82	
LOC		Final		GS		ILS		Apt Elev 821'	
LSN		Apch Crs		D4.5 LSN		(SA/H)		refer to Minimums	
111.5		355°		2260' (1459')		AWY 821'			
MISSED APCH: Climb STRAIGHT AHEAD to D1 8 LSE, then turn RIGHT									

118.200 → 121.000
122.300 121.000



COM
NAV
RANGE
MODE
VOLUME
PMS







SVS & EVS systems

- *Garmin Perspective / G1000 synthetic vision*
- *Garmin Pilot APP: synthetic system*
- *iPad apps: Xavion and others*
- *Cirrus Enhanced Vision System (EVS)*
- *Garmin Flight Path Marker*
- *HUD solutions: Head up/down*
- *Safe Taxi charts*
- *Instrument Scan*
- *EVS or Approach plates on MFD?*

Challenges / Questions

- *Operational credits?*
- *Certification issues*
- *Synthetic Vision approved? To what standard?*
- *Enhanced Vision Systems - no HUD*
- *Garmin's Flight Path Marker*
- *iPad apps*
- *Radar altimeter?*
- *HUD?*
- *Certification & Training requirement*
- *Training and Checking program?*



Flight path marker

- *Used a lot by pilots:*
- *Aim at the numbers ...*

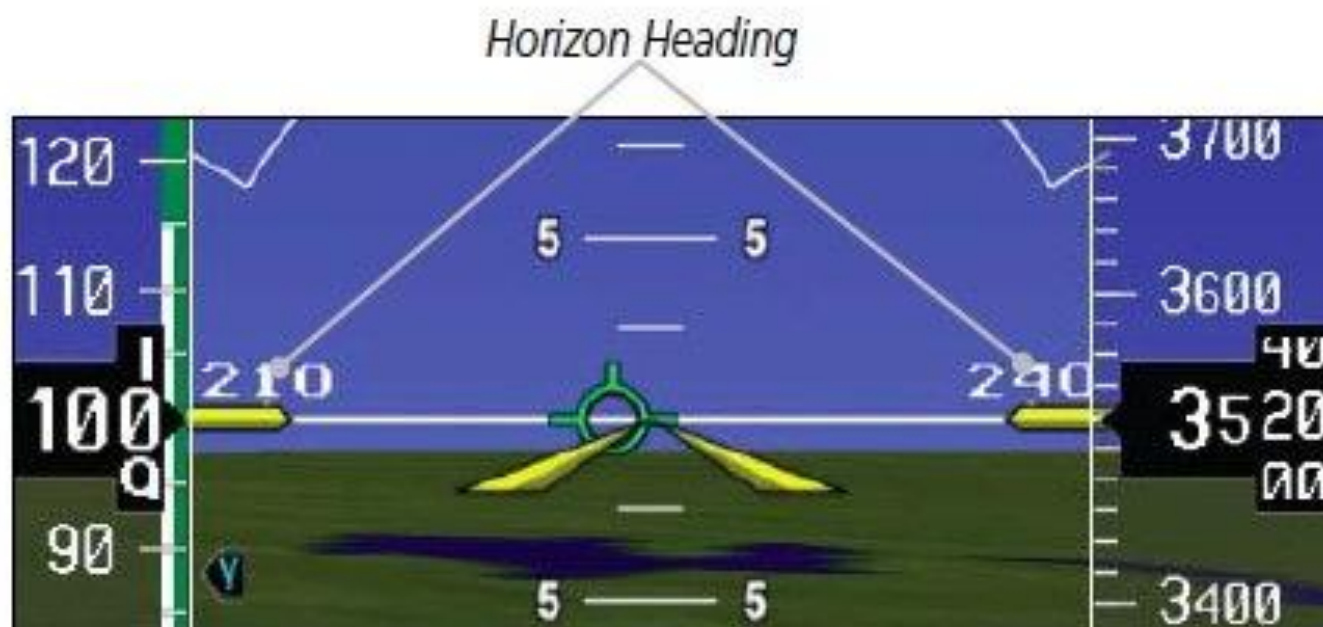


Figure 5-37 Horizon Heading





Our needs

- *Lower departure minima on takeoff*
- *400m RVR back down to 150m RVR*
- *LVO approval*
- *Proportionate and Relevant Training Requirements?*
- *Linked to a specific aircraft type?*
- *Technology requirements*
- *Flexibility in certification requirements*
- *LVO minima in line with the FAA minima*
- *For Private flights / Part-91 operations*
- *Safety Promotion instead of Regulation :-)*

More info

- Website: www.aeroplusaviation.com
- Datalink Weather Solution:
<http://www.aeroplusaviation.com/iridium-go>
- Contact details
 - Sjoerd Jan ter Welle
 - E-mail: ter.welle@eroplusaviation.com



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