VOLUME 21 | ISSUE 2 | SPRING 2018

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THEIR EFFEECT ON YOUR TRAVEL PLANS

YOUR WINDOW INTO
GOVERNMENT INFORMATION

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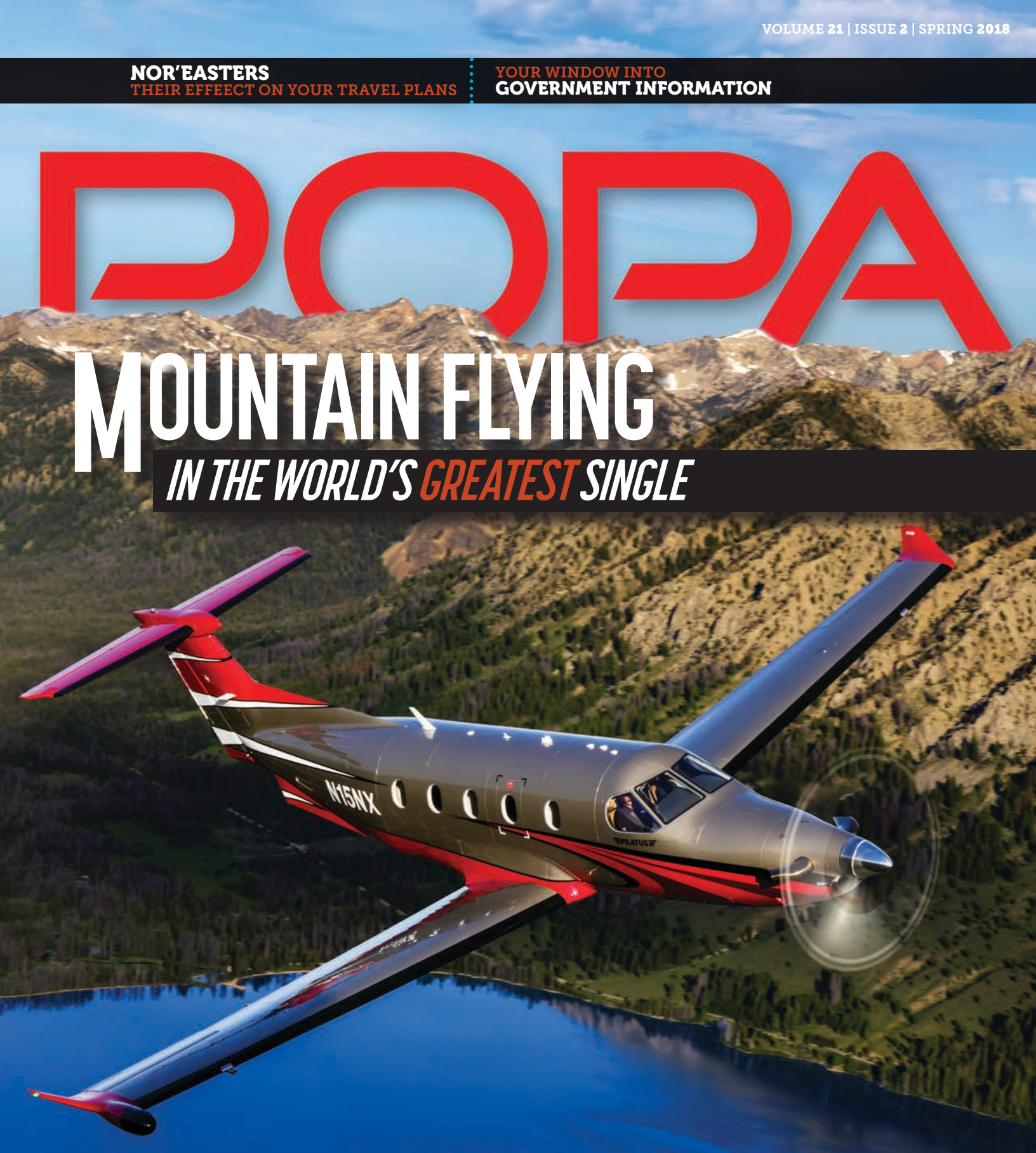
MOUNTAIN FLYING
IN THE WORLD'S GREATEST SINGLE



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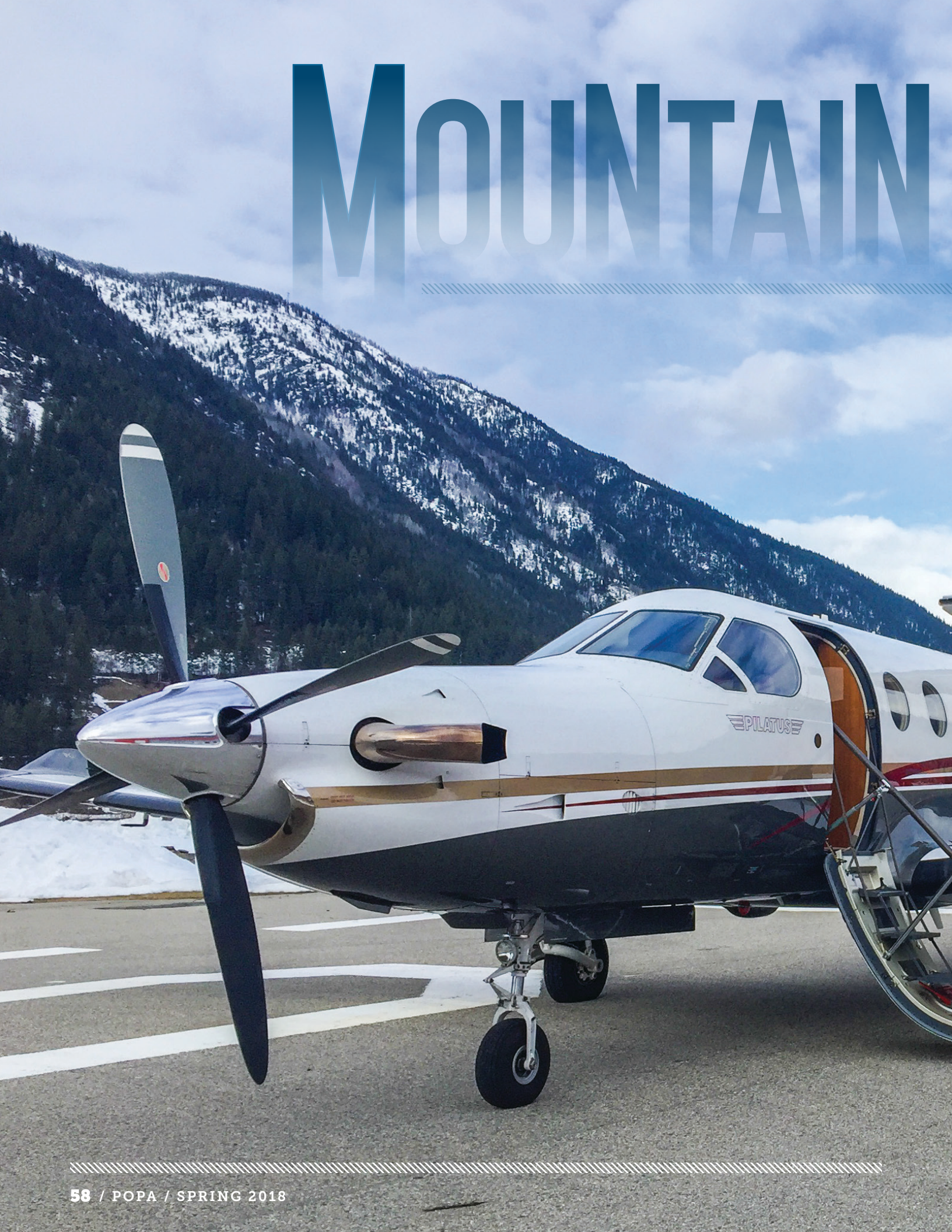
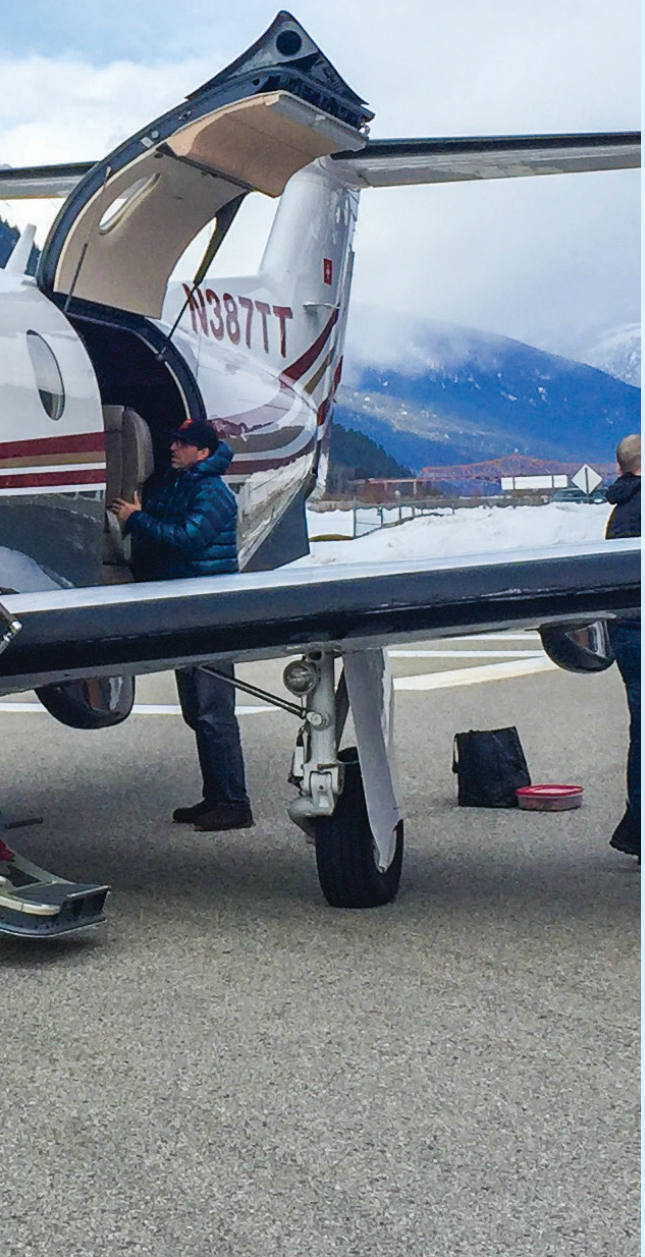


FLYING

THE PILATUS PC-12 WAY

By KRISTY BOLINGBROKE



Many PC-12 owners choose a PC-12 due to its versatility, the airplane is termed "The World's Greatest Single" for a reason. Mountain Flying is just another example of how the PC-12 can really shine! The PC-12 can operate in and out of airports that are surrounded by mountainous terrain, high airport elevation, and rapidly changing mountain weather. Over my years of flying the PC-12, I have been to many challenging mountain airports. As with any flying, it is important to have the proper knowledge when operating in and out of these stimulating airports.

A few of my more intense mountain flying experiences have been scattered across various countries. In South America we flew into Quito, Ecuador, an airport surrounded by mountains and volcanoes with a high field elevation of 7,900ft. In Canada, we flew to the Rocky Mountains a couple times and the most notable landing was this year in Revelstoke, BC Canada. In the good, ole' USA we have the well-known and often talked about Aspen Pitken County Airport in Aspen, CO, which is basically my second home base for PC-12. Aspen is noted as being one of the most dangerous airports in the world.

Quito, Ecuador

(Mariscal Sucre)

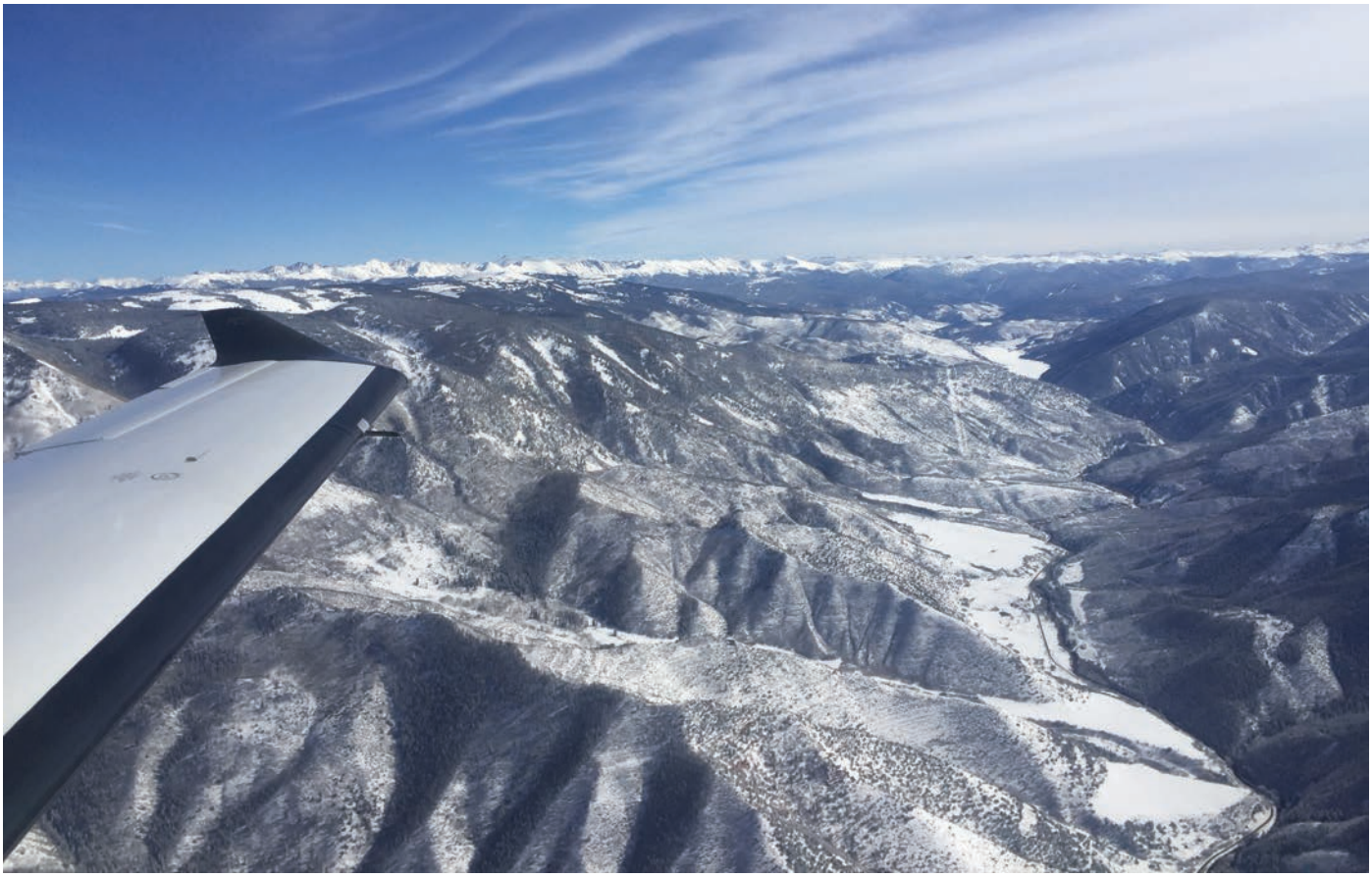
Ecuador is an amazing country and one of my favorite destinations due to the culture, people, and beautiful diverse geography. If you have never been to Ecuador I highly recommend a trip!

Ecuador receives approximately 1 million tourists every year and tourism is increasing by 2%-3% a year. Quito is rapidly expanding as well and Quito's International Airport – Mariscal Sucre was relocated due to the fact that original airport was surrounded by massive city growth and the airport was unable to expand to accommodate growing air traffic in Ecuador.

Quito's new International Airport was moved outside of the city and opened in February 2013.

The new Mariscal Sucre airport handles more than 2/3 of Ecuador's International traffic and boasts the fact it has the longest runway of any International airport in Latin America at an impressive 13,445ft.

Despite the fact that Mariscal Sucre Airport was built with new tech-



nology and navigational aids, it is still a very challenging airport for pilots. The airport is surrounded by extreme geography of mountains and volcanoes, which can create a tight approach for pilots. Also, a field elevation of 7,900ft makes it a very high elevation airport. Just like any mountainous airport, the airport also experiences issues with fog and rain and the numerous instrument approaches are not just desired, but necessary.

When I flew into Quito, it was another rainy and foggy day and I was put onto an instrument approach. One thing I noted when studying for this trip was that they have so many approaches to choose from, luckily my handler was able to speak with approach control in advance and narrowed it down to a few of the approaches that they typically use. I was given a VOR 36 approach with the DME arc to join. In the PC-12NG, the Honeywell Apex avionics mae this approach simple with loading in the DME arc as part of the approach. When I was on final well above the MDA, I had a visual on the airport and its massive runway. The most challenging part of flying into Quito was understanding controllers with a solid accent and being proactive with my requests. Air Traffic Control seemed a lot more relaxed in South America than in the USA, and I made sure to verify everything with them and follow my approach plate exactly as depicted.

Revelstoke, BC Canada

(Revelstoke Airport)

Revelstoke is a small town located in the Canadian Rocky Mountains. The town boasts about their variety of "cream of the crop" winter sports that tourists can pursue such as snowmobiling, backcountry touring, dog sledding and even helicopter and skiing operations. Revelstoke is actually very well known for a variety of heli-skiing operations and that was the trip objective for my passengers.

> "Flying the PC-12 over the mountains is for sure an experience that is cherished..."

For our flight to Canada, we flew from the USA to Kelowna, BC to clear customs on the inbound. Kelowna is the closest airport to Revelstoke and has a variety of instrument approaches and services such as de-icing, fuel, hanger, etc. I flew an instrument approach into Kelowna due to low ceilings and visibility. We broke out well above minimums and were welcomed by a friendly Air Traffic Controller. After taxing to parking I called CANPASS and cleared customs...gosh if USA Customs was only that easy!

The game plan was to fly to Revelstoke

ThrustSense™ vs. FADEC

Features:	Autothrottle	FADEC	IS&S ThrustSense
Over Temperature Protection		●	●
Over Torque Protection		●	●
Over Speed Protection	●		●
Under Speed Protection	●		●
Speed Select	●		●
Torque Select		●	●
Hot Start Protection		●	● Option
Haptic Alert Warns of Exceedances			● Option
Automatic Turbulence Speed Va Scheduling			●
Approach Speeds with Windshear Alert			●
Max L/D Loiter			●
Torque Schedule as a Function of Altitude			●

From February 2018 Business & Commercial Aviation:

"We soon engaged the Autopilot, as well as the Autothrottle, and let the IS&S System play virtual copilot."

"As such, the system marks a major step in reducing pilot workload, especially as these aircraft are typically flown by a single pilot"

"Such a takeoff, climb and cruise scenario seems so normal and relaxed in a jet, but this is the first FAR Part 23 turboprop we've piloted with an autothrottle."

On Display at the POPA Annual Convention at the Roosevelt Hotel in New Orleans, LA

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to drop off passengers and return but unfortunately due to low clouds and fog that was a no-go …safety first! Revelstoke is nestled in the Rocky Mountains Northeast of Kelowna, and due to the fact it's a smaller airport, they do not have any instrument approaches. The mountain obscuration, precipitation and fog made it an easy call to just get the passengers in a car and on their way.

Once the passengers were done heli-skiing and ready to go home we were fortunate that it was a nice VFR day! I took off from Kelowna on an IFR flight plan and it was a quick 20 minute or so flight, with amazing mountain views. Once I was close to Revelstoke I canceled IFR and proceeded inbound VFR. Revelstoke is along a river and nestled in the mountains with a field elevation of 1,460ft and surrounded by mountains of greater than 10,000ft; I had some altitude to lose. I flew over top of the airport and did a couple 360's to lose altitude before I joined the "circuit" on the downwind to land. By the way "circuit" is the Canadian terminology for pattern. I should know… I was born and raised in Canada, Eh!

Aspen, CO USA
(Aspen Pitken County Airport)

Aspen is knowns as a playground for the rich and famous, and a popular tourist destination. The mountain town has an extensive mix of winter activities, summer activities, arts programs, cultural events, exquisite shopping, and remarkable restaurants. With a small population of approximately 7,000 people, this little mountain town shrinks and expands year-round with fluctuations in tourists due to various holidays and events.

Flying over the Rockies and into Aspen, I have experienced a variety of mountain flying "fun" such as rapidly changing weather, mountain waves, turbulence, icing, and even wind shear on short final. Mountain waves are always interesting, even when I'm well above the mountain range. When the wind speed is strong (typically 25kts or more) and perpendicular to the mountains ride line, it creates a flow over the mountains with updrafts on one side and downdraft on the other. Mountain turbulence is also uncomfortable, especially for the fair-weather flyers, this is where maneuvering speed is your best friend.

Aspen is known as one of the most dangerous airports in the world and a very challenging airport for pilots. There have been many major accidents at the airport with the most recent in 2014 when a Challenger Jet attempted to land in a very strong tailwind. The airport field elevation is an impressive 7,800ft, and it's also surrounded by the rising terrain of the Rockies and the famous Maroon Bells peak which is 14,156ft. Due to the terrain

surrounding Aspen, there is only one way in and one way out of the airport; all arrivals are on runway 15 and departures on 33 due to rapidly rising terrain to the Southeast. I've done the occasional circle-to-land on 33 when the winds were very much favoring that runway. The PC-12 handles the smaller turn radius inside on the mountains and over the city very well.

When the weather is IFR, expect the LOC/DME-E Instrument Approach: that's the favorite approach into Aspen. Reading over the approach chart, it can be a little intimidating, as there are many step-down fixes that will happen extremely quickly, and the published missed is a prompt right climbing turn to avoid the mountains. Also, the approach only has circling minimums due to the fact that it brings you in above the airport at a little more than 2,000ft above field elevation …yes you read that correctly! So, when you're landing on runway 15 and if you break out just above minimums before your missed approach point, you have only 2.6 miles to the runway threshold to lose 2,000ft. This is an approach to practice at your next recurrent training in the simulator!

The weather can change very quickly in Aspen with both ceiling, visibility and wind shifts. When flying the instrument approach, the weather can be drastically different then the last ATIS update…be prepared. Also, feel free to ask controllers for updates on wind and weather. They are often very helpful and accommodating. Windshear is common in Aspen, and the controllers are constantly getting PIREP's from arriving and departing aircraft of reported gains and losses. The PIREPS are very helpful when setting expectations inbound, as the gains and losses of wind on short final can be immense.

Summary

The Pilatus PC-12 is an excellent airplane for a variety of the mountain flying adventures! From Quito, Ecuador to Revelstoke, Canada and Aspen, Colorado the airplane performs well at high altitude airports and has the climb profiles to quickly climb over mountains and rapidly rising terrain. Flying the PC-12 over the mountains is for sure an experience that is cherished, and looking out the window I feel fortunate that I got the "corner office view." P