

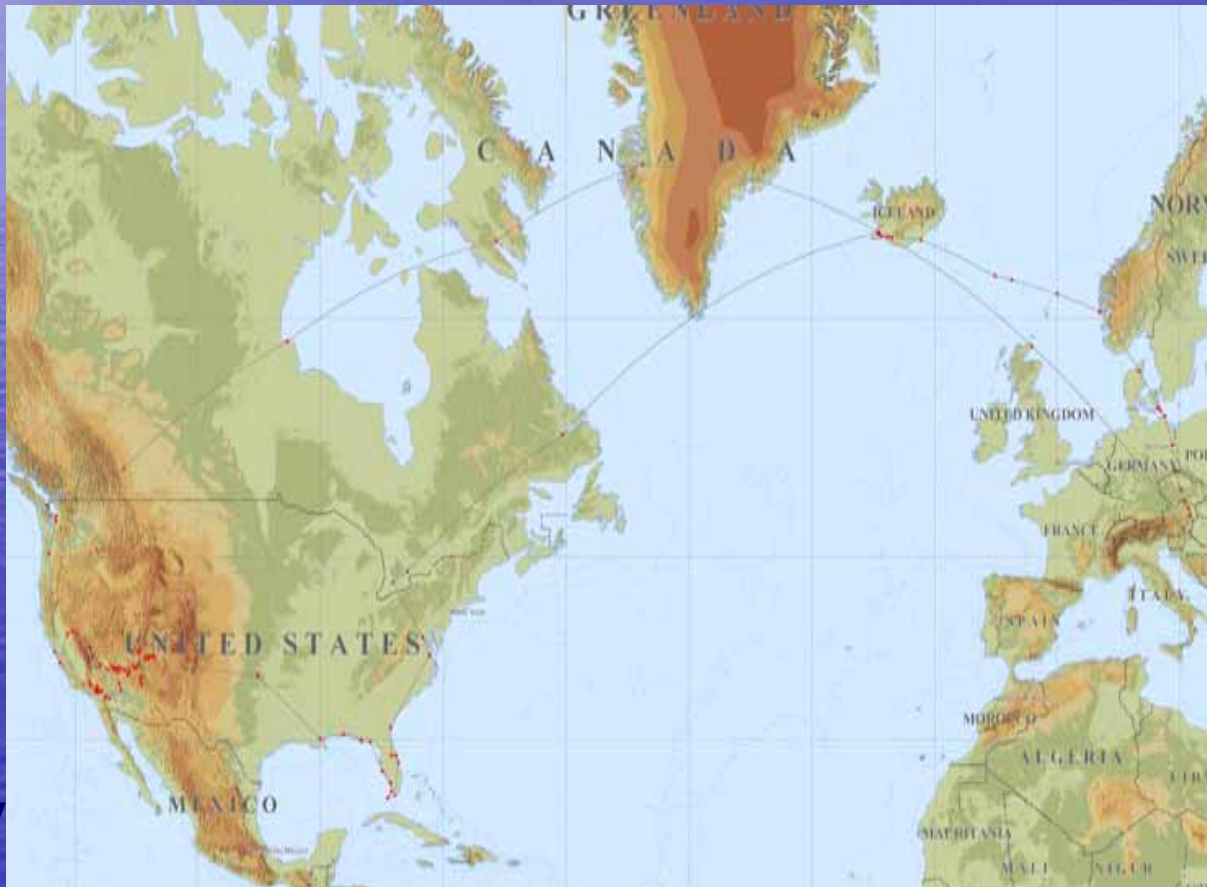
Der Atlantik

Viel Wasser
unter den Flügeln!

Die Reise

38 Flugplätze
14.426 NM / 26.716 km
72:31 Stunden

**Vöslau
Bergen
Reykjavik
Kangerlussuag
Iqaluit
Churchill
Calgary
Victoria
Seattle
Everett
Mc Minville
Half Moon Bay
Monterrey
Minden-Tahoe
Furnace Creek
Las Vegas 3x
Monument Valley
Page**



**Sedona
Chiriaco
Mojave
Oklahoma City
New Orleans
Pensacola
Venice
Key West
Titusville
Orlando
Willamsburg
Washington
London
Toronto
Goose Bay
Reykjavik
Wick
Graz
Vöslau**

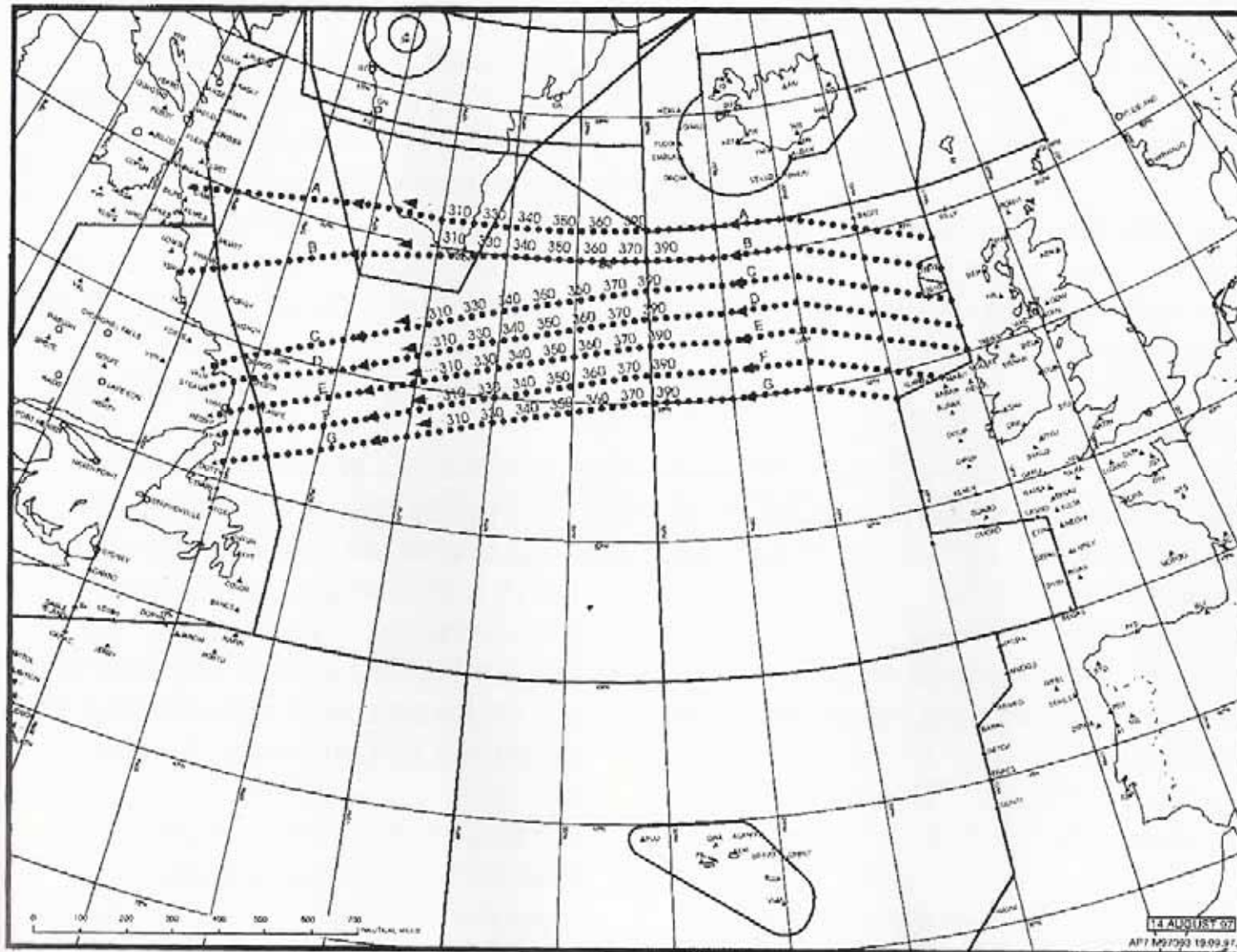




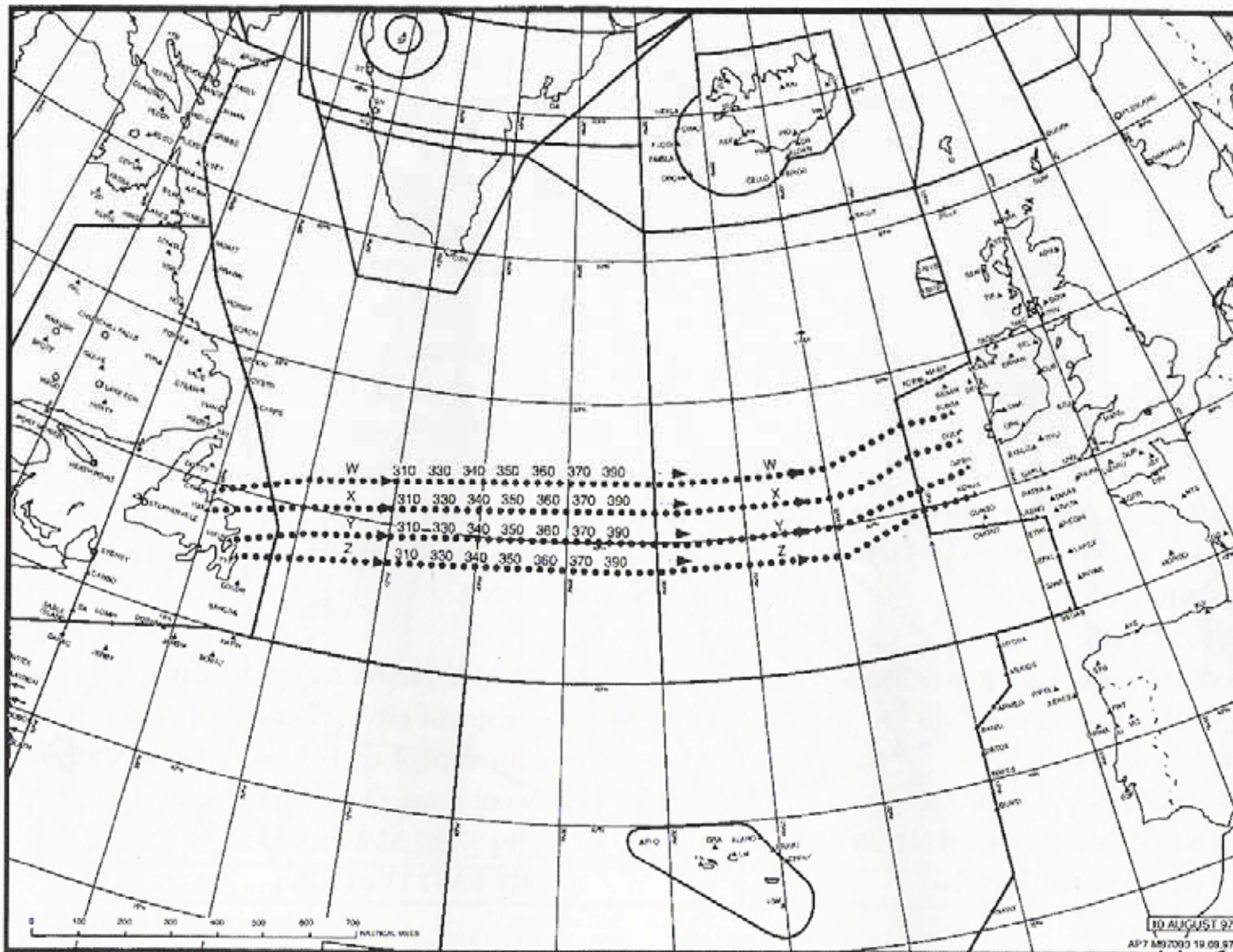
Die Möglichkeiten

Man lässt fliegen !

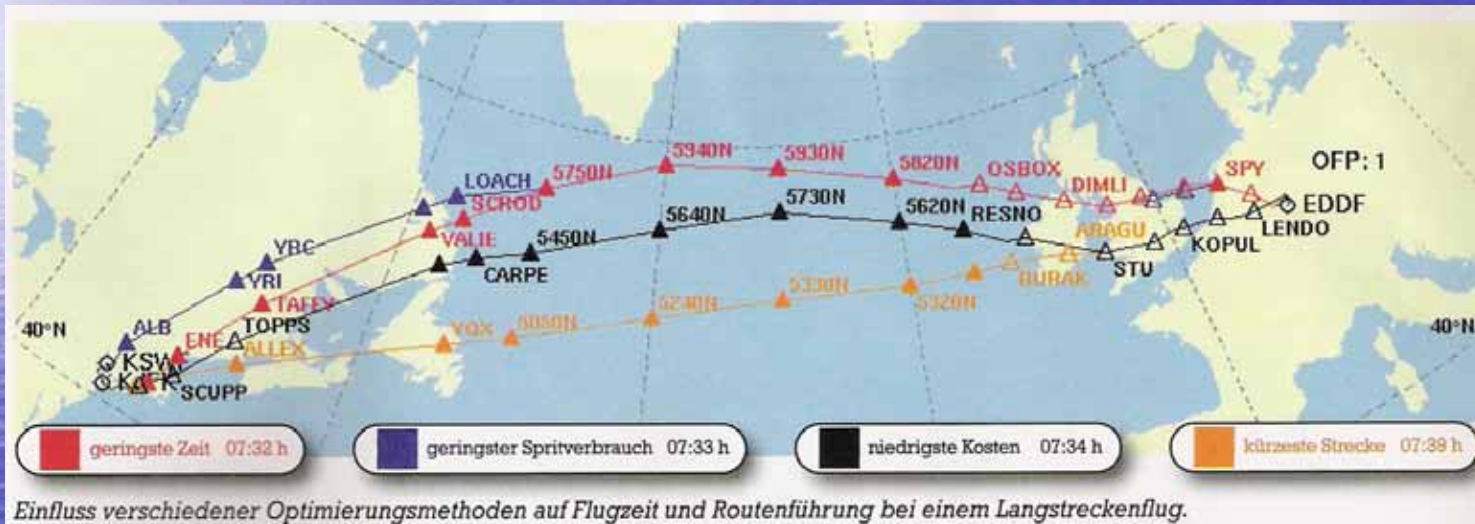
NAT – Track System East to West



NAT – Track System West to East



NAT – Track Auswahl



VFR ?

Ja unter FL55

Über FL55 ist Luftraumklasse A



NAT - Blue Spruce Routes

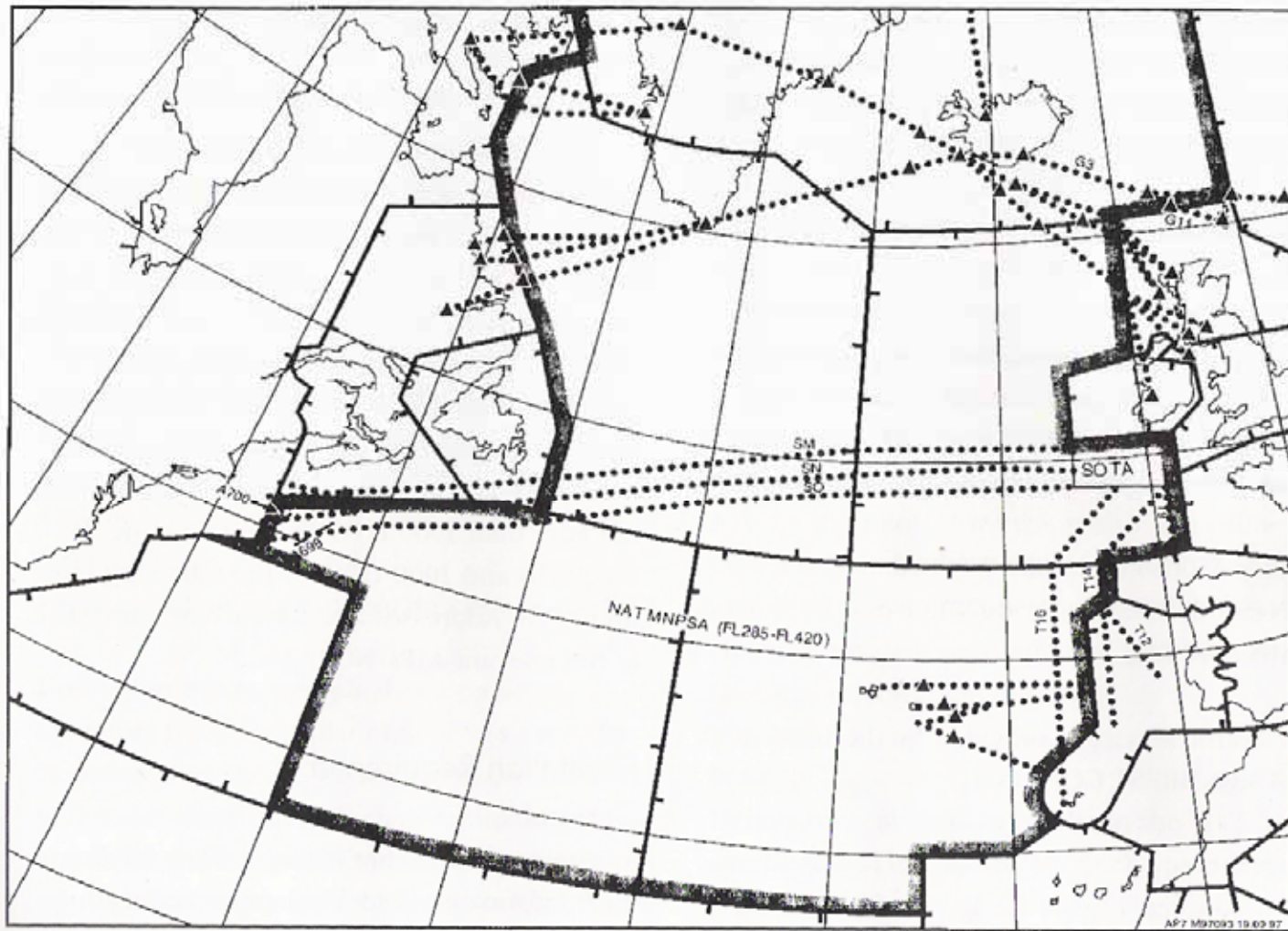


Fig. OP 5.7 Other routes and structures within and above NAT MNPSA airspace

Atlantiküberquerung



Hinflug

Bergen 787 NM 3:35

Reykjavik 727 NM 3:00

Kangerlussuaq 485 NM 2:20

Iqualuit

Rückflug

Goose Bay 1334 NM 5:16

(Narsarsuaq)

Reykjavik 637 NM 3:01

Wick

Vor der Atlantiküberquerung

Visum - Einfluggenehmigung

Druckabfall – Sauerstoff - Fuel – Verbrauch low level
Kälteschutz

Point of no return

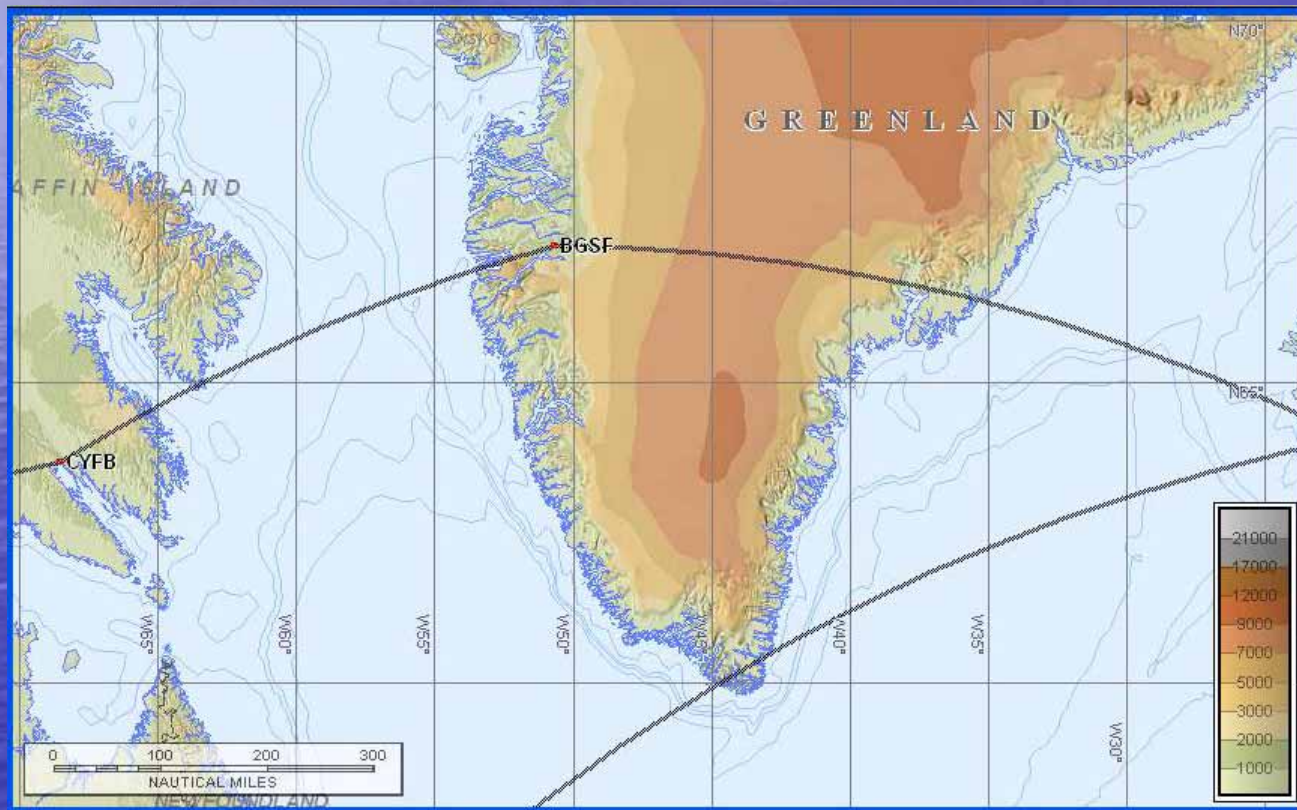
$$T_o = \frac{T_{\max} \times GS_{\text{back}}}{GS_{\text{out}} + GS_{\text{back}}}$$

Point of equal time

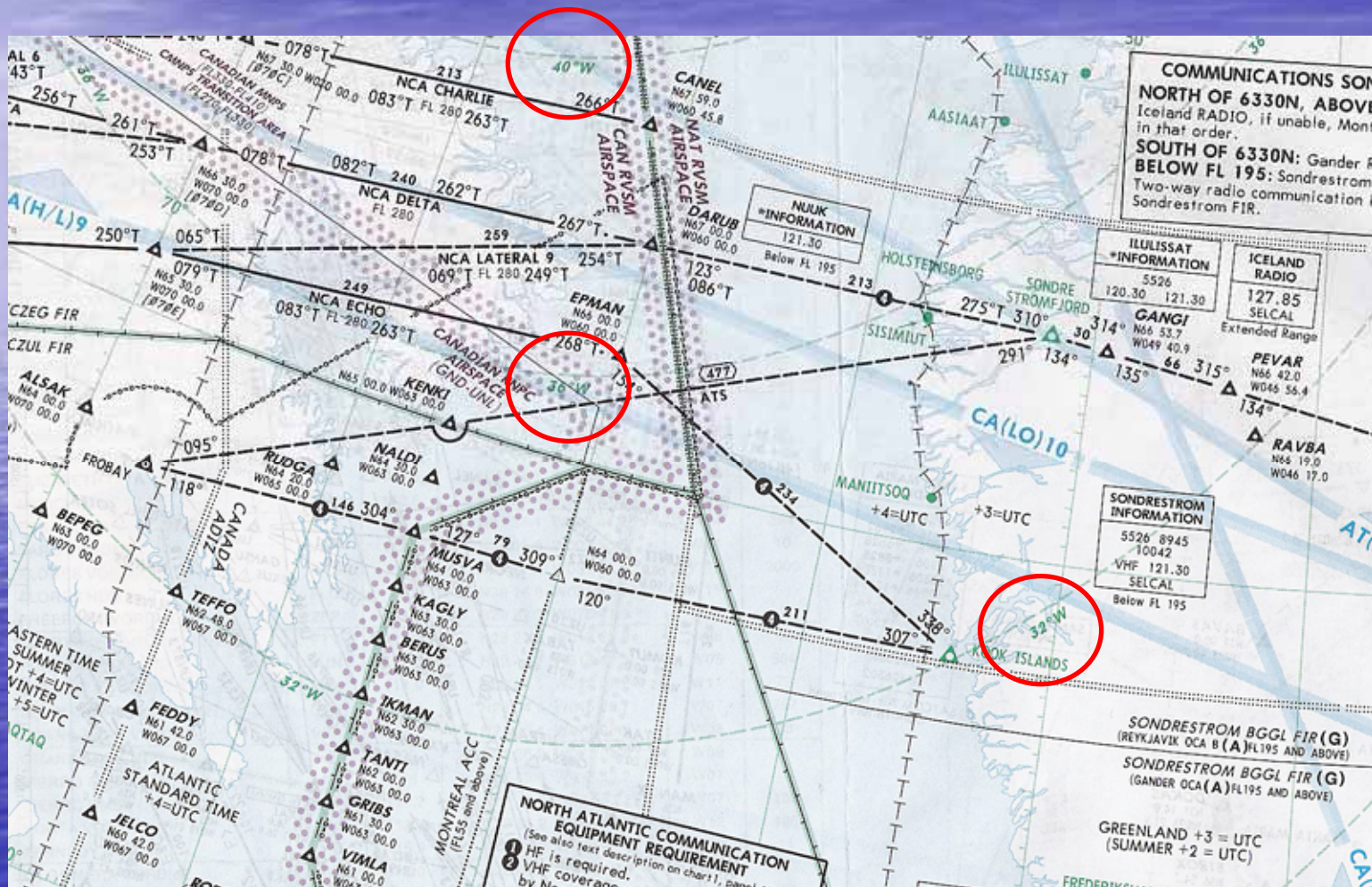
$$T_x = \frac{T_f \times GS_{\text{back}}}{GS_{\text{out}} + GS_{\text{back}}}$$

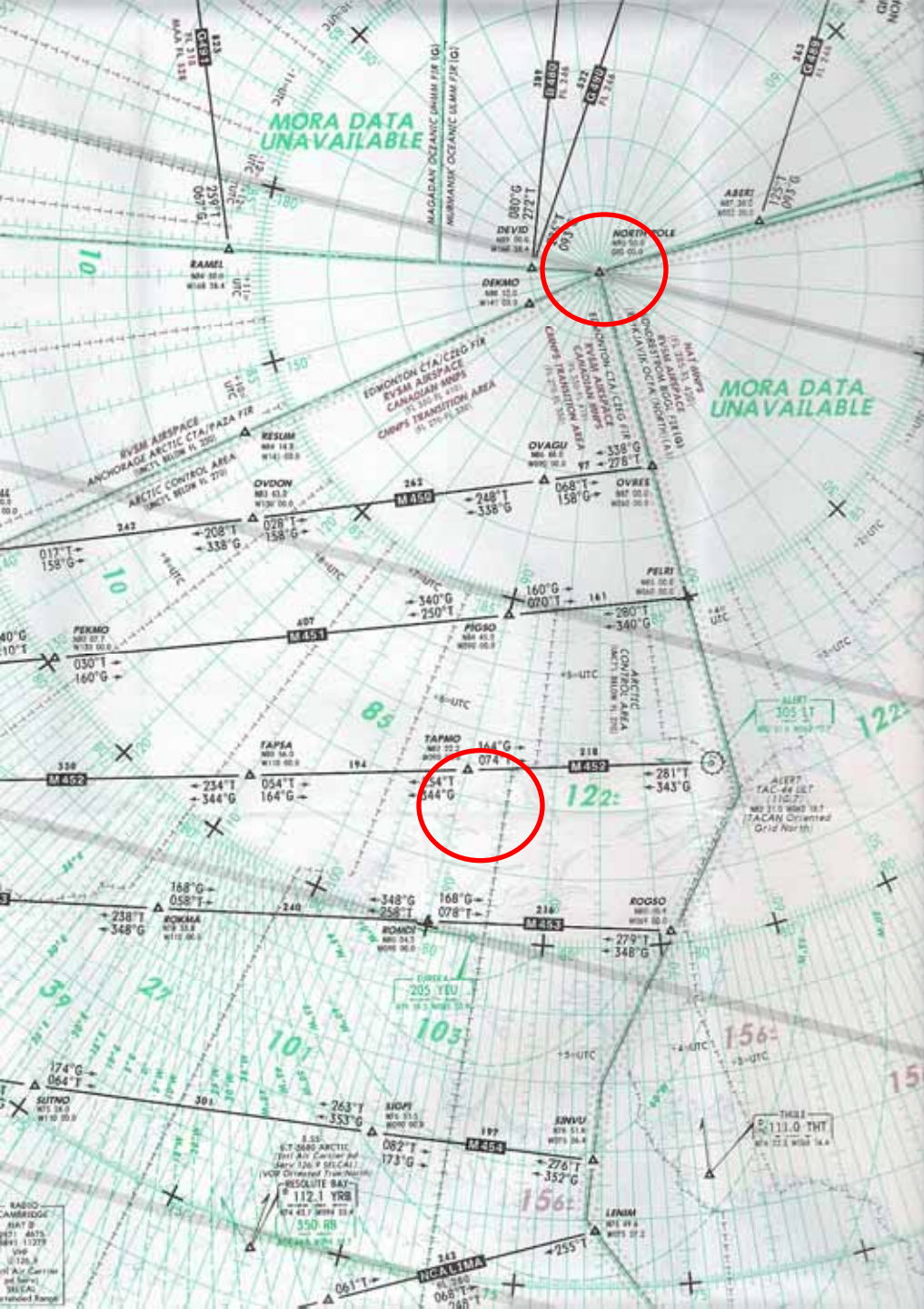
Alternate ? Bis zu 350 NM (Wien – Zürich)

Hochplateau in Grönland



Ortsmißweisung





Geografischer
Nordpol

Magnetischer
Nordpol

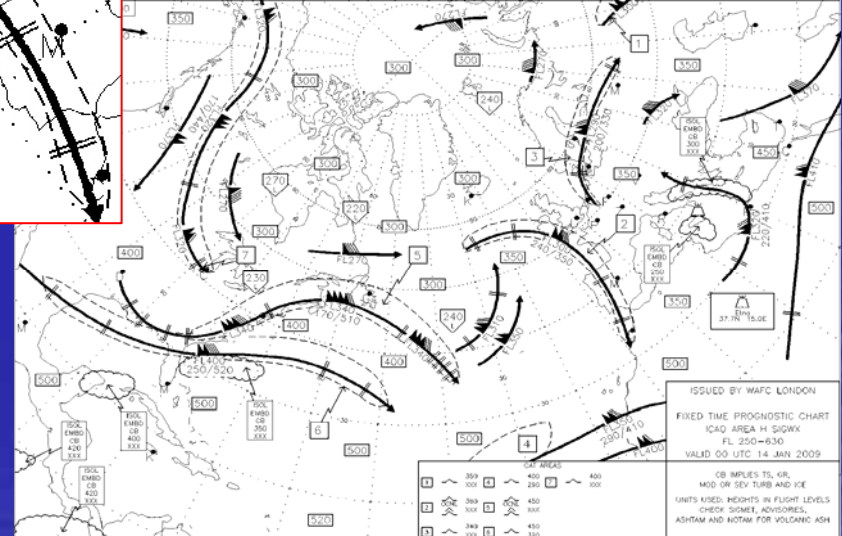
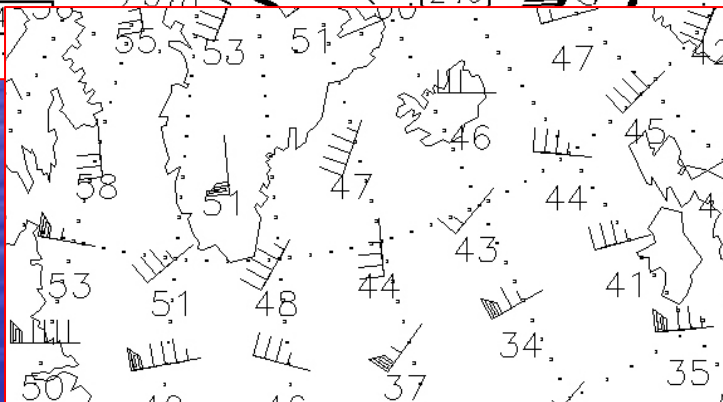
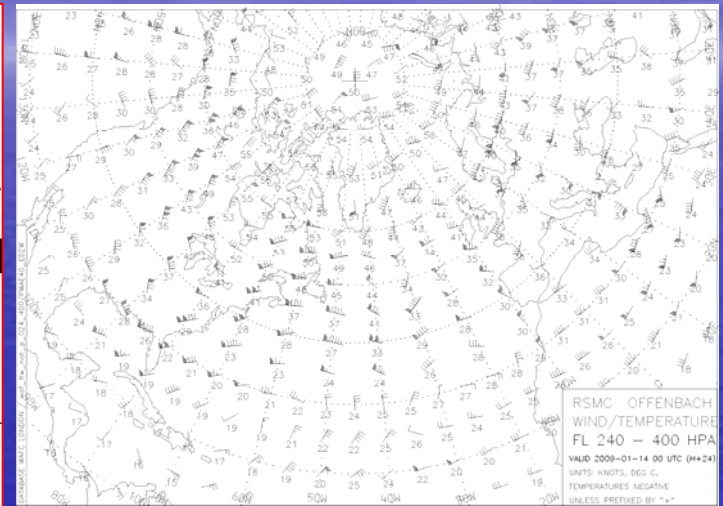
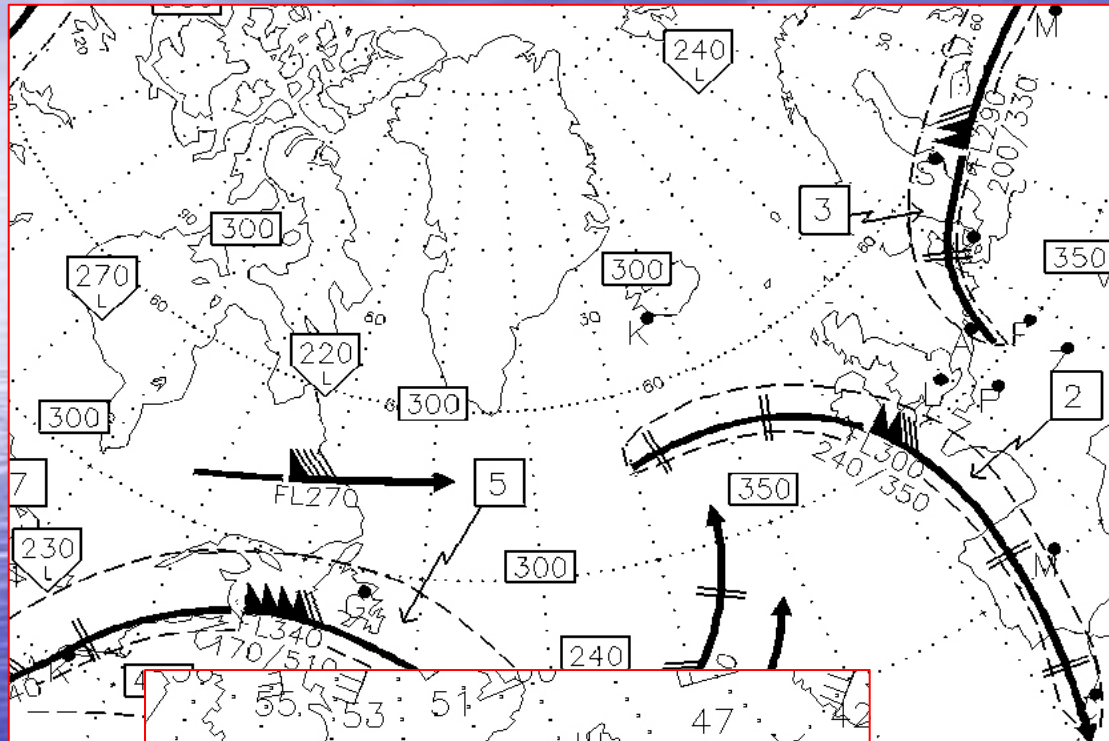
Für die Atlantiküberquerung

Achtung Notwasserung
Schwimmwesten, Rettungsinsel
und Überlebensanzüge

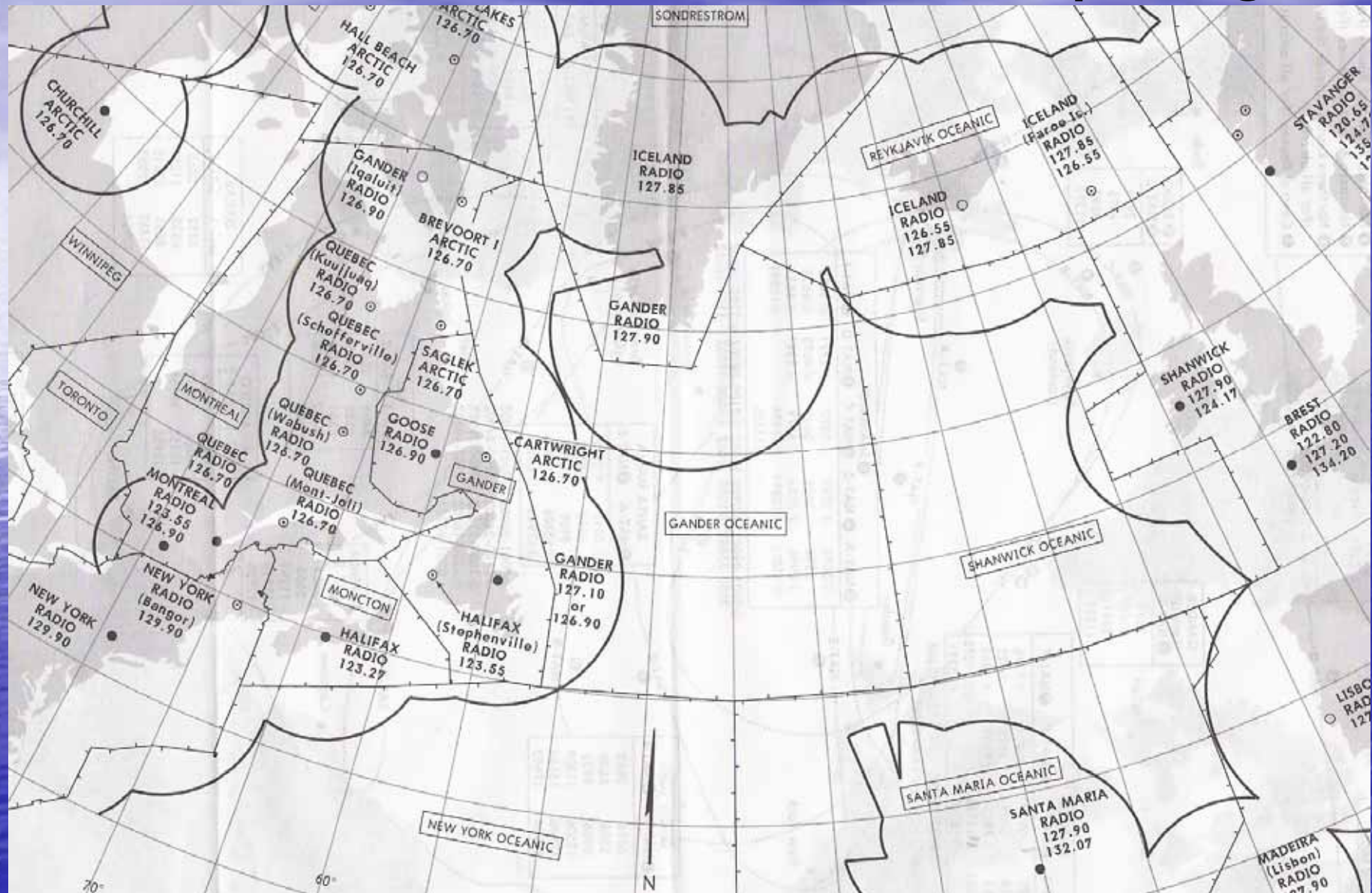


Wetter

CYYR (GOOSE BAY) 132000Z 23005KT 15SM BKN240 M19/M25 A3013
BIRK (REYKJAVIK) 132000Z 04008KT 9999 FEW024 SCT032 BKN056 00/M00 Q1003



Funk – VHF – Immer auf Empfang ?

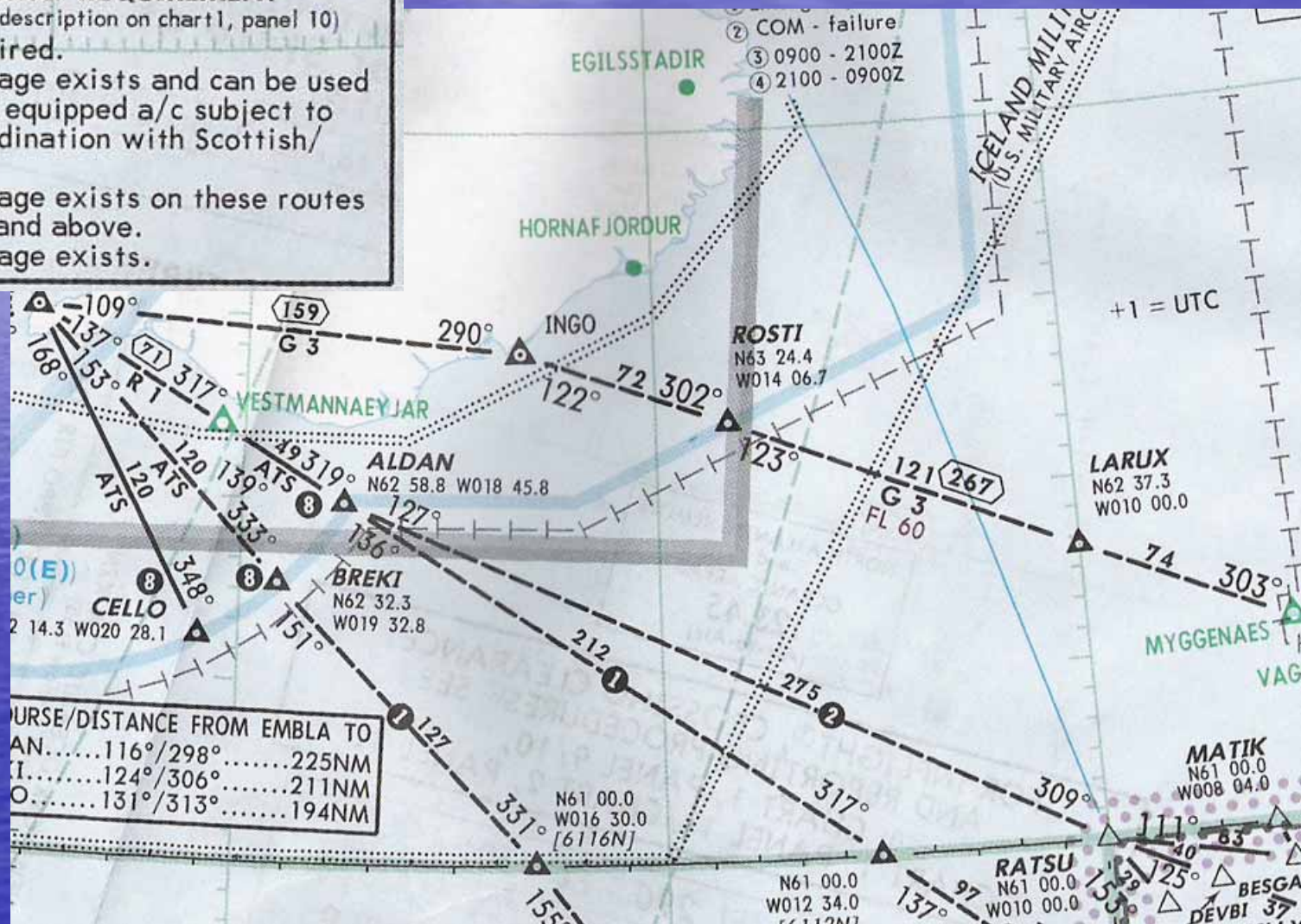


Funk - Voraussetzungen

NORTH ATLANTIC COMMUNICATION EQUIPMENT REQUIREMENT

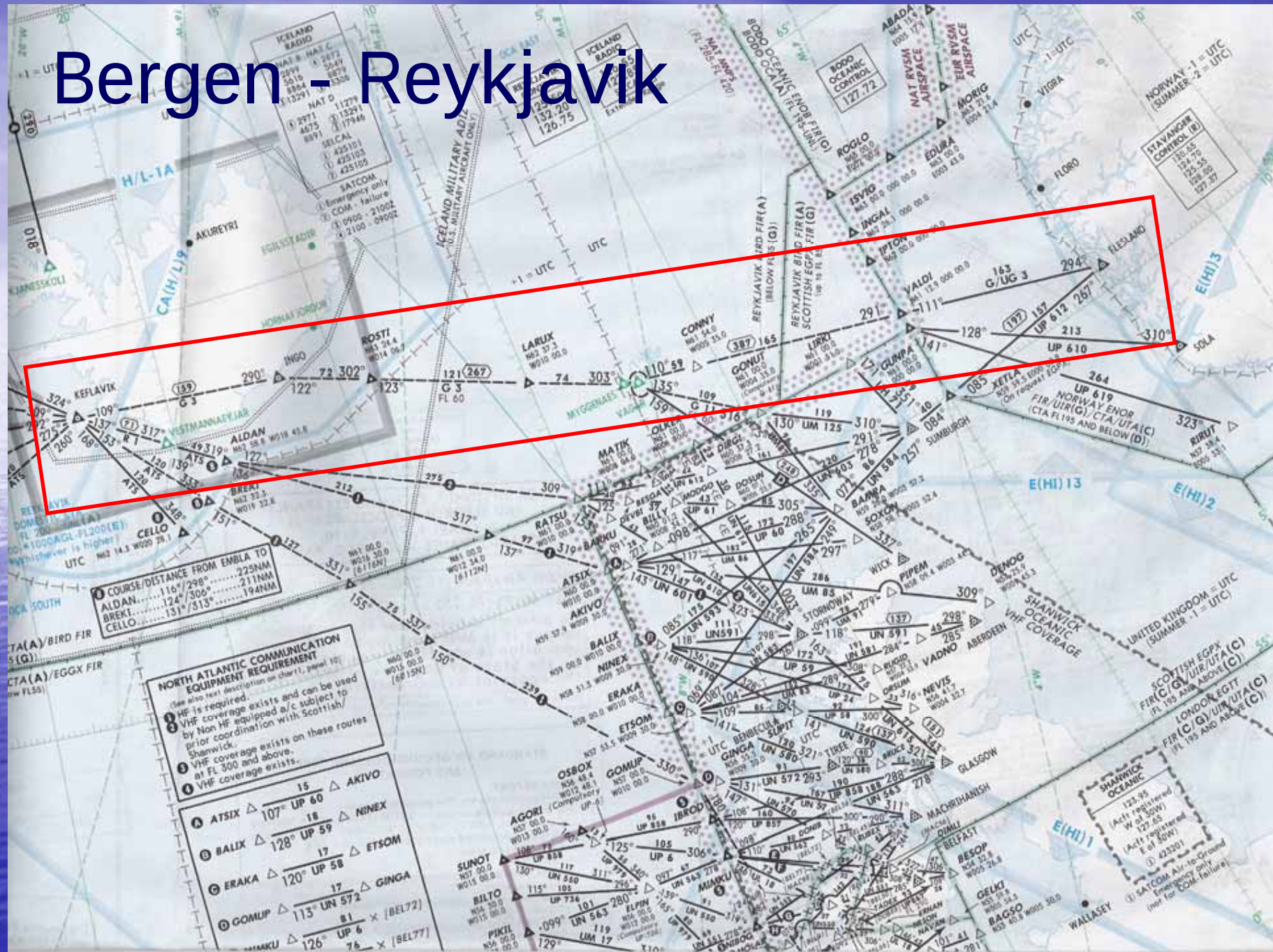
(See also text description on chart 1, panel 10)

- ① HF is required.
- ② VHF coverage exists and can be used by Non HF equipped a/c subject to prior coordination with Scottish/Shanwick.
- ③ VHF coverage exists on these routes at FL 300 and above.
- ④ VHF coverage exists.



COURSE/DISTANCE FROM EMBLA TO			
AN.....	116°/298°		225NM
I.....	124°/306°		211NM
O.....	131°/313°		194NM

Bergen - Reykjavik



















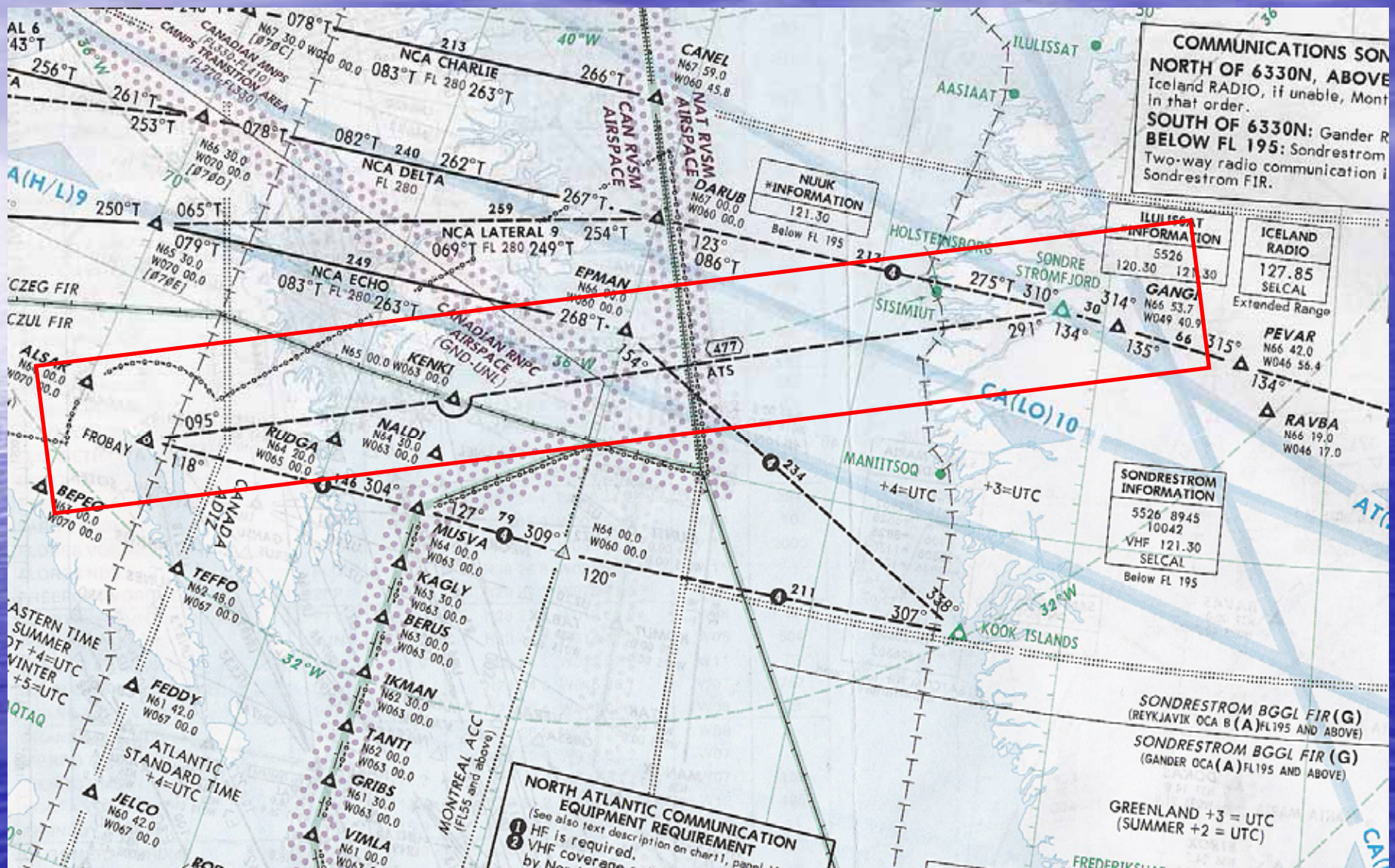








Kangerlussuag - Iqaluit









PC12

IQALUIT
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MUSEUM
of NAVAL AVIATION





















IRVING
Aviation

IRVING

Aviation
UValir

Clearance für die Atlantiküberquerung

Goose Bay – Reykjavik 1334 NM

Oceanic Clearance

OE-EMC

Cleared to Reykjavik

via LOACH next N58W050 next N61W040

next N63W030 next EMBLA

FL240 expect higher on route

Speed 245 kt

Zeitzone: Abflug in Goose Bay um 11:41 UTC Local 07:41

Landung in Reykjavik um 16:57 UTC Local 16:57

Flugzeit 5:16 aber Zeitunterschied 9:16



Über dem Atlantik

Position Report

OE-EMC

**N61W040
at 14:46**

**next
N63W030
at 15:54
next**

EMBLA



GNS 530

GARMIN

C
↑
↓PWR PUSH
VOL. SQV
↑
↓VOL PUSH
ID

COM/VLOC

COM
NAV
GPS 2PUSH
C/V

CDI

OBS

MSG

FPL

VNAV

PROC

PUSH
CRSR△
RNG

▽

D→

MENU

CLR

ENT

DEFAULT
NAV

GPS



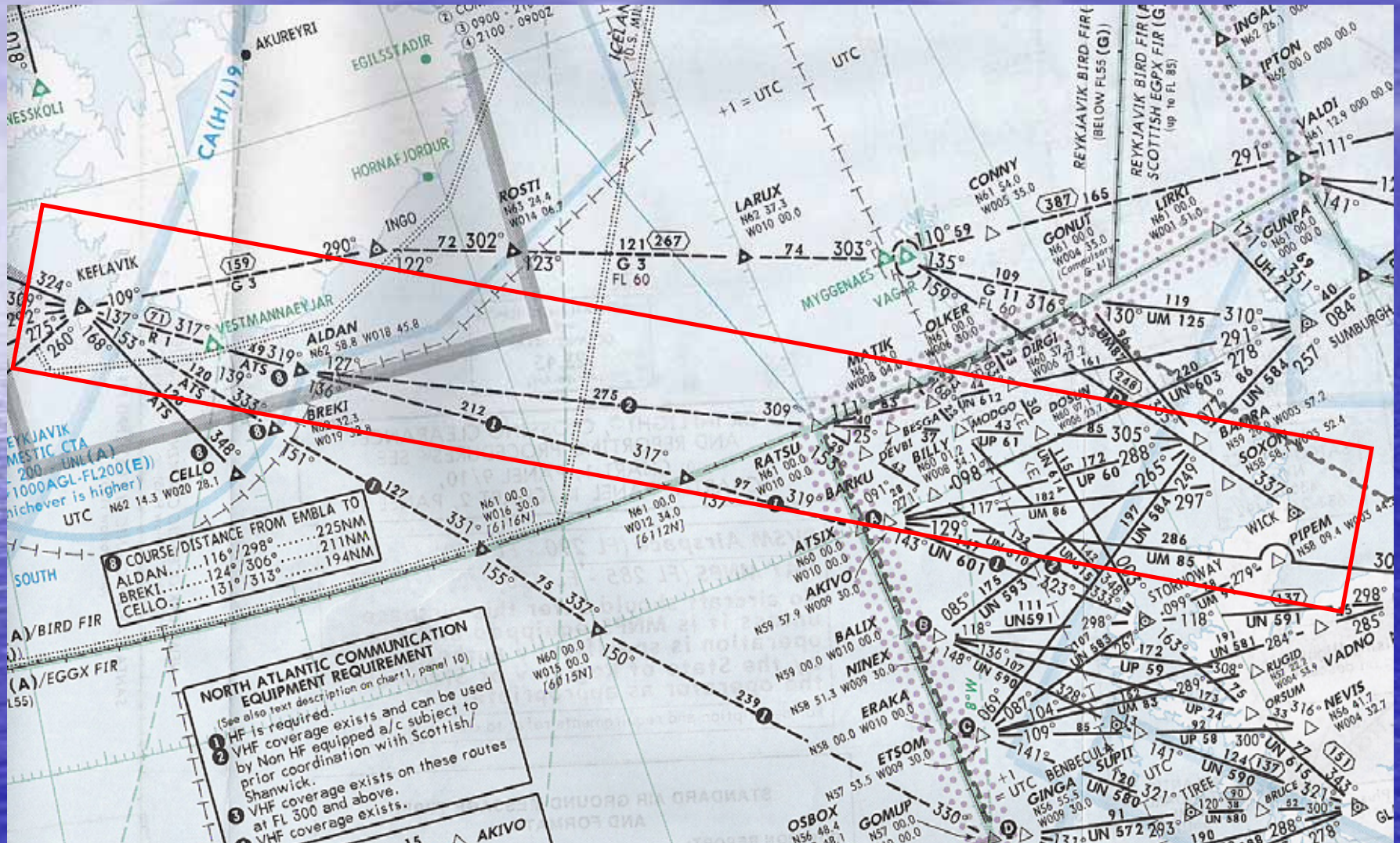








Reykjavik - Wick













Vielen Dank für die Aufmerksamkeit

