



## Fliegen in USA

Florida Nov 2009

Harald & Gerd



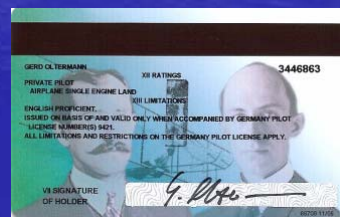
Die  
Tour

LH von  
Düsseldorf

# Deutsche Lizenz ?

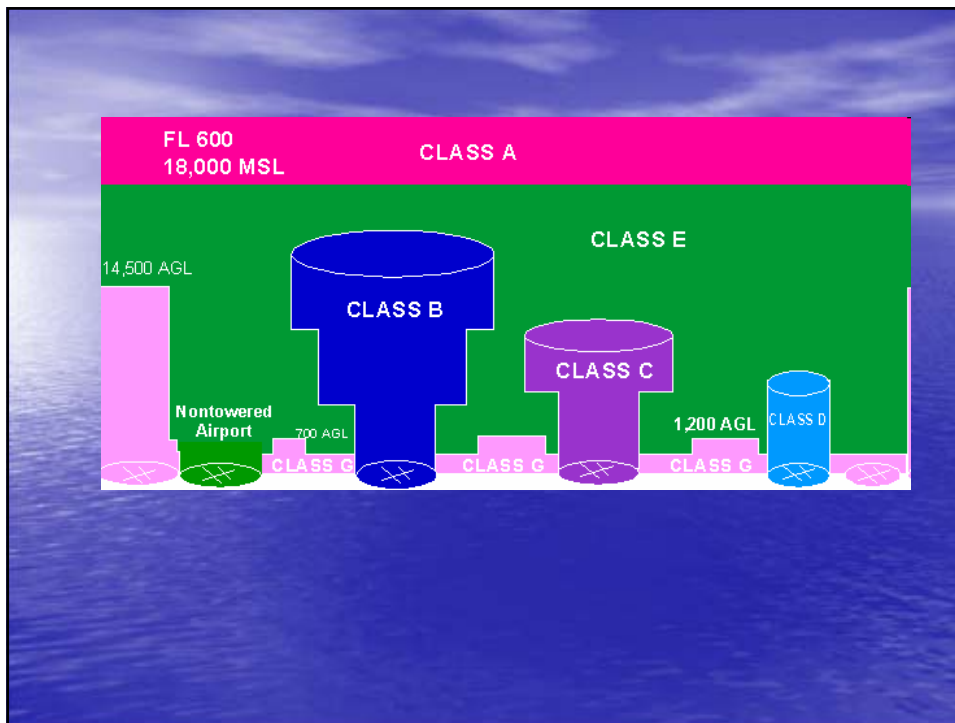
- Antrag FAA  
(mind. 4 Wo. vorher)
- Bestätigung LBA an FAA
- Bestätigung von FAA per Post
- Persönliche Abholung  
temporäre Lizenz  
(120 Tage)  
von FAA Büro (FSDO)
- Wenige Wochen später:  
US Lizenz nur gültig in  
Verbindung mit deutscher  
gültiger Lizenz

Check-out bei Charter Company



# Vorbereitung

- Allgemein: <http://www.us-ppl.de>  
<http://www.dr-schwahn-aviation.com/>  
<http://www.aopa.org>
- Visa waiver: <https://esta.cbp.dhs.gov/esta/esta.html>
- Karten, airports <http://skyvector.com/>
- Wetter: <http://adds.aviationweather.gov>
- Flugplanung: [http://www.faa.gov/air\\_traffic/flight\\_info/](http://www.faa.gov/air_traffic/flight_info/)  
<https://www.notams.jcs.mil/dinsQueryWeb/>



### An Easy-to-Read Chart for VFR Flight

Airspace Features	Class A	Class B	Class C	Class D	Class E	Class G
Entry Requirements	ATC Clearance	ATC Clearance	Prior two-way communications	Prior two-way communications	None	None
Minimum Pilot Qualifications	Instrument rating	Private or student certificate location dependent	Student certificate	Student certificate	Student certificate	Student certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	Not required	Not required
Special VFR Allowed*	No	Yes	Yes	Yes	Yes	N/A
VFR Visibility Minimum	N/A	3 Statute miles**	3 Statute miles**	3 Statute miles**	3 Statute miles**	1 Statute mile**
VFR Minimum Distance from Clouds	N/A	Clear of clouds	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**	Clear of clouds**
VFR Aircraft Separation	N/A	All	IFR	Runway operations	None	None
Traffic Advisories	Yes	Yes	Yes	Workload Permitting	Workload Permitting	Workload Permitting
Former Airspace Equivalent	Positive control area (PCA)	Terminal control area (TCA)	Airport radar service area (ARSA)	Airport traffic area and control zone	General controlled airspace	Uncontrolled airspace

### Special Use Airspace (SUA)

Temporary Flight Restrictions (TFR)

→ Military Operations Areas (MOA)  
Air Defense Identification Zone (ADIZ)

→ Prohibited Areas

→ Restricted Areas

Warning Areas

Military Training Routes (MTR)

Airport Advisory Areas

Terminal Radar Service Areas (TRSA)

National Security Areas

## Maße

- Fahrenheit
- Inch hg, QNH ?
- Pounds etc.

$$C = (F - 32) * 5/9$$

29.29 inch hg = 1013 hP  
altimeter setting !

1 lbs = 0,454 kg

1ML Statute Mile = 1,61 km

1 Gallon = 3,79 ltr





# Engl. Sprache ?

- Ha ja duin
- No factor
- Say again

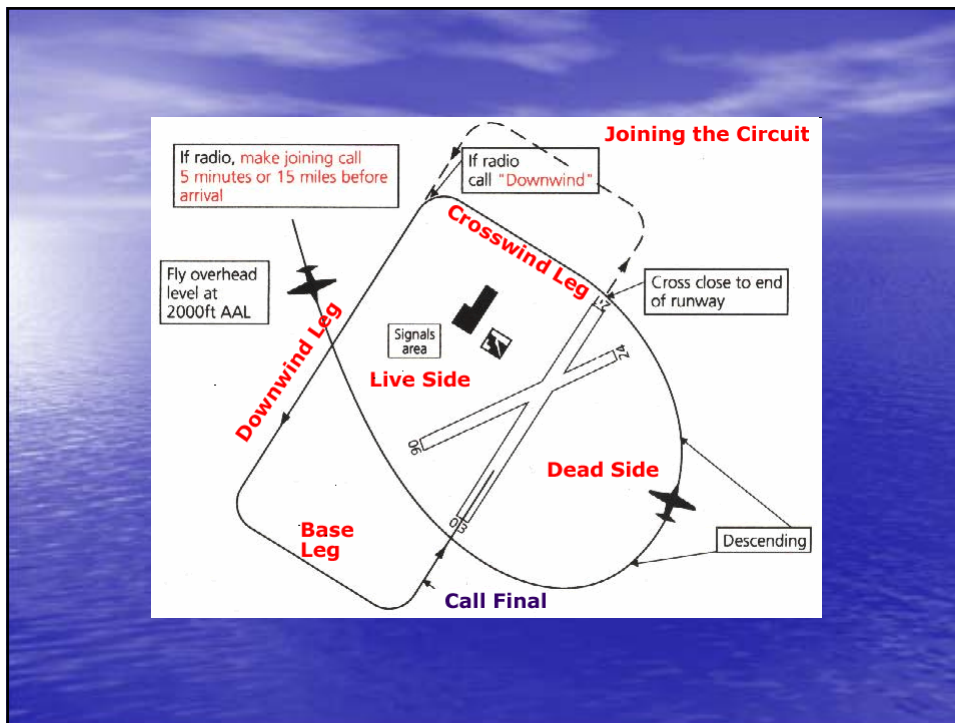
Transponder 1200




## National Weather Service METAR/TAF Information

### KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
TAF	Message type: TAF* routine or TAF MET* amended forecast, METAR* routine, SPECI* special or TFRM* trans* commissioned and reports	ZNYR
TTTT	Time indication indicator	TTTT
091700Z	ISSUANCE TIME: ALL TIMES IN UTC "Z", 3-digit date, 3-digit time	091700Z
091810	Time received: 3-digit date, 2-digit beginning, 2-digit ending time	
	IN U.S. METAR: OBSERVED OR, as AUTOMATED OR FOR AUTOMATED REPORT WITH OR HUMAN INTERVENTION, OMITTED WHEN OBSERVER LOGS ON	OR
18000KT	WIND: 3 digit true*direction, maximum 10 degrees (or VARIABLE); next 2-3 digits for speed and unit, KT (KTS or KTS), as needed; GUSTS AND MAXIMUM SPEED: 0000KT for calm; for 18000, 18 direction varies 00 degree of gust, variability appended, e.g. 18000G	180180218KT
SM	Reporting visibility: IN U.S., Statute miles (or feet/miles, above 6 miles in TAF forecast); (or, 4-digit maximum visibility in meters and as required, lowest value with direction)	1/6SM
	Cloudy*height*range: 2-3-digit cloud*designation left, Center, as high as needed, "/", floor or FOO in U.S., 1-digit value, FEET in U.S. (usually meters elsewhere); 1-digit value*variability 1-digit value (and tendency down, UP or NO change)	020L/2000P
IS	Significant present, forecast and recent weather: see table (below)	ZNYR



## Kosten



- \$ = 1,48 € !!
- Flugstunde 125,- \$ (ca. 85 €) für Archer III  
(Abrechnung Hobbsmeter, time master switch on)
- Avgas 4 – 5 \$ pro Gallon  
(0,70 – 0,90 € / ltr)
- Ersparnis ca. 60,- € pro h  
d.h. 600,- € bei 10 h !

# Photos

AOPA summit  
Tampa













Fragen ?

Harald Baum und Gerd Oltermann  
geben gerne weitere Erläuterungen