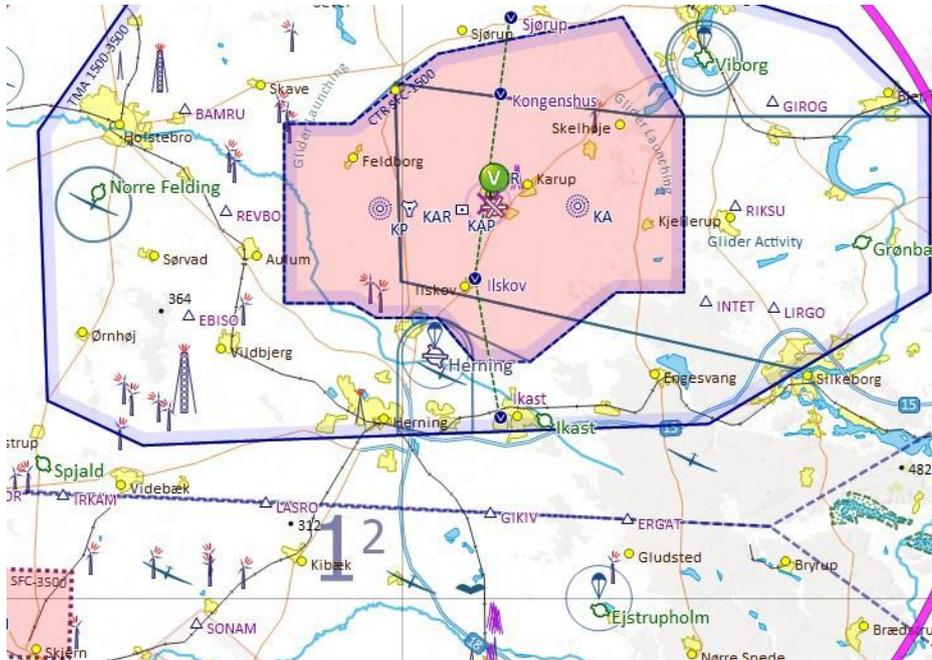


**AOPA DMU DANMARK
Invites Pilots to Scandinavian Flight Safety Day**

**25 May 2019
Herning Airfield EKHG**



Dear AOPA Pilot

AOPA DMU herewith presents the first Air Safety Day event. We hope it will come back as an annual event held in turn by the Scandinavian countries by the national AOPA. The focus will be oriented around flight safety.

Logistics

The event will take place at Herning Airfield (EKHG). The seminars and the practical flying will be at EKHG. The participation fee includes lunch and dinner coffee & sweets during the day.

Costs

Seminar including lunch and dinner: 250 DKK/person.

Signing Up

AOPA DMU would appreciate you to sign up as early as possible and in any case no later than:
May 16th 2019

You sign up by filling in the attached document with relevant information and email it to **ph@aopa.dk**

There is a maximum number of seats available so please make sure to sign up early to be sure you can participate.

Accompanying Persons Program

Was only available in the first sign-up round – the few people who signed up for this will be informed directly.

Program Saturday May 25th from 08:00 to 20:30

From	To	Track I	Track II	Track III
08:00	09:15	Arrival, parking, payment of landing fees to the airport. Coffetable		
09:15	09:30	(JTP) Welcome by AOPA DMU		
09:30	10:30	<p>(HUV) Operating Safely at Private Aerodromes</p> <p>In later years, we have seen a number of incidents and accidents at smaller private airfields. AOPA DMU has analyzed data to better understand the problems and to propose some solutions, e.g.runway half way markers and better information to pilots about how to use these in the best possible way. Learn about the result of the analysis and get some tips about how you can fly more safely to smaller aerodromes.</p>	<p>(PHH) The Technic behind UAT, Mode S, ADS- B 1090ES</p> <p>During this part we show you how mode S transponders work, how does GPS positions get out into the air via the transponder using 1090 extended squitter. This will be a more technical session.</p>	<p>Visit the Exhibitors booths</p> <p>GARMIN: The world leader in GA avionics has news about navigators, transponders, and some very capable and reasonably priced autopilots.</p> <p>JEPPESEN: The world leader on Aeronautical Information. From paper based plates and maps to apps, digital solutions and databases.</p> <p>BOSE: Manufacturer of the Bose A20 aviation headset that set a new standard in terms of active noise reduction</p> <p>Foreflight: The leading GA flightplanning solution for the iPad in the</p>
10:30	11:00+	<p>(JTP) How is your aircraft performing? 30 minutes briefing + approx. 10 minute airbortime</p> <p>As a follow up to the session about flying to smaller aerodromes it is time to see how the theory works out in practice. Is your aircraft performing as you think it is? You calculate your start- and landing performance figures and then go flying to test them in practice on both grass and asphalt to see how far your calculation is from the real world experience. Find out how well the half-way marker rule works in your airplane. We collect and analyses the data to get a general picture how we are performing.</p>		
11:00	11:30	<p>(PJ) UAT weather trial, mode S, ADS-B 1090ES</p> <p>For several years European pilots have enviously been looking at the opportunities in the US where it has been possible to receive both radar images, TAFs, METARs, NOTAMs, Traffic info etc. directly in the cockpit through a so called UAT received that is closely related to ADS-B. Now the same possibilities are slowly emerging in Europe. In the UK a trial has been running for a several years and this year also a transmitter in Denmark has been established. It is the hope and expectation that all of Denmark will be covered in the near future. If you have modern avionics in your cockpit you might already be able to receive and display the information using this. Otherwise a small receiver costing just a few thousand kr. can give you access to this data and show it on various apps on the iPad, for instance SkyDemon and Garmin Pilot. During the first part of this session we demonstrate the UAT technology and show you how you can make use of it.</p>		

11:30	12:00	<p>Bose headset presentation</p> <p>Comfort, noise reduction, clear communication.</p>		<p>US. Now also available in Europe and recently acquired by the Boeing group so now in close alliance with Jeppesen.</p>
12:00	13:00	<p>Lunch</p> <p>Lunch with a possibility to go flying or visit the exhibitors.</p>		
13:00	14:15	<p>Jeppesen presentation</p> <p>How Jeppesen process the data, how the data turns into the charts. Which kind of Quality processes are established and how we assure the high quality of the data.</p> <p>Garmin presentation</p> <p>An update on new possibilities with modern avionics</p>		
14:15	14:30	<p>Short coffee and relocation break</p>		
14:30	15:30	<p>(JP/SE) How to stay airworthy with the new PART M Light</p> <p>The wait is over! Part M Light has now finally been adopted and we expect the new regulation to be in force around November 2019.</p> <p>This opens the door to a new maintenance regime for aircraft up to 2730kg where the</p>	<p>(PHH) How RNP replaces RNAV</p> <p>RNP procedures are marching in, we see classical ILS CAT I being decommissioned and GPS based procedures being published instead.</p>	<p>Visit the Exhibitors booths</p> <p>Continued</p>

	<p>CAMO is replaced by a simpler CAO organization which would typically be your normal maintenance workshop. As an aircraft owner you also have the option to take over responsibility for the paperwork and airworthiness yourself. ARC renewal becomes a privilege of the individual Part-66 mechanic so typically something that is done after the annual inspection. In this workshop you will hear about the new possibilities and we look at what it means in practice to take over responsibility for your aircraft.</p>	<p>This session will focus on the technical systems and structures behind RNP GPS EGNOS WASS and related systems.</p> <p>Followed by:</p> <p>(HUV) PBN Training for IFR Pilots</p> <p>Performance Based Navigation – PBN - is a major change to all aspects of IFR navigation including procedures, approach types and equipment requirements. From 2020 a PBN endorsement will be mandatory for all European IFR pilots. Without it your IFR rating is no longer valid. The endorsement itself is obtained during a Proficiency Check or Skill Test, but a pre-test requirement is to have some knowledge, and have had some flight training, in the subject of PBN. This session is designed to address the knowledge part, and focuses on the practical implications for the IFR pilot. Subjects include regulations, IFR planning, new ATC and pilot procedures and equipment monitoring. The session is open to all pilots but is designed to cover the theoretical part of the PBN endorsement requirement in Denmark. Requirements in other countries may vary – please check with your national CAA. Please indicate whether you join out of pure interest or if you plan to formally use the training. A training certificate will be issued on request.</p>	
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15:30	17:00	<p>(SE) Pilot Owner Maintenance in practice</p> <p>With the adoption of Part M Light it is now more achievable than ever for pilot owners to perform certain maintenance actions on their own aircraft.</p> <p>In this seminar you will hear about the possibilities and how to get started with pilot owner maintenance. We then do some practical maintenance exercises on an actual aircraft so be prepared to get yourself a little dirty – and if you need an oil change on your aircraft – we might pick that for the exercise.</p>	<p>(HUV) PBN Training for IFR Pilots <u>Continued</u></p>	
17:00	17:15	Short coffee and relocation break		
17:15	17:45	<p>Foreflight Seminar</p> <p>Demonstration of Foreflight and external hardware like the Sentry UAT receiver and AHRS</p>		
17:45	18:30	<p>(PHH) Leadfree AVGAS</p> <p>For many years the only AVGAS grade obtainable were 100LL. A leaded fuel grade. For a long time HJELMCO of Sweden has supplied Sweden with unleaded alternatives. Air BP have introduced AVGAS UL91 on the market. AOPA DMU have produced at “CookBook” to work you through the jungle of considerations. We will show an example during the session.</p>	<p>(HUV) PBN Training for IFR Pilots <u>Continued</u></p>	Visit the Exhibitors booths
18:30	20:30	Social dinner and Conclusions on the Day		