

Richard W Rochfort

From: noreply@mmopa.net
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To: mail@rwrpilottraining.com
Subject: MMOPA Forums - Avionics - Re: CMax Charts

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Posted By: rrochfort (Dick Rochfort)

I know of no requirement, FAA or otherwise which prohibits the use of electronic charts or requires paper charts as a back-up. One could argue that 91.103 (all available information) would bring a post-accident charge of careless and reckless if back-up charts (paper or electronic) weren't available.

The Avidyne equipped PA46, piston or turbine, is a joy to fly and the CMax product makes it even better. There is, however, a limitation on the use of CMax Charts in the Avidyne equipped Meridian in your POH (Section 2.34). It states:

"Operators with the optional CMax Chart Page must have back-up charts available. Do not rely upon CMax charts as your sole source of navigation information."

Here is a link to my website which displays this particular page of the POH:

http://www.rwrpilottraining.com/CMAX_Chart_Limitation.pdf

Since it is listed as an aircraft limitation in the POH, it means that, to do otherwise renders the aircraft unairworthy.

One could argue that the POH refers to charts only and not the approach procedures. This is a very narrow interpretation which is probably doomed to fail and while it may give regulatory comfort, it makes me nervous. The approach procedures are displayed on the "chart page", so I think a wider interpretation is required here. The POH says you have to have back-ups, but it does not say paper or electronic.

I have observed a lot of PA46 pilots who fly with paper backup, but they only carry departure, destination and alternate airports. I almost never see anyone with a climb gradient chart or departure procedures for the arrival airport without my having to prompt them. In my view, this practice is inviting a procedural accident of the scariest and worst kind.

I advise my customers to carry paper (or a current EFB) for everything you intend to fly over plus a fuel range margin in all directions. I encourage each reader of this forum to do the same. I also recommend that each pilot who carries an EFB be fully practiced and intimate with its operation (spare fresh batteries included), even if it is only a back-up.

Folks this is not about probability; its about consequences.

Here is a 20 minute video which demonstrates the use of the Avidyne EX5000 in low IFR weather. Enjoy it, and feel free to contact me with your comments.

http://www.rwrpilottraining.com/ILS_200-5_Avidyne_Mirage_RIC.wmv

Fly Safely - Train Often

Regards,

Dick Rochfort

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