

## **Flying across the Atlantic Ocean with ferry pilot "Stan" Chareyre**



*This is a "must have" photo during an oceanic ferry flight! Stanislas Chareyre and his copilot at Goose Bay airport, after a successful transatlantic crossing that brought a new TBM 960 (S/N 1509) from Daher's production site in France to the U.S.*



Stanislas Chareyre, known to many as "Stan," just celebrated his 24th birthday and certainly is the youngest pilot regularly assigned by Daher to ferry TBM aircraft across the North Atlantic Ocean from its Tarbes, France production site to customers in North America.

Chareyre shares his experience based on a growing number of trips while navigating "the Big Pond," along with some tips on stopovers.

**Question:** Why have you included Atlantic Ocean ferry flight crossings in your regular flying activity?

**Answer:** For me, ferrying airplanes is a business activity, but it's also a passion! I'm happy to share my experience and knowledge as a mentor with owner/pilots. Traversing the Atlantic Ocean in a general aviation-category airplane is more than simply heading to a destination. It is flying the mythical route of early aviation pioneers. Flying over snow-capped mountains of Greenland, spotting icebergs, seeing volcanic Iceland, and navigating under the Northern Lights in winter are a part of unforgettable journeys. Even if the landscape may be masked by thick cloud cover, the trip retains the magic of a flight when piloting an airplane – compared to a boring trip on a commercial airliner.

*Seeing the Northern Lights during a TBM transatlantic crossing is an unforgettable sight.*





**Question:** What are the challenges?

**Answer:** With the technology available today, it may seem easier to fly across the ocean than in the past. However, pilots must remember they are exposed to severe weather hazards and icing – a particular problem from September to May. Winds can quickly change in strength and direction. Visibility conditions can also be challenging, especially with the high surrounding terrain and high approach minima of Greenland.

The weather forecast may be CAVOK (cloud and visibility OK) at the start of the journey, but could be very bad when reaching the destination. Obtaining weather information during the trip is not as easy as when over North America: no SiriusXM weather, nor ADS-B available. The only in-flight weather information accessible is through the GSR 56 satellite datalink system, which requires some practice to master its use.

Secondly, you're definitely on your own for the majority of the trip. For the most part of the North Atlantic region, CPDLC (Controller Pilot Data Link Communications), radar coverage – and sometimes VHF – are not available. Therefore, safety is ensured by demanding a strict observance of horizontal and vertical navigation accuracy and pilot's discipline. Most of the commercial traffic is operated within the NAT-HLA – the North Atlantic Tracks High Level Airspace – between 28,500 ft. (FL285) to FL420, which requires NAT-HLA capabilities that the TBM can't achieve (ADS-C and CPDLC FANS1/A). Therefore, we're limited to FL280; and it's typically no higher than FL270 when going eastbound, and there is no way to negotiate.



*TBM 960 S/N 1509 awaits the next leg on its transatlantic crossing at Reykjavik airport in Iceland.*

Regulations require that single-engine airplanes have a full set of survival equipment, which includes a life raft and survival kit (locator light, pyrotechnic signalling device, etc.), along with the famous survival suit.

Some pilots have flight information relayed by commercial airliners flying at higher altitudes. This can help in case of emergency; however, I strongly recommend monitoring the 121.5 emergency frequency during the flight, as warning messages could come via this channel.

For all these reasons, my primary recommendation is to perform an Atlantic Ocean crossing with an experienced pilot during the initial trip(s), thereby understanding what to expect on this very special route. Working with Daher, even the most experienced pilots are required to do so once a year with a pilot who is well experienced on the route.

Such precautions also are underscored by Transport Canada – the Canadian government agency that has responsibility for search and rescue services over a large segment of the North Atlantic crossing. Transport Canada recommends that pilots obtain adequate training before embarking on an Atlantic Ocean flight, for which safety courses are specifically available. Additionally, Transport Canada publishes the North Atlantic International Operations Manual, which provides information on flight planning and operations over the North Atlantic.

**Question:** What is your stopover strategy?

**Answer:** The average transatlantic crossing represents a distance of 3,800 nautical miles, so stopovers are an obvious must. Managing them is a part of a successful trip. As a ferry pilot, my strategy is to be efficient and fly the aircraft by the fuel flow. At long-range settings, it can be as low as 40 U.S. gallons per hour, which allows extended legs and opens the possibility of skipping some stopovers.

When flying out of the U.S. with a departure from Bangor, Maine, the most practical stopover is Goose Bay (CYYR) in Labrador, Canada – a military base from the Cold War that is known for low temperatures in wintertime. With good tailwinds, a direct flight to Iceland – only 1,339 NM - is achievable.

Greenland definitely is worth a landing, even if it doesn't have postcard-worthy landscapes. Many pilots have heard about the famous fjord approach at Narsarsuaq (BGBW) in Greenland, mentioned in Ernst K. Gann's famous aviation classic book: "Fate is the Hunter." This is not a stopover that I would routinely recommend, as the weather minima may not be met – and alternate airports are far away.

My preferred choice is Kangerlussuaq (BGSF) on Greenland's western coast. Also known as Sondrestrom Fjord, this airport is utilized by the airlines. It has a long runway (9,219 ft.) and a full range of facilities are available on site.

More airplanes will be using Greenland as a stopover because the country is extending the 3,000-ft. runway at Nuuk Airport (BGGH) to a new length of 9,000 ft. This facility on the southwest coast serves Nuuk, the capital of Greenland.

An important note: Greenland airports are usually closed on Sundays and holidays. Therefore, a \$1,500 fine may be charged for arrivals during these days.

In winter, I always try to avoid staying overnight along the northern part of the Atlantic crossing route: when outside temperatures are below freezing, full deicing may be necessary.

For me, Reykjavik is the best stopover of the trip. The huge advantage of the airport is its proximity to the heart of the city. It's only a four-minute drive by car.

A stopover in Prestwick, Scotland (EGPK) is a good value, as the fuel and services are less expensive there. There also is a detail that pleases the golfers: three great golf courses are in the area, one being a host to the PGA tour. For overnight stays, my favorite place is the Marine Troon – a flamboyant gothic hotel next to the Royal Troon Golf course, which is just four miles from the airport





*The careful planning of stopovers is essential for Atlantic Ocean crossings on ferry flights from Europe to the U.S.*



DAHER



# **TBM** **960** **DIGITAL** **POWER**

Our latest TBM very fast turboprop aircraft delivers the full benefits of digital power. Taking maximum advantage of today's turboprop technology, the single-engine TBM 960 provides high efficiency for more sustainability. In its Prestige cabin, passengers regulate temperature and ambient lighting with exactitude. Featuring outstanding safety systems such as the TBM e-copilot® and HomeSafe™ emergency autoland, the TBM 960 is the quintessential TBM.

**SAFETY & EFFICIENCY  
ARE OUR PRIORITIES.**

Visit us at [tbm.aero](http://tbm.aero) or

Contact a TBM expert  
in Switzerland:

+41 (0)79 890 02 02  
[www.swissflyaero.com](http://www.swissflyaero.com)

