

Contents

Acknowledgments

Introduction

1 Why Some Piston Powered Aircraft Can Fly Higher

2 Why Fly Higher?

3 Pilot Qualification Requirements

4 Insurance Discussions

5 Oxygen Considerations

Backup Oxygen System Considerations

6 Emergencies at Middle Altitudes

Increased Potential for Icing

Turbocharger and Engine Failures

Fuel System Pressure Concerns

Failure of Oxygen or Pressurization Systems

Emergency Descent Procedures

Longer Glide Distances

Heater System Failures

7 Performance and Fuel Planning for

Middle-Altitude Flying

Two Flight Scenarios

How Far to Climb?

Considering Fuel Burn over Range

Planning for an Alternate

8 Descent Planning

**9 Weight and Balance and Range Considerations
in Mid-Sized Piston Aircraft**

Landing Weights

Zero Fuel Weights

Fuel Loading Limitations

Common Fueling Practices

Other Loading Limitations

10 Navigation at Mid-Level Altitudes

A Clearance and Flight Scenario

Leaving the Airport Environment

Enroute High Altitude Considerations

Arrival Procedures

A Few Key Points for Higher Altitude Navigation

Weather and High Altitude Navigation

11 Weather Planning for Flights at Mid-Level Altitudes

Enroute Weather Considerations

Onboard Weather Systems

A Word About Sources of Weather Information

The Danger Zone—High Accident Rates in Middle-Altitude Flying

12 Aircraft Modifications That Affect Middle-Altitude Aircraft

Engine Modifications

Fuel Systems—Extra Tanks and Fuel Management

Vortex Generators (VGs)

13 Non-Pressurized Aircraft Operations at Higher Altitudes

14 Closing Thoughts