

Instrument rating

Initial Skill Test
Revalidation Proficiency Check



IR

- ❖ Differences between initial and revalidation (LPC) flight tests
- ❖ What to do on IR (or LPC) section by section
- ❖ Questions?



Differences between Initial Test and Revalidation Check

- ❖ Initial Instrument Rating Skill Test
 - 6 sections
 - Demonstrates acquisition of required skill and knowledge



Differences between Initial Test and Revalidation Check

Revalidation Check - LPC

- IRR is one part of the LPC – but can be flown separately in SPA (section 3b)
- Demonstrates continued competence
- Gives examiner some room for refreshing skills and repeat items
- Option for use of STD for IR section (3b)
- Cross Crediting



Differences between Initial Test and Revalidation Check

- ❖ Initial Instrument Rating Skill Test
- ❖ 6 sections
 - Pre-flight planning and departure
 - General instrument skills
 - En-route
 - Precision approach
 - Non-precision Approach
 - Asymmetric skills
- ❖ LPC
- ❖ 6 sections
 - Departure
 - GH – visual
 - **En-route** (3a or 3b)
 - Arrival and landing
 - Abnormal and emergency procedures
 - Asymmetric



IR or LPC

Tips



Standards Documents

- ❖ Available on the CAA website
- ❖ Stds Doc 1 – Instrument Rating Skill Test
- ❖ Stds Doc 14 – Guidance for class rating examiners



Sports(?) Psychology

- ❖ Chair flying
 - 'Fly' profiles in your head
 - Practice power settings and attitudes
 - Routines and drills
 - Effects of wind
 - Etc etc
- Imagine successful outcome



Pre-flight planning and departure

- ❖ Make sure you understand how the procedures work and what operating rules apply to them. (AIP, Pans Ops Vol 1)
- ❖ Practise the pre-flight planning under test conditions before each training flight
- ❖ Pre-plan as much as you can before arriving for test
- ❖ Keep your planning simple and leave time to study the route and procedures.



En-Route

- ❖ It's mostly Straight and Level!!
- ❖ Work from en-route chart not plog
- ❖ Work to practised routines
- ❖ Don't be idle think ahead – get met,brief approaches, set aids
- ❖ Be aware of traffic



Approach to aerodromes generally

- ❖ Plan ahead e.g.anticipate the need for increased Rate of Descent
- ❖ Robust altimeter setting and cross-checking routines
- ❖ Note altitude clearances on Log
- ❖ NDB tracking? – use the opportunity to assess actual wind effect.



Nav aids

❖ Set up aids then:-

❖ **TIMTS**

- **T** –tune confirm set frequency with Chart
- **I** -Identify – what to expect, listen –correct?
- **M** -Markers on high if appropriate
- **T** -Track selectors – compare set track with chart
- **S** -Selections - **IMPORTANT** (nav1 or 2, dme1 or 2 or freq, VOR/GPS)



Holding

- ❖ Mostly its an art not a science
- ❖ **KISS**
- ❖ Be aware of 'dip'
- ❖ Choice between sector 1 or 3?



NDB tracking and approaches

- ❖ Probably the most popular section to FAIL !
- ❖ Identify Aid before final descent (NDB? ILS?)
- ❖ Minimise Dip – keep the wings level
- ❖ Use the cross-wind – don't fight it
- ❖ Keep heading changes small
- ❖ Watch out for SDF



ILS Approaches

- ❖ Establish drift early
 - Anticipate drift change at 1000'
- ❖ At descent point set planned ROD and make a note of the attitude (better still know power and attitude settings)
- ❖ Don't chase needles – PAR technique (fly power/Attitude/ROD)
- ❖ Cross check altitude/DME vs Glidepath



Asymmetric

- ❖ Do you need the BALL?
- ❖ Use rudder to keep straight
- ❖ Take your time and identify correctly
- ❖ Use rudder trim
- ❖ Fly at Vyse (or slightly less?)



General handling section 2

- ❖ Rarely failed now – balance and trim
- ❖ Partial panel UAs –same as visual
 - Speed
 - Bank
 - Pitch



LPC

- ❖ Departure
- ❖ GH – visual
- ❖ **En-route (3a or 3b)**
- ❖ Arrival and landing
- ❖ Abnormal and emergency procedures
- ❖ Asymmetric



Section 3B Instrument Flight

SECTION 3B INSTRUMENT FLIGHT	
3B.1	Departure IFR
3B.2	En-route IFR
3B.3	Holding procedures
3B.4	ILS to DH/A of 200' or to procedure minima (autopilot may be used until glideslope intercept)
3B.5	Non-precision approach to MDH/A and MAP
3B.6	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns Recoveries from unusual attitudes
3B.7	Failure of localiser or glideslope



Conclusion

❖ All you need to do is fly:-

- Straight and Level
- Climb and descend
- Turn

BASIC instrument skills and Trimming



And Finally

Questions?

