

# **Procedures for anyone going to do an EASA Instrument Rating**

## **Prior to Taxi**

### **Flight Instruments**

Compass – No Bubbles, No leaks, No discoloration, Deviation Card in A/C

Airspeed indicator - reading zero

Attitude indicator – Upright within no more than 5° of bank

Altimeter – Set to QNH and within +50ft and -75ft of airfield height

Turn Coordinator – No Flag, showing level, Inclinator show no yaw and full of fluid

Direction Indicator – adjusted to compass

Vertical speed indicator – Reading zero or error noted

## **During Taxi**

### **Check Rudder movement**

#### **Left turn**

#### **Right turn**

### **Turning checks – Left Turn**

Turn coordinator to left

Ball to the right

Compass and Direction indicator numbers decreasing

Attitude Indicator upright and erect within 5°

### **Turning checks – Right Turn**

Turn coordinator to right

Ball to the left

Compass and Direction indicator numbers increasing

Attitude Indicator upright and erect within 5°

## **On twin engine aircraft – ALWAYS - Check FULL rudder deflection while taxiing**

### **Avionics Check**

Nav 1 – Check any ground station can be identified and check the picture

Nav 2 - Check any ground station can be identified and check the picture

DME – Check any DME if one is located on airfield

ADF – Check any ADF on an airfield. Check this while taxiing

## **On Climb out and Descent**

Check for ice every 1000ft whenever climbing and descending

## **Cruise**

**Fuel -**

**Radio -**

**Engine** – Temperature, Pressure, Suction, Ammeter, Mixture

**Direction Indicator** – Sync with compass

**Altitude setting**

**Ice** – check every 10 minutes

### **On approach to the airfield - 5 A's**

**ATIS -** What is the runway, wind, pressure setting, Information.  
Is the visibility OK to make an approach?  
Is the cloud base OK for the approach?

**Altimeter -** Set the pressure setting from the ATIS.

**Avionics -** Set up the avionics start left to right on the avionics  
Com 1 – Tower on standby  
Com 2 – ATIS & Ground  
Nav 1 – Tune, Identify, Picture  
Nav 2 – Tune, Identify, Picture  
DME – Tune, Identify  
ADF – Tune, Identify, Tracking

### **Approach Plate Brief –**

Name of approach  
Validity of plate  
Facility – VOR, NDB or ILS  
Final approach course  
TDZE (Touch down zone elevation),  
Outline and timings of approach Wind drift  
**MDA or DA & Visibility**  
Missed approach brief, Which way? MAPt

**Airspeed -** Slow down.

### **BEFORE Final Approach Fix**

**2 miles before FAF -**

**Twin Engine – 15 inches – 2 Stages -**

Slow down

Gear down – 3 greens

Flaps 20°

Pre landing checks

**Just before FAF –**

Restate minimums for approach – DA or MDA and Visibility required

Check crossing altitude

Check - 3 greens

**Single Engine – 2000 RPM – 1<sup>st</sup> stage Flap – 90kts**

**At FAF – 4 T's**

Timer – Start timer

Throttle to descend – Propeller forward

Cross check altitude crossing height

Talk – Tower

Three greens

**Threshold (assuming visual)**

Check 3 greens.

**Missed Approach Point**

Power Up

Pitch Up

Gear Up

Flaps Up – Safe altitude and speed.

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