

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 – 1st 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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