

PREFLIGHT BRIEFING

INSTRUMENT RATING

# PREFLIGHT BRIEFING – INSTRUMENT RATING

## Flight Test Typical Profile:

Departure Procedures: ODP, DP or as assigned by ATC or Evaluator.

1 Precision: If ILS unavailable, then must substitute RNAV LPV min equal to or less than 300' HAT.

2 Non Precision: One via Full IAP or RNAV T Proc and one with loss of primary flight instruments.

Holding Procedure: Unpublished or published procedure.

DME Arc Procedure: If charted arc is unavailable, then must be tested orally.

Missed Approach Procedure

Landing from an Instrument Approach: Circling and/or Straight in.

Recovery from Unusual Attitudes: Completed between IAPs or before we start the IAPs.

## Flight Test Scenario:

Departure Airport Weather simulated IFR with 400' OVC, so expect to use view limiting device then. Applicant must request a simulated IFR clearance before departure.

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## Examiner Rules of Conduct

Applicant is the PIC (61.47) and makes the Go/No-Go Decision with no external pressure created by Examiner. Applicant may file IFR, usually only if actual IFR conditions exist, and I will assume PIC.

Oral questioning will continue into the flight portion.

I am considered a non-pilot passenger for the scenario.

Exchange of Flight Controls – FAA 3 step process and will plan to do this when the Applicant is donning the view limiting device.

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## Examiner Rules of Conduct

Applicant is responsible for all ATC Communications. Avoid Examiner intervention with missed calls.

*PHX - Examiner responsible for CTAF communication in the "Stack".*

I ask for honesty with compliance in simulating IMC conditions using view limiting device.

It is considered cheating by intentionally looking outside for runway environment on final approach segments.

All TASKs shall be conducted solely by reference to instruments under actual or simulated instrument flight conditions. Except during takeoff and landing. At 400' applicant should be on the hood.

I will be scanning for traffic. If traffic is reported by ATC during simulated instrument, advise "Negative Contact" immediately. I will let you know if I get the aircraft insight and you will report to ATC "Traffic Insight".

If a "Traffic Alert" or any traffic conflict situation occurs, I expect you to look outside to avoid traffic.

Applicant will coordinate all practice Instrument Approaches assigned by evaluator with ATC.

Be sure to coordinate the "Option" with Tower and report the next IAP Procedure request.

Multiple IAP to be accomplished efficiently, so if you are not ready for the next IAP, please advise.

Please make precise CTAF VFR position reports with intentions at 10nm, 5nm and all normal pattern calls.

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## Examiner Rules of Conduct

Landing airport scenario weather: Visibility and ceiling simulated at published IAP minimums.

Applicant **must** verbally call out “minimums” when reaching DA or MDA.

Examiner will say one of the following: “Runway Insight” or “No Runway”.

Plan to land from each IAP maintaining stabilized flight from DA/MDA to touchdown.

Stabilized flight must continue from electronic GS/GP and transition via PAPI/VASI.

If no visual approach lighting aid available, then a normal landing must be made within the TDZ.

Raw Data must be used as the primary nav source with Approaches or Holding Fixes other than GPS.

GPS overlays are not to be used for Non-RNAV approaches.

iPad and/or Paper Charts may be used.

If inflight iPad fails with no paper backup, the test will be disapproved.

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EFB GPS Position must be Disabled and selected Off. BT connectivity for traffic is okay.

## FOREFLIGHT

*MORE < SETTINGS.*



*MAP SETTINGS < GLIDE ADVISOR - OFF*

## GARMIN PILOT

*SETTINGS APP*

*> PILOT*

*> LOCATION*

*> NEVER*

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**IF ACTUAL EMERGENCY OCCURS AT ANYTIME INFLIGHT – “MAYDAY”, “MAYDAY”, “MAYDAY”**

Test is immediately over and we will work as a team to land safely.

Applicant will maintain on the flight controls unless a positive exchange is required for the safe outcome.

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Short break and meet at the aircraft.

Please immediately call for Fuel – Oil – Windscreen Clean - Deiced

Please text me if anything changes.

My Cell Phone – (713) 703-8478.

Please start preflight without me, if necessary. I will be at the aircraft soon.



Questions?

**LETS FLY!**