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INSTRUMENT RATING

CHAPTER 10 – OPERATIONAL REQUIREMENTS

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OPERATIONAL REQUIREMENTS

10.1 Forecasts

A forecast is required for all flights operating away from the vicinity of an aerodrome or under the Instrument Flight Rules. This forecast shall be either a flight forecast (which can encompass several areas), or an area forecast with an aerodrome forecast for the destination, and if an alternate is required, for the alternate aerodrome. (*ATC-FLIGHT PLANNING, AU 601*)

JEPPS METEOROLOGY contains a list of aerodromes for which a TAF service is available. Each aerodrome included in the list is awarded a category number in the range of 1 to 4, i.e. Cat. 1 = International airport 24 hours.

When planning IFR to an aerodrome by day for which Instrument Approach Procedure is not available, the procedure set out in *JEPPS ATC 300 series* is to be used. (**LSALT + 500 ft. & 8 Km. viz.**) Generally, an aerodrome with a published approach will have a TAF issued on a routine basis. However, if proceeding to an aerodrome without a valid TAF, or a TAF endorsed as 'provisional', the pilot must nominate a suitable alternate. (*ATC AU304*)

Area forecasts must be valid for the period of the flight, while aerodrome forecasts must be valid for a period of not less than 30 minutes before and 60 minutes after the planned ETA

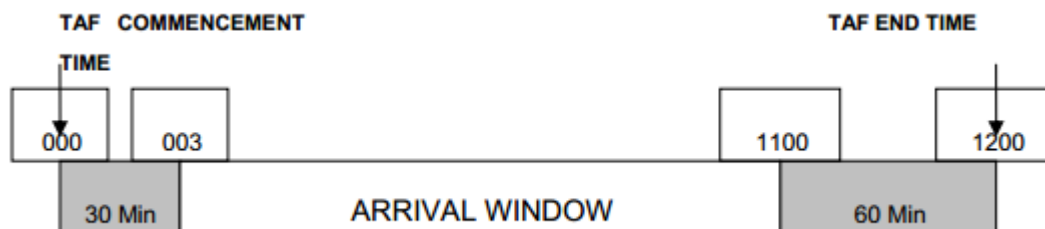


Fig 1

These 30 and 60 minute buffers do not apply to a TTF. A TTF supersedes the TAF for its validity period of 3 hours, and is the current forecast for pilots whose ETA falls within the 3 hour period (*MET AU27*).

TAFs endorsed with TEMPO, INTER require an alternate or holding fuel, (60 or 30 minutes respectively), to be carried for the endorsed period plus a buffer of 30 minutes either side (Fig 2), **or**

Sufficient fuel is carried to hold until 30 minutes after the forecast time of cessation of these deteriorations.

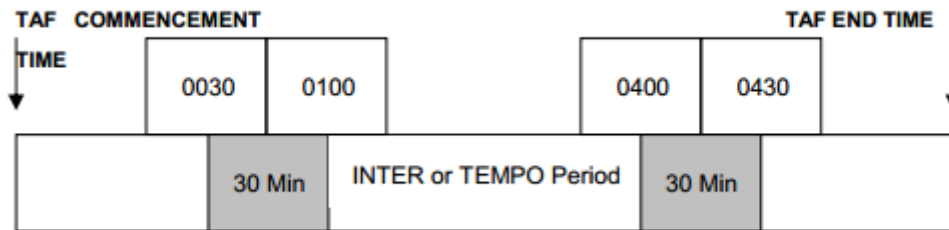


Fig 2

TAFs endorsed with a FM period which creates an operational requirement (alternate) require a 30 minute buffer period on the 'good weather' side (Fig 3).

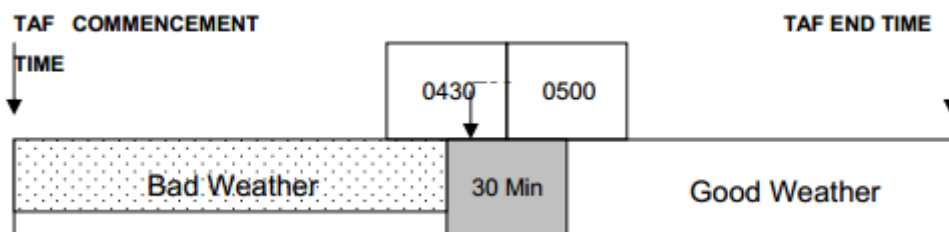


Fig 3

When the forecast cannot be obtained, the flight is permitted to depart provided the pilot is satisfied that the weather at his departure point will permit a safe return within one hour of his departure. The flight is permitted to continue provided a suitable forecast for the intended destination is obtained within 30 minutes of departure (ATC AU601).

10.2 Fuel Requirements

On IFR flights a sufficient amount of fuel shall be carried for:

- (a) Flight from the departure aerodrome to the destination
- (b) Flight to an alternate if required
- A variable reserve of 15% of the amount calculated in (a) and (b) (CAAP 234)
- Holding as required (weather and/or traffic) (ATC AU516)
- A fixed reserve of 45 minutes (CAAP 234).