

CHAPTER – 4

INSTRUMENT FLYING

1. Simulator instrument flying is to be carried out to train Pilots to be proficient in handling the aircraft in actual weather conditions. Simulator instrument flying will mainly be carried out with front visor on /under the front hood covered in the following manner:
 - a. Pilots are to carry out instrument checks positively while taxiing out (once clear of the tarmac area)
 - b. The Pilot who is to practice Instrument flying may be remained with visor in front / front hood covered and the other pilot will action as safety Pilot for avoidance of bird and collision with other aircraft (In flight only and inside training area).
 - c. The other side clearance will be provided by the Load Master/Air Steward sitting in the same side of the Pilot/Co-Pilot under hood.
 - d. The partial panel practice will be carried out by dimming the PFD of his side. During this time the safety Pilot shall closely monitor the his side's PFD for any abrupt change of bank and pitch.
 - e. Under hood approach shall be upto minima only. Under hood Take off landing or landing in weather conditions below the minima spec is prohibited.
2. **Increase and Decrease of speed.** When increase speed by more than 15 kts, increase power to 80% and adjust power as the speed reaches. When increase of speed is less than 15 kts, increase power to 77%. When reducing speed by less than 15 kts than retard TCL 22%. To decrease the speed, it is strictly prohibited to bring the TCL to ground idle.
3. **Turning.** Turnings are to be prac at 135 kts. Max AOB is limited upto 45° in simulator IF, and 30° in actual IF. HASELO checks are to be carried out before prac of 45°bank turns.
4. **Rate One Turn.** Rate one turn is to be prac at 135 kts and AOB is 21°. Power required to maintain 135 kts is 42% during the turn depending on AUW.
5. **Vertical S 'A' 'B' 'C' & 'D'.** Vertical S A B C & D are to be prac at 135 kts with a 100 ft/min ROD and ROC and rate one turn. Power required during descent is 15% and during climb 85% depending on AUW & temp. Approx pitch in artificial horizons 0°-1° during descent and 7°-8° during climb.
6. **Let Down.**
 - a. The co-pilot shall carry all relevant maps, charts and Jeppesen manual containing original let down plates. The original let down plate may be placed in front captain and co-Pilot in addition to i Pad when carry out a particular instrument approach.
 - b. The co-pilot shall carry out the briefing in details about the app before arrival over the navigator aid during descent phase to initial approach alt and carry out pre let down checks.

RESTRICTED

- c. The Pilot flying the aircraft shall carry out part briefing of the app an subsequent actions during the let down.
- d. On inbound of let down, the gears and flaps shall be lowered under the command of the Pilot on controls from moment the minima is reached till after the missed app, gears are retracted. The hood may is to be removed latest by the minima specified for the approaching if a landing is contemplated.