

Preparation Sheet PPLC05 Instrument Flying:

For the upcoming session, make sure you've prepared the following in advance:

- 1.) Put together a thorough briefing (including NOTAMs and weather).
- 2.) Get your mass and balance, performance calculations, and nav log all squared away.
- 3.) You should be able to deliver a comprehensive weather briefing to your instructor for LOAN and the surrounding training areas, specifically for your session's time slot. Based on that briefing, you'll need to select the appropriate training area yourself.
- 4.) Regarding AIP knowledge: Be thoroughly familiar with LOAN's arrival and departure procedures, including all waypoints and directions.
- 5.) More AIP knowledge: Double-check LOXN's operating hours in the AD2 section and the Felixdorf areas in ENR 5.1. Make sure to cross-reference these with current NOTAMs and MIL/NUP.
- 6.) Airspace knowledge: You should have a deep understanding of all airspaces both above and around LOAN.
- 7.) For this session, it's critical that you're proficient with the avionics. This includes being able to set navigation frequencies, identifying various VORs by their Morse code, differentiating between inbound and outbound radials and knowing how to properly set them on the PFD, and understanding what 90/45 intercepts are, as well as when and how to fly them. You should also have spent time with the Garmin GTN trainer, practicing "direct to" and default navigation settings.

Session Flow:

Once we've completed the pre-takeoff procedures, we'll depart the airfield area and head towards your chosen training area.

As we transition from the airfield to the training area, we'll review basic flying maneuvers such as step climbs, turns, and climbing turns, all while under the IFR hood.

Upon reaching the training area, our focus will shift to radio navigation. We'll be utilizing both VOR and GPS radials for these exercises, which will include:

1) Homings directly to the VOR/GPS.

2) Intercepting and flying predetermined inbound and outbound radials using 90°/45° intercept angles.

After finishing the radio navigation exercises, we'll fly back to LOAN and enter the traffic pattern via the designated waypoints.

Naturally, all post-landing checks will be performed afterward.

What will be evaluated:

1.) Your ability to independently and correctly perform pre-takeoff checks, including checklist usage, engine start, instrument setting and checks, briefings, taxi checks, and more.

2.) During takeoff, maintaining centerline alignment and utilizing proper visual scanning techniques.

3.) When departing the airfield area, ensuring correct navigation and adherence to specified altitudes.

4.) After leaving the airfield area, the emphasis will be on properly checking in with Vienna Information, followed by performing the climb check and making sure the aircraft is correctly trimmed throughout the process.

5.) For the return flight, familiarity with the area is key. You should have no trouble identifying landmarks like Hohe Wand, Knoten Sebenstein, Rosaliengebirge, Berndorf, Sector B, Sector N, and Pulverturm.

6.) On the return flight, a correct descent plan to avoid upcoming airspaces is also important, as is the timing of when you begin your approach briefing, checklist, and frequency change, aiming to have everything completed at least three minutes before reaching the first waypoint.