

Designated Pilot Examiner Group

Bulletin No. 17

Glass Cockpit Procedures for Instrument PTS Area of Operation:
Emergency Operations: Task D: Approach With Loss of Primary Flight
Instrument Indicators

This bulletin references the recommended procedures for simulated failure of the electronic PFD type flight displays while conducting an Instrument Practical test.

Regarding the Garmin 1000 equipped aircraft we are attempting to standardize the procedures as accomplished by the examiner for the check ride, both as a benefit to the trainers and evaluators. Garmin has published a guide for the examiner for this task. Their recommendation is to pull the ADC and AHRS circuit breakers to simulate the display for the loss of primary flight instruments. While some schools use this method in training for the Diamond Aircraft the Cessna equipped aircraft do not recommend this procedure. One caveat regarding the circuit breaker procedure makes the Mode C unavailable when the ADC breaker is pulled. This is a consideration when operating under the Mode C veil. One other method is to cover up the affected instruments with some form of blockage with a reality of the system downgrades. While the post it notes are used, a more realistic method is the use of a pattern of failed indications that present a real presentation. Sporty's has such an item. It is reusable and effectively shows these failures. These are non-invasive and easy to apply and remove.

There is one procedure mentioned regarding dimming the PFD to a blank screen. This becomes a problem in some aircraft that only have one CDI to navigate with and does not present a loss of primary flight instruments but a failure of a display, which may render any approach unable to be completed.

At all times we must comply with the aircraft and manufacturers recommendations for this failure.

In an effort to standardize the examiners this bulletin is presented as a starting place to co-ordinate the training and testing to realistically evaluate this task.

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