

## DPEAG BULLETIN NO:

This bulletin is being issued to clear up some misunderstanding among examiners, instructors and applicants regarding tasks required on the Instrument Rating Practical Test.

Regarding holding procedures between timed patterns and DME patterns: A timed hold is just that, timed. 1 minute out or 1,5 minutes depending on the altitude the hold is flown. A DME hold is a distance outbound to a specific DME fix. The GPS hold/procedure turn at CGZ depicts a 5 mile leg pattern. Unless otherwise amended by ATC the 5 mile leg is flown and expected by ATC. They are not expecting you to go outbound by 1 minute in this case and then turning inbound. This is taken from Page 10-13 in the Instrument Flying Handbook:

### **DME Holding**

The same entry and holding procedures apply to DME holding, but distances (nautical miles) are used instead of time values. The length of the outbound leg is specified by the controller, and the end of this leg is determined by the DME readout.

There has been some confusion among examiners regarding DP's and some Notices of Disapprovals issued regarding DP's and the procedures of when they are required or not required. To clarify here are some excerpts taken from the Instrument Procedures handbook on Page 2-17:

- There are 2 types of DP's, an ODP and a SID. There is not a DP, SID and ODP.
- An ODP is not mandatory. It is at the pilot's option to fly or not fly the textual ODP even in less than VFR conditions. It is only mandatory when issued by ATC for traffic purposes. It may be filed by the pilot if he wishes to include it in the routing section. A pilot does not need an ATC clearance use an ODP.
- A SID is not required to be filed with ATC. You will annotate this in the remarks section of the flight plan. While it is a good idea to use it for obstacle clearance it is simpler to be cleared for a departure for ATC congestion purposes.

Regarding the STAR's procedure some clarification is needed as well. Clearing an aircraft to a destination via a STAR **DOES NOT** authorize the pilot to descend to the altitudes listed on the STAR. It only authorizes the lateral navigation on the STAR. A **DESCEND VIA** clearance has to be given for the descent to begin. The altitudes depicted on the STAR's that look like MEA's are not to be used for the descents. They actually serve no purpose other than an altitude to keep from running into the ground. The altitudes listed in **bold print** are what are to be followed on the descent profile.

There have been NOD's issued due to descent below the DA on a missed approach and it is also misunderstood by the instructors as well about what is allowed. Regarding descent below DA on a missed approach: If the applicant elects to go missed at the DA it is expected a descent below DA

will take place while transitioning from the final approach to the missed approach and is accounted for in the obstacle clearance. It is not an UNSAT if the applicant descends below the DA in this process. On page 5-4-23 in the AIM this is stated. It is up to the examiner to determine the allowance in his or her judgment what is excessive. What is happening is a hesitance by the applicant to get right to the DA because of an assumption that while going missed they will momentarily go below the DA. It is physically impossible to hit the DA at 500 or 600 FPM, arrest the descent and climb to the missed approach altitude without going below the DA. In the ATP PTS missed approach task it states that a momentary descent below the DA while transitioning to the missed approach is not grounds for an UNSAT. I have talked to one of the authors of the PTS and they tell me this will be placed in the Instrument Rating PTS at some point to eliminate the confusion on the Instrument Rating. There is no requirement regarding an altitude at the DA in the PTS, i.e. plus or minus anything vs. a non-precision approach requirement of +100/-0 FT.

Regarding VDP's: Does an applicant have to wait until the VDP is reached before descending from the MDA? Depends on where you look for a reference. On page 5-4-19 of the AIM it states the VDP's provide additional guidance when used by the pilot. The pilot SHOULD NOT descend below the MDA prior to reaching the VDP. In FAA speak SHOULD NOT is a recommendation, SHALL NOT would be mandatory. It goes on to say that if you can't identify the VDP you would fly the procedure as if no VDP existed. In all cases a visual cue has to exist to begin the descent to the runway. When it comes to deciding a SAT or UNSAT we need to use our best judgment since there is no definitive answer to this procedure.

Vertical Descent Angles (VDA's) are not being utilized very well by the schools and instructors. The dive and drive is still being taught and encouraged. In various FAA publications you will read the FAA has published these to develop more stabilized approaches in the hopes of eliminating CFIT encounters. It is advisory in nature but recommended by the FAA to help the pilot establish more stable approaches.

Remember the Instrument PTS states that all graphical displays should be used for situational awareness during approaches if installed and operational. Turning them off is in contrast to the PTS requirement. We have to realize the failures need to be realistic based on the equipment installed.

Any comments or suggestions to this bulletin are encouraged.

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