

IFR TRAINING PROGRAM

With the purpose to acquire the necessary conditions to the attainment of the instrument flight rules qualification, the pilots will be able to make 30 hours of training on the EMB – 110 Bandeirante simulator, homologated by ANAC as Level A, being the 10 flight hours to be done in place and aircraft of your choice. Reference Regulation: RBHA 61.173(c)(2)(ii).

OBS:

1. The EMB - 110 panel, exactly not being of last generation, contain instruments that many times are not found in the aircraft used in the instruction (HSI, RMI; 2ADF; 2VOR/NAV; coupling of the automatic pilot, etc), what without a doubt, prepares the candidate better.
2. The possibility of the instruction accomplishment independently of the meteorological conditions and restrictions of air traffic.
3. Although the main objective of the training is the instrument flight, the training realized in an aircraft turboprop, in all the aspects, more advanced than the normally used aircraft in instruction, will count positively in the pilot's formation.

INSTRUCTION DEVELOPMENT

The training will consist of 15 sessions of 2 hours, and will be realized as normally is made in static simulators, being that the instructor will occupy the right seat, therefore will not have the necessity to operate the panel.

When the training will be realized in pair (2 students), each student will make 60 hours of simulator (30 hours PF and 30 hours PNF). Besides training as a crew, they can practise the CRM principles.

Before the training on simulator the students accomplish the EMB - 1100 Ground School, without additional cost. We point out that the offered training destines for attainment of IFR qualification.

The pilots who desire the qualification on the EMB - 110 will have to realize the EPA EMB – 110 Bandeirante Training Program.

SESSIONS CONTENT

BASIC – **SESSION 1** (assisted by the instructor)

Take-off - ascent in straight line - levellings - descending in straight line - ascents and descendings in straight line with constant speed - speed variation in straight line.

SESSION 2 (assisted by the instructor)

Take-off - ascent and descending in straight line (constant climb) levellings - leveled turns - standard turns - speed variation in straight line.

SESSION 3

Take-off - ascents and descendings in straight line with constant speed/climb - levellings - standard turns - speed variation in straight line and turns.

SESSION 4

Take-off - ascents and descendings in straight line and turn - levellings - speed variation in the straight line and turns.

SESSION 5

Traffics A and the B.

SESSION 6

ADF - use slight knowledge - tuning flight with station in the nose and the tail - turns to fly with station in the nose and the tail.

SESSION 7

ADF- changes and marking (QDM and QDR) – time calculation.

SESSION 8

Entrances in orbit - flight in orbit wind compensation - approach ADF go around.

SESSION 9

ADF Approaches ADF – go around - coupling of PA.

SESSION 10

VOR - use slight knowledge - tuning - notion of radial - changes and interception of radial.

SESSION 11

VOR – VOR orbits - wind correction - VOR approaches - arc DME go around.

SESSION 12

VOR - approaches VOR – go around - coupling of PA.

SESSION 13

ILS - use slight knowledge - approaches ILS -
Direct, with orbits, from arc DME – go around.

SESSION 14

ILS - approach ILS – go around - coupling of the
PA.

SESSION 15

GENERAL REVIEW