DEAR STUDENT

The latest issue of the AIP (March 2021) has required a large number of changes to the references in our study guides.

There have been no significant changes to the actual wording, but the section and paragraph numbers have changed rather dramatically.

As you can imagine, this has presented us with a major task of updating hundreds of references across all of the publications plus hundreds of on-line practice exam questions.

This document contains the relevant changes to the

INSTRUMENT RATING STUDY GUIDE.

This document lists the changes necessary.

Sorry to do this to you, but we have no choice.
The next issue of this publication will contain these changes.

INSTRUMENT RATING STUDY GUIDE PART 2
Page 125 First para delete reference to AIP ENR 1.1 para 10.7.2.8 & 11.7.2.9
Page 138 Question 10 Change AIP ENR 1.1 para 4.1.5.1 to AIP ENR 1.1 para 4.2.4.1

INSTRUMENT RATING STUDY GUIDE PART 3
Revision Exercise 3.2 Page 203 to Page 212
Change all reference to AIP ENR 1.1 para 11 to AIP ENR 1.1 para 10

Page 204 Question 7 Add additional reference AIP ENR 1.5 para 5.3.2
Page 205 Question17 Change ENR 1.1 para 10.7.2.12 c to ENR1.1 para 9.7.2.10 c
Page 209 Question 7 Add reference AIP ENR 1.5 para 5.3.2
Page 210 Question 9 Add a reference AIP ENR 1.5 para 5.3.2
Page 210 Question 17. Change 12 (c) to 10 (c)

INSTRUMENT RATING STUDY GUIDE PART 4
Page 224 Question 4 Change AIP ENR 1.1 para 10.6.2 to AIP ENR 1.1 para 9.6.2

Page 224 Question 5 Change BRISBANE THREE DEPARTURE to BRISBANE FOUR DEPARTURE
Change RWY 19 to RWY 19L

INSTRUMENT RATING STUDY GUIDE PART 5
Page 239 First para. Change 331°M to 332°M
Page 240 Second para. Change AIP DAP 1.1 para 1.5 to AIP ENR 1.5 para 4.7.4
Page 241 First para. Change lead bearing to lead radial of 009°
Page 242 Bottom para. Change AIP ENR 1.1 para 10.9.5 to AIP ENR 1.1 para 9.13
Page 245 Third para. Change AIP ENR 1.5 para 1.15 to AIP ENR 1.5 para 1.7.6
Page 247 First para. Add AIP ENR 1.5 para 1.7.6 (Note 3)
Page 249 First para. Change AIP ENR 1.5 para 1.14 to AIP ENR 1.5 para 1.15
Page 249 Third last para. Change AIP ENR 1.1 para 10.9.5 to para 9.9 to 9.14.1
Page 252 Change AIP ENR 1.1 para 1.15 to AIP ENR 1.1 para 2.11.3
Page 257 Second para. Change AIP ENR 1.5 para 3.3.1 to AIP ENR 1.5 para 3.4.1
Page 258 to Page 260 Top para. Change AIP ENR 1.5 para 3.3.2 to AIP ENR 1,5 para 3.4.1
Page 261 Second last para. Change AIP ENR 1.5 para 1.20.2 to AIP ENR 1.5 para 2.5.1
Page 262 First para. Change AIP ENR 1.5 para 2.7.3 to AIP ENR 1.5 para 2.8.3
Page 263 Change AIP ENR 1.5 para 3.2.1 to AIP ENR 1.5 para 3.3.1
Page 264 para (b) Change AIP ENR 1.5 para 3.2.1 to AIP ENR 1.5 para 3.3.1 (c)
Page 264 para (d) Change AIP ENR 1.5 para 3.2.1 to AIP ENR 1.5 para 3.3.1 (b)
Page 264 bottom Change AIP ENR 1.5 para 3.2.1 to AIP ENR 1.5 para 3.3.1 (e)
Page 274 Change AIP ENR 1.5 para 12 to AIP ENR 1.5 para 11 throughout.
Page 277 bottom Change AIP ENR 1.5 para 12.2.2 (e) to AIP ENR 1.5 para 11.2.2 (e)
Page 278 bottom Change AIP ENR 1.5 Section 12 to AIP ENR Section 11
Page 279 See replacement page attached
Page 287 third last para. Change ENR 1.5 para 2.6.3 to AIP ENR 1.5 para 2.7.3
Page 289 second para. Change AIP ENR 1.5 para 3.2.1 to AIP ENR 1.5 para 3.3.1
Page 289 last para. Replace reference with AIP ENR 1.1 para 9.1.17 & ENR 1.5 para 1.16.1
Page 290 third last para delete reference entirely.
Page 293 & 4. See replacement page attached.

Page 295 second last para. Change AIP AD para 6.1.1 to AIP ENR AD para 5.18
Page 305 **REVISION EXERCISE 5**

Question 8 Change para 12 to para 11
Question 9 Change para 2.5.2 to para 2.6.2
Question 10 Change para 1.14 to para 2.7.3
Question 12 Change AIP ENR 1.1 to AIP ENR 1.5
Question 13 Change para 10.11 to para 9.11 and change Page 80 to Page 64
Question 19 Change RUNWAY 01 ILS to RUNWAY 01L ILS
Question 20 Change RUNWAY 01 ILS to RUNWAY 01L ILS
Question 27 Change para 2.7.3 to para 2.8.3
Question 39 Change Brisbane 91 IL-Y to Brisbane 01L ILS
Question 41 Delete reference and replace with Sydney 34R ILS approach chart.

Page 311 **ANSWERS TO REVISION EXERCISE 5**
Replace references given with amended references above.

INSTRUMENT RATING STUDY GUIDE PART 6
CIR REVISION QUESTIONS SET 1
Question 1 Change AIP ENR 1.1 para 10.4.2 to AIP ENR 1.1 para 9.6.2
Question 5 Change AIP ENR 1.1 para 4.1.5 to AIP ENR 1.1 para 4.2.4
Question 6 RUNWAY 10 to RWY 19L (reference AIP ENR GEN 2.2 page 46 NPA)

CIR REVISION QUESTIONS SET 2
Question 1 Add reference AIP GEN 3.2 para 2.2
Question 2 Change AIP ENR 1.1 para 4.1.5 to AIP ENR 1.1 4.2.4b
Question 4 Change AIP ENR 1.1 para 10.7.2.12 (c) to AIP ENR 1.1 para 10.7.2
Question 7 Change AIP ENR 1.5 para 12.2.2 (d) to AIP ENR 1.5 para 11.2.2(d)

CIR REVISION QUESTIONS SET 3
Question 4 Change 22 ILS to 22 ILS-Z
Question 8 Change AIP ENR 1.1 para 4.1.4.2 to AIP ENR 1.1 para 4.2.3 & 4.2.5
Question 9 AIP GEN 3.4 para 4.4.1 (a) to AIP GEN 3.4 para 5.4.1 (a)

CIR REVISION QUESTIONS SET 4
Question 1 delete all after *&,* and replace with 10.7.2.7(a)
Question 6 delete See AIP ENR 1.1 para 4.1.4.3

CIR REVISION QUESTIONS SET 5
Question 2 Change AIP ENR 1.1 para 10.4.2 & 7.4.1 to AIP ENR 1.1 para 9.6.2
Question 7 RNAV to RNAV-Z
Question 10 delete (Cairns 10-3A)

CIR REVISION QUESTIONS SET 6
Question 2 Change WARREN SIX to WARREN SEVEN

CIR REVISION QUESTIONS SET 7

Question 1 Choice (a) Change 14.8 to 7.9
Question 7 Change AIP ENR 1.5 para 11.2.2 to AIP ENR 1.5 para 12.2.2(e)
Question 9 Replace *(e) with (d)*

CIR REVISION QUESTIONS SET 9
Question 3 Add "You are capable of a 2.5% missed approach climb gradient"

CIR REVISION QUESTIONS SET 10
Change RWY 10 ILS to RWY 01L ILS

INSTRUMENT RATING STUDY GUIDE PART 7 – GENERAL QUESTIONS
Question 1 Change AIP ENR 1.1 para 4.1.6.2 to AIP ENR 1.1 para 4.2.5.2
Question 5 Change AIP ENR 1.5 para 3.2.1 to AIP ENR 1.5 para 3.3.1
Question 8 Change AIP ENR 1.1 para 10.8.1.3 to AIP ENR 1.1 para 10.7.1.3
Question 12 Change AIP ENR 1.5 para 3.3.1 to AIP ENR I.5 para 3.4.1
Question 15 Change AIP ENR 1.1 para 4.1.5.1 to AIP ENR 1.1 para 4.2.4.1
Question 16 Change AIP ENR 1.1 para 4.1.6.2 to AIP ENR 1.1 para 4.2.5.2
Question 25 Change AIP ENR 1.1 para 10.8.2.12(b) to AIP ENR 1.1 para 10.7.1.3
Question 35 ADD ERSA INTRO para 23.5
Question 44 Change AIP ENR 1.1 para 10.8.4.4 to AIP ENR 1.1 para 10.7.4.6
Question 44 delete & 11.8.4.6
Question 46 Change AIP ENR 1.1 para 2.2.12 to AIP ENR 1.4 para 1.2.1
Question 50 Add ERSA INTRO para 23.4 & 23.5

INSTRUMENT RATING STUDY GUIDE PART 7 – OPERATIONAL MET ASSESSMENT TEST
Question 5 Delete AIP GEN 3.5 para 12 &
Question 8 Change AIP GEN 3.5 para 17 to AIP GEN 3.5 para 7.2.2
Question 11 Change AIP GEN 3.5 para 3.3 to AIP GEN 3.5 para 3.2
Question 11 Change 20000ft to 10000ft.
Question 13 first line delete "more than' and delete 18 or 24 hr in choice (a).
Question 15 Change AIP ENR 3.5 para 3.6 to AIP GEN 3.5 para 3.4.3
Question 20 Change AIP ENR 3.5 para 7.2.4 to AIP GEN 3.5 para 7.2
Question 22 Add to the question 'for a category D aerodrome'.
Question 22 Choice (a) '<u>up to</u> 12 hr from the time of issue'.

RNAV (GNSS) 2D Approach

The big difference between GPS Arrivals and RNAV (GNSS)s is that in the case of the RNAV (GNSS) 2D approach, the entire approach is flown by reference to the GPS alone. **Both distance information and track guidance is provided by the GPS.** These approaches are designed to guide the aircraft to an intermediate approach point and then along a final approach to a nominated runway. The approach has four distinct phases, each commencing at a nominated waypoint. Each waypoint has a five letter designator. The first three letters indicate the aerodrome, the next letter indicates the direction from which the approach is made [N for north, E for east, S for south and W for west. Or sometimes a designator such as Z or Y may be used]. The last letter indicates the approach phase which commences at that way point.

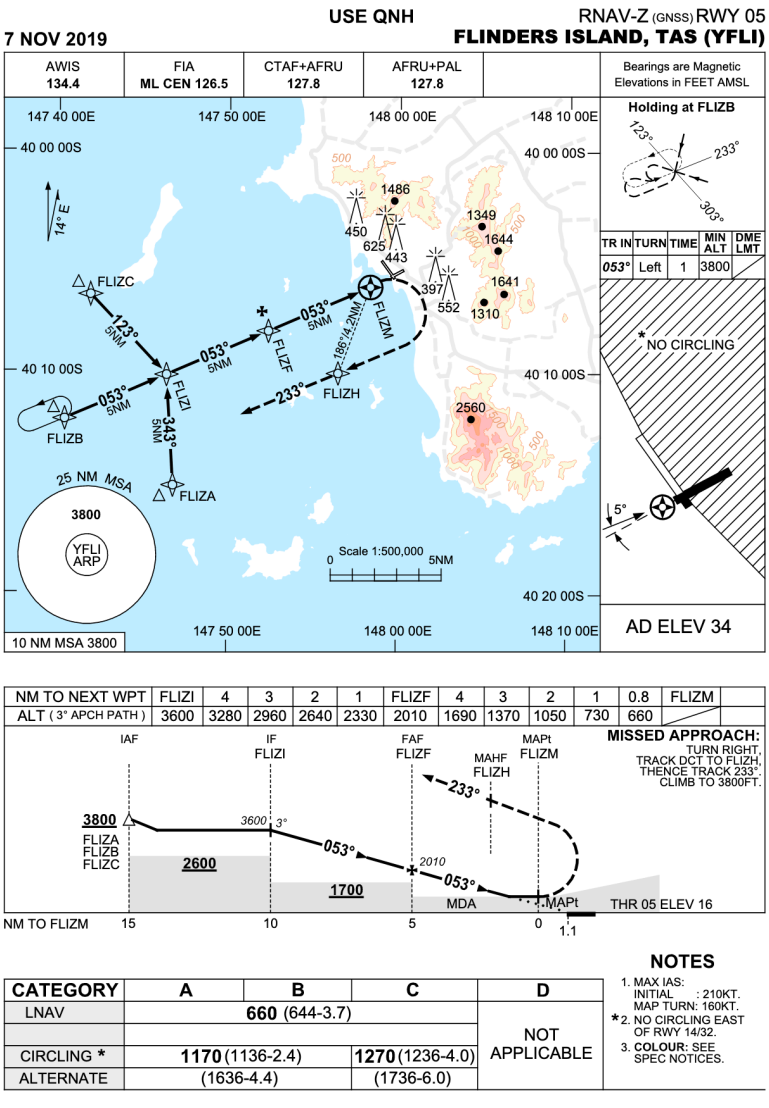
Aircraft arriving from various directions track to the most appropriate ***initial approach waypoint.*** There are usually three such points designated **A, B or C** [sometimes other letters may be used]. In the example below the initial approach waypoints are designated **FLI** [Flinders Island] **Z** [the designator for this approach] **A, B or C** [The pilot simply chooses the most appropriate one].

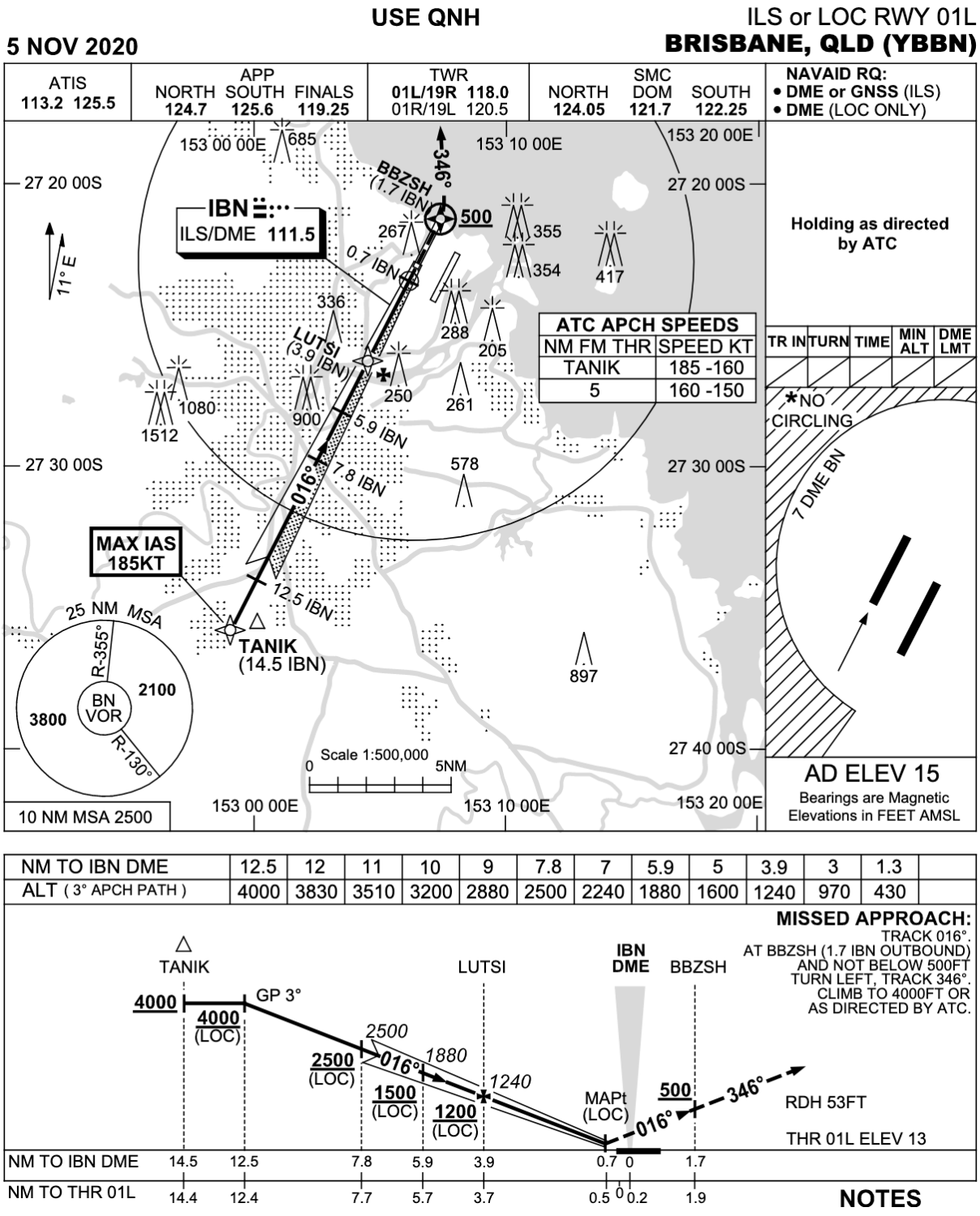
From the chosen initial approach waypoint, the aircraft tracks to the ***intermediate approach waypoint*** where a turn is made if necessary onto the final approach track. In the example at right, the intermediate approach waypoint is designated **FLIZI** [intermediate approach waypoint].

The ***final approach waypoint*** is designated **FLIZF.** The GPS automatically transitions to approach mode [CDI scale 0.3 nm]

For a landing on runway 05, the aircraft must be clear of cloud by 560 feet (with the actual QNH set) and a visibility of 3.7 km by the ***missed approach waypoint [FLIZM].***

If a landing cannot be made, the pilot must manually select the missed approach mode on the GPS and proceed to the ***missed approach holding waypoint [FLIZH].*** GPS reverts to terminal mode [1.0 nm].

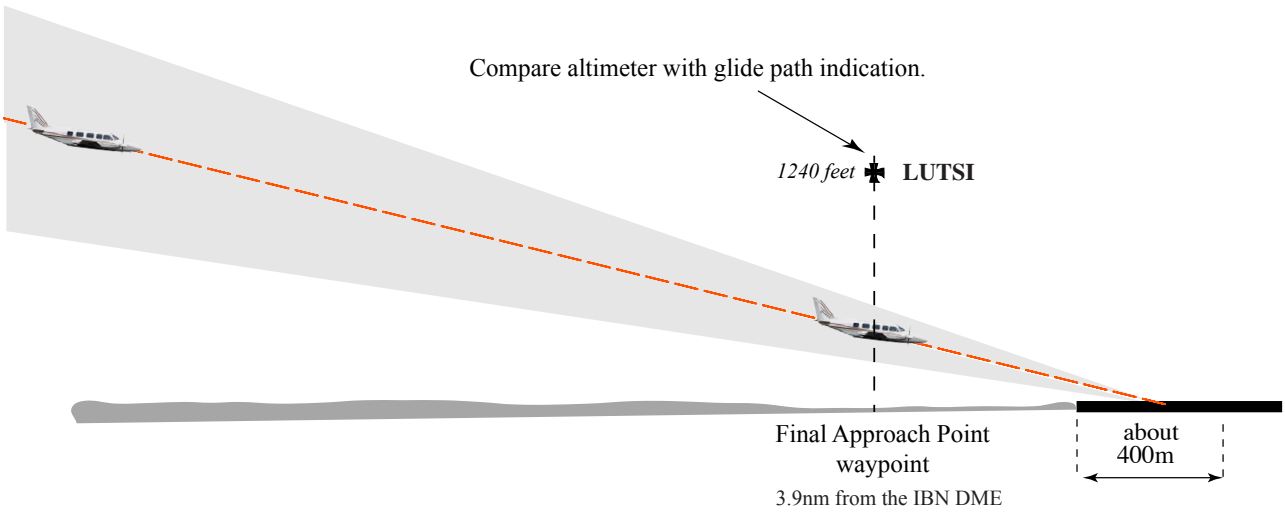




The Brisbane 01L ILS features a Localizer beam set at 016°M providing guidance exactly down the runway centre line.

Aircraft may be radar vectored to make a pilot intercept of the Localizer usually at 4000ft. Established on the Localizer at 12.5 DME, the pilot leaves 4000ft and commences a descent by reference to the glide slope indicator.

This allows the pilot to monitor the descent profile by distance against height values on the table while maintaining an 'on glide slope' indication on the glide slope display.

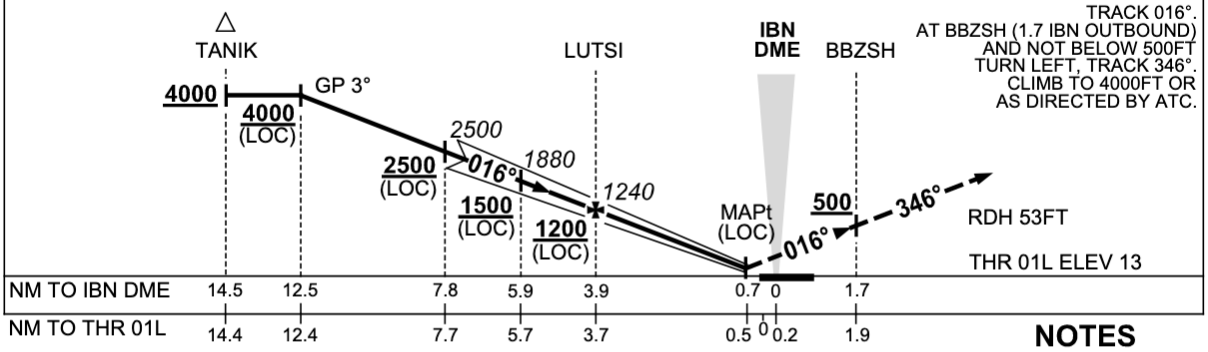


A second opinion on the glide path. Since the glide path is generated electronically, it would be sensible to check that it is functioning correctly (not that you don't trust electronic gadgets like computers!). When the aircraft passes the Final Approach Point (LUTSI), the pilot is presented with a check height indicating the precise altitude of the glide path at that point. In the case of the Brisbane 01L ILS, it is a way point built into the GNSS software on the final approach track 3.9nm from the IBN DME indicating an exact altitude of 1240ft. It is marked with a Maltese Cross .

Of course the aircraft may not be exactly on the glide path at the moment it passes the final approach point so the pilot is required to check for an 'unexplained discrepancy' when comparing the altimeter's reading with the published altitude.

For example, if the altimeter read 1170 feet and the glide path indicator showed a 'fly down' command - that would be an unexplained discrepancy. AIP ENR 1.5 para 7.3.1.

NM TO IBN DME	12.5	12	11	10	9	7.8	7	5.9	5	3.9	3	1.3	
ALT (3° APCH PATH)	4000	3830	3510	3200	2880	2500	2240	1880	1600	1240	970	430	



NOTES

1. MAX IAS:
   TANIK : 185KT.
2. * CAT D ACFT NO CIRCLING WEST OF 01R/19L BEYOND 7 DME BN.
3. ‡‡ SPECIAL ALTN MNM 700/2.5 KM.
4. ACFT MAY BE RADAR VECTORED TO FNA.

CATEGORY	A	B	C	D
S-I ILS	**220** (207-0.8)		550 RVR	
S-I LOC	**430** (415-1.4)			
CIRCLING *	**650** (635-2.4)		**780** (765-4.0)	**850** (835-5.0)
ALTERNATE ‡‡	(1135-4.4)		(1265-6.0)	(1335-7.0)