

INSTRUMENTS FOR IFR CLEARANCE

Non-certified instruments acceptable to the LAA:

Manufacturer	Instrument types	Notes
Falcon Gauge	Conventional instruments: ASI, Altimeter, VSI, Electric T&B, Electric & vacuum AH, DI	
Advanced Flight Systems	Complex Instruments: AF-3000, 4000 & 5000 series EFIS	
Dynon Avionics	Complex Instruments: D1 Skyview (certain models)	D1: Airspeed and altitude readings are derived from GPS information and may differ from pitot-static derived values
Garmin	Complex Instruments: G900 G3X, G3XTouch, G5	The G5 may be used as a back-up instrument for a G3X(T) system.
Grand Rapids Technologies	Complex Instruments: Mini, HX, EX	Mini-X recommended
Kanardia	Complex Instruments: Horis	Essential that OAT probe is placed a position likely to produce accurate results and the static port is connected to airframe (not cockpit) static source
MGL	Voyager	Display screens should be limited so that attitude indicator is always visible

Instruments which may be acceptable but have yet to be evaluated:

Manufacturer	Instrument types	Notes
Grand Rapids Technologies	Sport	
MGL	All except Voyager	Because of the user customisations available with MGL equipment, the display layouts will be scrutinised carefully. Owners are strongly advised not to modify their PFD screens away from accepted layouts.

Instruments which are NOT acceptable:

Manufacturer	Instrument types	Notes
TruTrak	ADI (inc ADI pilot) Gemini EFIS	These instruments provide misleading indications in pitch and roll, particularly at low speed, and are not to be fitted to aircraft approved for operation in IMC, under IFR or at night.