

IMC/Night clearance standard philosophy FAQs

Item	LAA position	Comments
Are dual attitude indication sources required?	Yes	LAA policy is more restrictive on this point than the ANO. However this was agreed prior to approving any IMC aircraft by LAA.
With a newbuild aircraft, how many hours must be flown before night/IFR could be granted?	40 hours	40 hours satisfactory operation required prior to approval. This point was agreed prior to approving any IMC aircraft by LAA.
Can an owner carry out the First of Type/Example of Type flight test on their own aircraft?	No	An independent test pilot is required, however experienced the owner.
Does the process include a physical inspection of the aircraft?	Yes	Both the assessor and a special night/IFR inspector must examine the aircraft. The former to check the design aspects, the latter the quality and conformity.
Is there a restriction on wing loading on acceptable types (except Previously Type Certified aircraft)?	Yes	No less than 60 kg/m ² at max gross weight for the type.
Are a POH and Maintenance schedule required for each aircraft?	Yes	
Do I need to provide details of the electrical power systems architecture?	Yes	This is an Integral part of the assessment.
Is a flap lever position acceptable as an indication of flap position?	Yes	On a mechanical system, not a pre-selector switch.
Is an overvolt 'crow bar' required?	Yes	Ref CS 23.1351 - unless it can be shown that an overvolt event is improbable (e.g. a very small alternator and big battery).
Should I fit an alternator failure warning?	Yes	Desirable.
Should I fit an under-volt warning?	Yes	Desirable for this to be a discrete warning light or message. An embedded warning in a display is not good at attention-getting.
When doing the electrical loads analysis, what do I assume the load shedding delay to be?		If there's only a voltmeter with no attention-getting facility then in your load analysis assume 20 minute delay before load shedding. If there's a discrete warning light or clear embedded warning in a display, the load analysis can assume 5 minute delay before load shedding.

Should I fit a starter engaged warning light?	Yes	Ref CS 23.1309
Do I need to fit an alternate static?	Yes, if EFIS equipped, desirable for mechanical instruments	Ref CS 23.1325c. If a traditional VSI is fitted then recommended but not mandated, as breaking the VSI glass is an accepted alternative to an a selectable alternate static port.
Do I need to fit a suction system failure warning?	A suction gauge provides adequate indication	Desirable ref CS 23.1331a3.
Do I need to fit pitot heat ?	Yes. CAA requirement.	Yes. CS 23.1309. Part of initial CAA agreement. Note, this is de-ice not anti-ice.
Can I fit high-compression pistons to my certified engine and still use it for night IFR?	Possibly yes	Yes, subject to power limitations (RPM, manifold pressure) and CHT limitations to keep the engine operating in a regime where its reliability won't be compromised.
Can integrated electric power management systems be used?	Yes with limitations and conditions	In summary, alternative power supplies must be arranged to feed all essential services post failure of an integrated power management system. Consideration is also needed of the possibility of the system causing uncommanded motions of flap, trim, etc, and suitable mitigation provided.
Are dual P mag & dual Lightspeed ignition acceptable?	Possibly yes	Depending on the spec of the ignition kit and the application. Only four cylinder engines applications accepted to date.

24/11/22