

022

INSTRUMENTATION

**INSTRUMENT RATING (A)
(AIRCRAFT GENERAL KNOWLEDGE)**

JAR-FCL REF NO	LEARNING OBJECTIVES	REMARKS
022 00 00 00	<u>INSTRUMENTATION - AIRCRAFT</u>	
022 01 00 00	<u>FLIGHT INSTRUMENTS</u>	
022 01 01 00	<u>Air Data Instruments</u>	
022 01 01 01	Pilot and Static Systems <ul style="list-style-type: none"> – State the purpose of the pitot and static system. – Indicate the information provided by the pitot and static system. – Name the components of the pitot and static pressure system. – Pitot tube, construction and principles of operation <ul style="list-style-type: none"> – Name and state the purpose of each element of the pitot tube. – Explain the principles of operation of the pitot tube. – Illustrate the distribution of the pitot pressure to instruments and systems. – Indicate various locations of the pitot tube in relation to the direction of air flow. – Name the existing pitot tube designs. – Static source <ul style="list-style-type: none"> – Explain the principle of operation of the static port. – Illustrate the distribution of the static pressure to instruments and systems. – Indicate various locations of the static port. – Define the static pressure error – Describe the purpose of static balancing – Malfunction <ul style="list-style-type: none"> – State, in qualitative terms, the effects on the indications of altimeter, airspeed indicator and 	

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022 01 01 02	<p style="text-align: center;">variometer (vertical speed indicator) in the event of a blockage or a break of:</p> <ul style="list-style-type: none"> - Total pressure line - Static pressure line - Total and static pressure line <p>- Heating</p> <ul style="list-style-type: none"> - Explain the purpose of heating. - Interpret the effect of heating on sensed pressure. <p>- Alternate static source</p> <ul style="list-style-type: none"> - Explain why an alternate static source is required. - Compare alternate static pressure with normal static pressure - State that when the alternate pressure system is used, correction values can be taken from the Flight Manual. - State the operating principle of the existing versions of alternate pressure systems <p>Altimeter</p> <ul style="list-style-type: none"> - Construction and principles of operation - State the task of the altimeter. - Describe the fundamental principle of hydrostatic pressure. - Describe the measuring element of a pressure altimeter. - Explain how the altimeter is calibrated. - State in qualitative and quantitative terms the variation of atmospheric static pressure with altitude. - Name the components of the altimeter. - Explain how these components work together. 	

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	<ul style="list-style-type: none"> – Identify the different types of altimeters. – Explain the connection between the altimeter indication and the reference pressure. – Compare the existing altimeter designs and identify their advantages and defects. – State how the non-linear distribution of atmospheric pressure is converted to linear indication. – Indicate methods of temperature compensation and matching to the barometric pressure gradient. – Display and setting <ul style="list-style-type: none"> – Define the different subscale settings. – Define QNH, QFE, flight level – Define height, indicated altitude, true altitude, pressure altitude and density altitude. – State that subscale-setting units are given in hPa or inches of mercury (inch Hg). Convert pressures from inches Hg to hPa. – Interpret the indications of the existing types of altimeters. – Errors <ul style="list-style-type: none"> – State the purpose of vibration (knocking or vibrator) in some altimeters. – Describe the effect of blockage of the static intake on altimeter reading. – Interpret the errors for the altimeter and describe their effects on practice. – Describe how the use of an alternate static source affects the altimeter indications. – State how instrument and static source errors can be corrected. – Apply corrections from the Aircraft Operating Manual (AOM) to altimeter readings. – Correction tables <ul style="list-style-type: none"> – Find altimeter corrections from the Aircraft Operations Manual (AOM) to determine the error due to speed, weight and altitude. 	

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022 01 01 03	<ul style="list-style-type: none"> - Tolerances <ul style="list-style-type: none"> - State the maximum permissible tolerances for an altimeter. - Describe the variation of tolerances with altitude. - Describe how the magnitude of the tolerances varies with increase in altitude. Airspeed Indicator <ul style="list-style-type: none"> - Construction and principles of operation <ul style="list-style-type: none"> - State the task of the airspeed indicator. - Describe the measuring element of the airspeed indicator. - Name the components of the airspeed indicator. - State the relationship between static pressure, dynamic pressure and total pressure. - State the units of airspeed measurement in common use. - Identify the different airspeed indicator designs. - State how temperature effects are compensated. - Indicate methods of temperature compensation. - Speed indications <ul style="list-style-type: none"> - Define: <ul style="list-style-type: none"> - Indicated Air Speed (IAS) - Calibrated Air Speed (CAS) - Equivalent Air Speed (EAS) - True Air Speed (TAS) - Compare values of IAS, CAS, EAS, TAS and required corrections between the speeds. - Describe interrelationship between IAS, CAS, EAS, TAS, and Machnumber during climb and 	

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022 01 01 05	<p style="margin-left: 40px;">descent.</p> <ul style="list-style-type: none"> – Define V_{SO}, V_{S1}, V_{FE}, V_{NO}, V_{NE}, V_{LO}, V_{LE}, V_{YSE} – Meaning of coloured arcs – Explain the colour codings of the airspeed indicator. – Assign the following speeds to the colour codings: V_{SO}, V_{S1}, V_{FE}, V_{NO}, V_{NE}, V_{YSE} – Maximum speed indicator, V_{MO}/M_{MO} pointer – State the operating principle of the V_{MO} pointer in the Mach Limit Airspeed Indicator. – Errors <ul style="list-style-type: none"> – List the errors of the airspeed indicator and explain their causes. – State when the compressibility error must be taken into account. – State the maximum permissible tolerance for instrument error. – State that the correction values for the static pressure source error can be taken from the Flight Manual. – Describe the most probable effect on the airspeed indication if an alternate static source is used. – Explain the effect of a blocked pitot tube on airspeed indications in straight and level flight, during climb and descent. – Explain the effect of a blocked static intake on airspeed indications, in straight and level flight, during climb and descent. <p>Vertical Speed Indicator (VSI)</p> <ul style="list-style-type: none"> – Construction and principles of operation – Define vertical speed – State the purpose of the VSI – Explain the principles of operation of the VSI 	

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	<ul style="list-style-type: none"> – State the method of operation of the capsule-type and dynamic-vane type VSI. – Name the components of the VSI. – State the purpose of the adjuster screw. – Compare capsule type and dynamic vane type VSIs in respect of the time lag in indication. – State the maximum permissible tolerance of the VSI. – Describe the behaviour of the VSI in the event of instrument failure. – Describe the effect of blockage of pressure source. – Standard and Instantaneous VSI (IVSI) <ul style="list-style-type: none"> – Name the existing variometer design. – Describe the advantage of the IVSI over a standard VSI – State the operating principle of an IVSI. – State, in qualitative terms, how the indication on the IVSI alters on entering and exiting a turn in horizontal flight. – State the effect of turbulence on the IVSI indication. – Display <ul style="list-style-type: none"> – State the units of measurement in common use. – Describe how the VSI/IVSI information is presented to the pilot. 	
022 01 02 00	<u>Gyroscopic Instruments</u>	
022 01 02 01	Gyro Fundamentals <ul style="list-style-type: none"> – Theory of gyroscopic forces (stability, precession) – Define a gyro. – Define angular velocity, moment of inertia, torque and precession in relation to a gyro. 	

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	<ul style="list-style-type: none"> – State and explain the fundamental properties of gyroscopes. – Explain how rigidity/precession can be increased/decreased. – Explain the movement of the gyro axis if under the influence of an external force. – Explain what is understood by a free and tied gyro. – Define the spin axis. Define the terms ‘drift’ (‘wander’) and ‘topple’. – Define a LASER gyro and compare it with a conventional gyro – Define a rate integrating gyro – Types, construction and principles of operation <ul style="list-style-type: none"> – Describe the use of, and the property primarily utilised by the vertical gyro, directional gyro, rate gyro, rate integrating gyro, single degree-of-freedom gyro and ring laser gyro. – State in which flight instruments gyros are used and the plane to which the gyro’s rotor axis is controlled. – Define the expression ‘gimbal ring’. – Define the degrees of freedom of rotation of a gyro. – Define the degrees of freedom of precession of a gyro. – Apparent drift and apparent topple <ul style="list-style-type: none"> – Interpret the following errors of a gyro: <ul style="list-style-type: none"> – apparent topple – apparent drift (wander) – Explain the cause of apparent drift and apparent topple. – Random drift <ul style="list-style-type: none"> – Explain the causes of random drift. 	

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022 01 02 02	<ul style="list-style-type: none"> - Mountings <ul style="list-style-type: none"> - Explain how gyroscopes are mounted. - Drive types, monitoring <ul style="list-style-type: none"> - Identify the power supply of gyros. - Identify and interpret the power supply indicators. - For pneumatically driven gyros, explain the principles involved in the pump and governor. - Name the components for pneumatic power supply. - Name the existing types of electrical drives. - Name the components for an electrical power supply. - Explain the advantages/disadvantages of suction driven and electrically driven gyroscopes. - Compare pneumatically and electrically driven gyro instruments with regard to use at high altitudes. - State the monitoring options for gyro instruments. - Interpret the effect of a defective power supply on the indicator functions of the gyro instruments. - Explain the reasons for using different types of gyro power supply on an aircraft. <p>Directional Gyro</p> <ul style="list-style-type: none"> - Construction and principles of operation <ul style="list-style-type: none"> - State the task of the Directional Gyro (DG) - Name the components of the directional gyro. - Describe the gimbal system. - State the directional stability of the gyro axis when rotating around the yaw axis of the aircraft. - Explain the effect of friction on the directional stability of the gyro. - State the purpose of an erection system. 	

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022 01 02 03	<p>Slaved Gyro Compass</p> <ul style="list-style-type: none"> - Describe the different types of erection systems - State the speed of the erection system. - Define gimbal error - Explain the effect of gimbal error on bank and pitch. - Explain the necessity to reference the DG to the magnetic compass. - Describe the adjustment procedure. - Interpret the indicator of the DG. - Calculate apparent drift of an uncompensated gyro (no random drift or transport drift) at given earth positions - Compare the indications of a directional gyro and a magnetic compass during a turn and acceleration, and compare the accuracy of the indications over a lengthy period. - Describe the behaviour of the instrument in the event of a gyro failure. <ul style="list-style-type: none"> - Construction and principles <ul style="list-style-type: none"> - State the purpose of the slaved gyro compass. - Explain the principles of operation of the slaved gyro compass - Explain the principles of operation of the flux valve. - Explain the functional principle involved in a flux detector with compensation device. - Describe in general terms the signal flow. - Using a block diagram, explain the operation of a remote compass system. - Components <ul style="list-style-type: none"> - List the main components and explain the function of a slaved gyro compass system (remote compass system). 	<p>Given appropriate diagram</p>

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022 01 02 04	<ul style="list-style-type: none"> – Name the magnetic sensing device of the remote compass system. – Mounting and modes of operation <ul style="list-style-type: none"> – Describe where and how the magnetic sensing device is mounted. – State the different modes of operation – Turn and acceleration errors <ul style="list-style-type: none"> – Define: <ul style="list-style-type: none"> – Turn error – Acceleration error – Deviation error – Application, uses of output data <ul style="list-style-type: none"> – List the instruments and other aircraft equipment, which utilise the output from a slaved gyro compass. – Interpret information provided by the slaved gyro compass <p>Attitude indicator (vertical gyro)</p> <ul style="list-style-type: none"> – Construction and principles of operation <ul style="list-style-type: none"> – State the purpose of the attitude indicator. – Describe the gyroscopic properties used in the instrument. – State the plane of the gyro axis. – Identify the components of the artificial horizon. – State the purpose of the adjuster knob for the aircraft symbol and the purpose of the knob for fast erection. – Explain the behaviour of the artificial horizon in the event of failure. 	<p>With the aid of a simple diagram</p>

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022 01 02 05	<ul style="list-style-type: none"> – Describe different designs of artificial horizons. – Explain how mechanical and apparent topple are compensated. – State the erection speed of an artificial horizon. – Display types <ul style="list-style-type: none"> – Identify the purpose of the various instrument markings. – Turn and acceleration errors <ul style="list-style-type: none"> – Describe the effects, on the instrument indications, of aircraft acceleration and turns. – Explain how compensations for turn and acceleration errors are achieved in both pneumatically and electrically driven horizons. – Explain the purpose of the test function in the artificial horizon. – Application, uses of output data <ul style="list-style-type: none"> – Identify the location of the vertical gyro in the case of a remote horizon. – Describe how pitch and bank information is provided in case of a remote horizon – Identify the instruments/systems where the attitude information is utilised. – Describe the monitoring indications <p>Turn and Bank Indicator (Rate Gyro)</p> <ul style="list-style-type: none"> – Construction and principles of operation – State the purpose of the turn and bank indicator (rate gyro). – Identify the components of the turn and bank indicator. – Define rotational velocity around the yaw axis and the rate of turn. – Explain the gyroscopic property used in the turn instrument. – State the degrees of freedom of rotation and precession. 	<p>With the aid of a simple diagram</p>

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	<ul style="list-style-type: none"> – Explain the movement of the pointer when performing a turn. – State the plane of the gyro axis. – State the number of gimbal rings. – List the possible power supplies. – Explain the movement of the ball (liquid level sensor) during a co-ordinated and a non co-ordinated turn. – Explain the function of the warning flag. – Display types <ul style="list-style-type: none"> – Interpret the indication during a 2 min standard turn. – Interpret the indication of the ball (liquid level sensor). – Application errors <ul style="list-style-type: none"> – Describe the instrument indication during a slip. – Describe the instrument indication during a skid. – Explain how to correct slip and skid in order to achieve co-ordinated flying. – State the behaviour of the instrument in the event of a turn and bank indicator failure. – Application, uses of output data <ul style="list-style-type: none"> – State the use of provided information. – List systems where rate information is used. – List different designs. – Explain how damping affects the indication. – Turn co-ordinator <ul style="list-style-type: none"> – Explain the purpose of turn co-ordinator. 	

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022 01 03 00	<ul style="list-style-type: none"> – Describe the construction of a turn co-ordinator. <p><u>Magnetic Compass</u></p> <ul style="list-style-type: none"> – Construction and principles of operation <ul style="list-style-type: none"> – State the role of the magnetic compass. – State that the magnetic compass is often named as a stand-by compass. – Describe the construction of the magnetic compass. – Explain the working principle. – Describe the magnetic field of the earth and explain the effects of its inclination. – Errors (deviation, effect of inclination) <ul style="list-style-type: none"> – Describe and interpret the acceleration/deceleration and turning errors. – Identify the geographical areas where the magnetic compass is unreliable. – State possible disturbances of the Earth’s magnetic field due to external magnetic field. – State the causes of the aircraft’s magnetic field and explain how it affects the accuracy of the compass indications. – Explain the different types of deviation and their origins – Explain how this deviation error changes with aircraft heading – Explain how the deviation compensation device works. – Explain why every magnetic compass requires a deviation table or curve mounted in the cockpit for pilot information. – State the maximum permissible values for deviation and total tolerance. – Cite examples of when knowledge of compass deviation is required. 	
022 01 04 00	<p><u>Radio Altimeter</u></p>	

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022 01 05 00	<ul style="list-style-type: none"> - Components <ul style="list-style-type: none"> - State the purpose of a radio altimeter. - List the components of the radio altimeter. - State the purpose of the decision height warning light - Frequency band <ul style="list-style-type: none"> - Identify the frequency band in which the radio altimeter operates. - Principle of operation <ul style="list-style-type: none"> - Explain the principles of operation. - State operator control options for a radio altimeter. - Display <ul style="list-style-type: none"> - Illustrate and interpret different types of indication. - State the maximum range for indication. - List instruments or units which receive altitude information from the radio altimeter. - Errors <ul style="list-style-type: none"> - Describe the errors of the radio altimeter. <p><u>Electronic Flight Instrument System (EFIS)</u></p> <ul style="list-style-type: none"> - Information display tubes <ul style="list-style-type: none"> - Identify the components of a typical EFIS system. - Describe the function of each of the EFIS system components. - Indicate the range of input data sources available to a typical EFIS system. - Primary Flight Display (PFD) <ul style="list-style-type: none"> - State that the PFD system displays mainly flight parameters. 	

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	<ul style="list-style-type: none"> - Identify the information available on the PFD. - Describe the colour coding on the PFD. - State which warning may be associated with the PFD. - State that information is displayed via the Display Management Computer. - Navigation Display (ND) <ul style="list-style-type: none"> - State that the ND displays mainly navigation data. - Name the typical display modes for ND. - Identify the information available in the different modes. - Describe the colour coding on the ND. - State that information is displayed via the Display Management Computer. - Data input <ul style="list-style-type: none"> - List the EFIS inputs. - Control panel, display unit <ul style="list-style-type: none"> - State the function and describe the operation of the EFIS control panel. - Identify the types of display units. - State that, in case of a display unit failure, switching to another display unit is possible. - List the switching options in case of display-failure. - Example of a typical aircraft installation <ul style="list-style-type: none"> - Explain the EFIS function and information interchange. 	
022 02 00 00	<u>AUTOMATIC FLIGHT CONTROL SYSTEMS</u>	
022 02 01 00	<u>Flight Director</u> <ul style="list-style-type: none"> - Function and application 	<p>Given appropriate drawing</p> <p>Given appropriate diagram</p>

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	<ul style="list-style-type: none"> - Explain the purpose of the flight director commands for pitch and roll. - Identify the inputs to the flight director computer. - Block diagram, components <ul style="list-style-type: none"> - Name the components of a flight director - Identify the channels of the flight director computer - Mode of operation <ul style="list-style-type: none"> - Interpret the different operating modes and state the input information required - Operation set up for various flight phases <ul style="list-style-type: none"> - Describe the sequential logic switching for different vertical and lateral modes. - Describe the selection and operation, by the pilot, of the following modes: <ul style="list-style-type: none"> - take off - climb - cruise - descent - approach - land - go around - Command modes (bars) <ul style="list-style-type: none"> - Explain the operating principle of the flight director computer - Name the indicators in which the flight director command bars are displayed. - Describe the different types of flight director command indications. - Interpret the indications of command bars 	

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022 02 02 00	<p><u>Autopilot</u></p> <ul style="list-style-type: none"> - Flight Mode Annunciator <ul style="list-style-type: none"> - Explain the purpose of the flight mode annunciator. - Describe the different designs of flight mode annunciators. - System monitoring <ul style="list-style-type: none"> - Identify the different inputs/outputs which are controlled by the flight director monitor. - Identify and interpret the different monitoring options - Limitations, operational restrictions <ul style="list-style-type: none"> - Explain that the commands of the flight director are given in such a way that structural limits of the aircraft for pitch and bank attitude will not be exceeded - Describe the task of the gain program in the approach mode. - State the task of lateral and vertical beam sensors. - Describe the disturbances which can be compensated for with the flight director. - State how the commands of the flight director are affected by the rate of change of deviation. - Function and application <ul style="list-style-type: none"> - Explain the different trim steering signals for elevator, aileron, rudder and elevator trim. - Explain the function of the pitch channel automatic trim - Explain the principle of operation of the Control Wheel Steering (CWS) - State the function and describe the role of the autopilot. - Types (different axes) <ul style="list-style-type: none"> - Identify the different control channels of the autopilot. - State the JAR-OPS requirements concerning the use of the autopilot. 	

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	<ul style="list-style-type: none"> - Block diagram, components <ul style="list-style-type: none"> - Name the component units of an autopilot. - Define the "control law" of an autopilot - Identify different signal inputs into the autopilot system. - List the different types of autopilot actuators. - Describe the difference between open loop and closed loop control - List the components of a closed loop control system and name the inputs/outputs - Identify the different types of controller and state their control behaviour - List typical applications for closed-loop controllers in aircraft - Lateral (roll) modes <ul style="list-style-type: none"> - Describe the lateral modes of the autopilot. - Identify the flight data which are used to set the bank in each of these modes - Longitudinal (pitch) modes <ul style="list-style-type: none"> - Describe the pitch modes of the autopilot. - List the flight data which are used to set the pitch in each of these modes. - Common modes <ul style="list-style-type: none"> - Describe the common modes of the autopilot. - Describe and interpret the task of the auto trim system in the case of autopilot engaged. - Control modes <ul style="list-style-type: none"> - State the settings which can be entered at the control panel. - Describe the different control modes - Signal interfacing to autopilot actuators 	

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	<ul style="list-style-type: none"> - State that the autopilot computer compares actual values with reference values and passes control commands to the autopilot actuators. - Explain that the position and rate of movement of the flight control surface is fed back to the autopilot computer - Describe the automatic synchronisation of the autopilot in "Off" or "Disengaged" mode - Explain how to handle a non self-synchronising autopilot before switching on - Operation and programming for various flight phases <ul style="list-style-type: none"> - Describe the following flight phases in relation to the autopilot condition: <ul style="list-style-type: none"> - take off - climb - cruise - descent - approach - land - go around - Describe the connection between FMS and autopilot relative to mode programming. - System monitoring <ul style="list-style-type: none"> - Describe the task of the flight mode annunciator, the autopilot disengage light and aural warning - Identify and interpret the visual and aural alerts - Limitations, operational restrictions <ul style="list-style-type: none"> - Describe the task of the autopilot engage interlock. - State the conditions of engagement of an autopilot - Name the maximum pitch and bank angle in case of engaged autopilot. 	

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022 02 04 00	<ul style="list-style-type: none"> - Explain the purpose of gain adaption referring to IAS. - Define the aircraft and autopilot conditions that are necessary before the autopilot is switched on. <p><u>Yaw Damper</u></p> <ul style="list-style-type: none"> - Function <ul style="list-style-type: none"> - State the purpose of the yaw damper computer. - Identify the inputs of the yaw damper computer. - State that the yaw damper computer compares reference signals with actual signals and passes control commands to the yaw damper servo of the rudder. - State that fuselage vibrations can be reduced with the aid of the yaw damper computer and the rudder - Interpret the information given by the yaw damper indicator - Block diagram, components <ul style="list-style-type: none"> - Name the component units of a yaw damper. - State and interpret the monitoring options 	