SECTION M INSTRUMENT RATING

Appendix M.1 Instrument rating flight test

1. Flight test requirements

An applicant for an instrument rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2 that are relevant to the endorsements that are being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the instrument rating and each instrument endorsement covered by the flight test;

(b) proficiency check requirements;

(c) IFR and approach recent experience requirements;

(d) night recent experience requirements;

(e) night VFR operations;

(f) aircraft instrument requirements;

(g) interpreting operational and meteorological information;

(h) take-off minima;

(i) holding and alternate requirements;

(j) IFR procedures for all airspace classifications;

(k) departure and approach instrument procedures;

(l) operations below LSALT and MSA for day and night operations;

(m) GNSS and PBN standards;

(n) circling approaches;

(o) adverse weather operations;

(p) ERSA normal and emergency procedures;

(q) IFR planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code CIR.

(a) plan an IFR flight;

(b) perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes CIR and IFF.

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures;

(c) conduct an instrument departure and, if available, in accordance with:

(i) a published procedure; or

(ii) an ATC clearance.

3.3 En route cruise

Note The relevant competency standards are in unit code CIR.

(a) navigate en route using ground-based and satellite-based navigation systems;

(b) perform ground-based and satellite-based navigation system integrity checks;

(c) identify and avoid hazardous weather conditions (may be simulated).

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF and IFL.

(a) perform full panel and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:

(i) 1 recovery using a full instrument panel;

(ii) 1 recovery using a limited instrument panel;

(c) for a test in a multi-engine aircraft, conduct an instrument departure with 1 engine inoperative;

Note For clarity, this manoeuvre must be separate to the manoeuvre required in paragraph (e), namely a missed approach.

(d) for a test in a multi-engine aircraft, conduct an instrument approach with 1 engine inoperative;

(e) for a test in a multi-engine aircraft, with 1 engine inoperative, conduct 1 of the following:

(i) a missed approach procedure;

(ii) a visual circling procedure.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, and IAP3.

(a) perform a descent or published arrival procedure to an aerodrome;

(b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure, and if the approach procedure is an RNAV/(GNSS) approach, then the holding pattern or sector 3 entry procedure must be for the RNAV/(GNSS) procedure;

(c) for 2 different kinds of instrument approach procedure, conduct 2D instrument approach operations as follows:

(i) prepare for each operation;

(ii) conduct the operation;

(d) if required for the test — conduct a 3D instrument approach operation as follows:

(i) prepare for the operation;

(ii) conduct the operation;

(e) conduct a missed approach procedure.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code CIR.

(a) conduct a visual circling approach involving a change of heading to the runway of at least 90˚;

(b) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code CIR.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes CIR, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the test;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

Note Reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61.880 (9) of Part 61 of CASR 1998.

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) an IFR operation;

(c) conduct an IFR departure, en route sectors, IFR arrival, 2D instrument approach and missed approach procedure;

(d) operating under the IFR:

(i) in the following:

(A) Class G airspace;

(B) controlled airspace; and

(ii) at the following:

(A) a non-towered aerodrome;

(B) a controlled aerodrome;

(e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test and the applicant as applicable:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an appropriate aircraft, except in accordance with subregulation 61.885 (4) where it is conducted in a flight simulator approved for the purpose;

(c) if the flight test is for the grant of an instrument rating, demonstrate competency conducting 2D instrument approach operations for at least 2 different kinds of 2D instrument approach procedures in the same relevant kind of aircraft;

(d) if the flight test is for the grant of an additional aircraft category/class instrument endorsement, demonstrate competency conducting at least one 2D instrument approach operation in the same relevant kind of aircraft;

(e) if the flight test is for the grant of a 3D instrument approach operation endorsement, demonstrate competency conducting an ILS or GLS instrument approach procedure;

(f) for paragraphs (d) and (e), demonstrating competency conducting instrument approach operations includes conducting a missed approach procedure for at least 1 approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;

(g) for paragraph (f), demonstrate competency performing at least 1 instrument approach operation while manually manipulating the flight and power controls;

(h) if the flight test is conducted in an aircraft, it must be certified for operations conducted under the IFR and be appropriately equipped according to the requirements for each instrument endorsement the test is for;

(i) the flight must include:

(i) operating in Class G airspace; and

(ii) operating at a non-towered aerodrome;

(j) operating in controlled airspace or at a controlled aerodrome may be simulated.