

## SECTION 5 OPERATIONAL RATING AND ENDORSEMENT STANDARDS

### INSTRUMENT RATING

#### **CIR Conduct an IFR flight**

##### **1 Unit description**

This unit describes the skills and knowledge required to conduct a flight in an aircraft under the IFR.

##### **2 Elements and performance criteria**

###### **2.1 CIR.1 – Plan a flight under the IFR**

- (a) determine aircraft is properly equipped and serviceable for IFR flight;
- (b) possess and use all the required documentation that is current to plan an IFR flight;
- (c) prepare an accurate flight plan that ensures all applicable operational requirements are met;
- (d) make flight notification;
- (e) check navigation system database is current;
- (f) initialise navigation system (as applicable);
- (g) conduct navigation system validity check (as applicable);
- (h) conduct RAIM check if required;
- (i) select, load, check and activate the flight plan (as applicable).

###### **2.2 CIR.2 – Perform an instrument departure**

- (a) prepare aircraft and aircraft systems for departure;
- (b) demonstrate consideration of and planning for non-normal and emergencies during departure;
- (c) demonstrate adequate knowledge of both of published and cleared and non-published and non-cleared instrument departures;
- (d) establish lowest take-off minima required considering aircraft performance, aerodrome, available instrument approaches and environmental conditions;
- (e) conduct instrument departure to comply with obstacle clearance requirements.

###### **2.3 CIR.3 – Conduct a published instrument departure (all engines)**

- (a) perform a SID or other published departure;
- (b) maintain assigned SID, including all tracks, headings, altitudes and speeds;
- (c) perform a cleared departure safely and maintain tracks, headings, altitudes and speeds within specified tolerances.

###### **2.4 CIR.4 – Conduct an instrument departure (1 engine inoperative) – simulated IMC**

- (a) for single-engine aircraft instrument endorsements:
  - (i) following engine failure establish optimum flight path and manoeuvres aircraft towards most suitable terrain considering conditions;
  - (ii) time permitting conduct checklists and radio calls.
- (b) for multi-engine aircraft instrument endorsements:
  - (i) during departure manages aircraft following a simulated 1 engine inoperative event;
  - (ii) maintain aircraft flight path within published tolerances;
  - (iii) conduct checklists and radio calls;
  - (iv) maintain terrain clearance;
  - (v) assess condition and decide to continue or return to aerodrome.