

APPENDIX 2. OPERATIONAL RATINGS

SECTION 2.1 INSTRUMENT RATING

Unit 2.1.1 IREX: Instrument rating

1. Reserved

2. General operational knowledge

2.1 Privileges and limitations conferred by an instrument rating

- 2.1.1 Describe the privileges of an instrument rating.
- 2.1.2 State the limitations of an instrument rating, including proficiency checks and recent experience requirements.
- 2.1.3 State limitations for the conduct of a flight under the IFR in a type rated aircraft.

2.2 Documents

- 2.2.1 List the documents that must be carried on an IFR flight.

2.3 Procedures, radiotelephony and charts

- 2.3.1 Operation and limitations of flight instruments required to conduct a flight under the IFR.
- 2.3.2 Standard radio communication phraseology used to conduct IFR operations in accordance with AIP.
- 2.3.3 Procedure to be followed in the event of loss of radio communications in different phases of flight.
- 2.3.4 Requirements for notifying ATC of changes in estimated time of arrival at waypoint in flight.
- 2.3.5 Symbology and interpretation of information published on charts used to conduct operations under the IFR.
- 2.3.6 Reporting requirements for a descent, approach and landing at an aerodrome outside controlled airspace.
- 2.3.7 Differences between 2D and 3D instrument approach operations.
- 2.3.8 Difference between the minimum altitude MDA and DA when published on an instrument approach chart and the pilot responsibilities.
- 2.3.9 How variations in temperature above and below ISA affect altimeter accuracy.
- 2.3.10 Pilot responsibilities when conducting 3D instrument approach operations in temperatures below ISA.
- 2.3.11 Validity period of flight plans submitted to ATC.
- 2.3.12 Pilot obligations for cancellation of SAR.
- 2.3.13 The circumstances in which a missed approach must be conducted.
- 2.3.14 The criteria for determining the published alternate aerodrome weather minimum specified for an aerodrome and its use in planning.
- 2.3.15 Aircraft separation standards from other IFR and VFR aircraft.
- 2.3.16 Procedure/s for operating PAL systems.
- 2.3.17 The principles of operation and limitations of runway visual approach slope lighting systems used in Australia.
- 2.3.18 Pilot responsibilities for compliance with the following procedures:
 - (a) SID;
 - (b) STAR;
 - (c) Noise abatement;