SECTION N PRIVATE INSTRUMENT RATING

Appendix N.1 Private instrument rating flight test

1. Flight test requirements

An applicant for a private 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 private instrument rating and the private instrument endorsement(s) covered by the flight test;

(b) flight review requirements;

(c) recency requirements;

(d) night recency 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 codes C2, C4, CIR and PIF.

(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, IFF and PIF.

(a) complete all relevant checks and procedures;

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

(c) for a departure endorsement, plan, brief and conduct an instrument departure;

(d) for a standard instrument departure (SID) endorsement, perform a SID or published departure procedure.

3.3 En route cruise

Note The relevant competency standards are in unit code PIF.

(a) for each navigation endorsement being assessed during the test — navigate en route using the applicable 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);

(d) for each navigation endorsement covered by the flight test — using guidance information from the applicable navigation system, track to the holding fix and conduct a holding pattern or sector 3 entry procedure.

3.4 Test specific activities and manoeuvres

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

(a) perform full panel instrument flying;

(b) if the flight test is for the grant of the rating, do the following:

(i) perform limited panel instrument flying;

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

(A) 1 recovery using a full instrument panel;

(B) 1 recovery using a limited instrument panel;

(c) for a multi-engine aircraft departure endorsement — 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 an approach/arrival category specific endorsement — in a multi-engine aircraft of the applicable category, with 1 engine inoperative:

(i) conduct an instrument approach; and

(ii) conduct 1 of the following:

(A) a missed approach;

(B) a visual circling procedure;

(e) for the category specific night endorsement, in an aircraft of the applicable category:

(i) control the aircraft on the ground at night; and

(ii) conduct normal circuit patterns and landings at night with and without landing lights; and

(iii) manage a cockpit lighting failure; and

(iv) perform a go-around at night.

3.5 Descent and arrival

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

(a) perform a descent to establish and maintain VMC above or at the LSALT or MSA;

(b) perform a visual approach;

(c) for a STAR endorsement — conduct a published STAR procedure;

(d) for the approach/arrival endorsements include in the test — using the applicable published procedure, conduct the following:

(i) for each approach endorsement, an instrument approach procedure;

(ii) for at least 1 approach endorsement, the applicable missed approach procedure;

(iii) for at least 1 approach endorsement, a visual circling approach involving a change of heading to the runway of at least 90°.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code PIF.

(a) conduct a normal circuit pattern, approach and landing;

(b) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code PIF.

(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, NTS2 and PIF.

(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 flight;

(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 A 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) conduct a private IFR operation;

(c) a flight test for the grant of a private IFR rating:

(i) must cover the requirements for the grant of the following:

(A) 1 of the aircraft category and class private instrument endorsements mentioned in Part 1 of Table 61.935;

(B) 1 of the navigation endorsements mentioned in Part 2 of Table 61.935; and

(ii) can include the requirements for any other private instrument endorsement that is relevant for the aircraft in which the flight test is conducted;

(d) depending on which private instrument endorsements are being assessed, operating an appropriate category and class of aircraft under the IFR as follows:

(i) for the grant of an aircraft category and class private instrument endorsement mentioned in Part 1 of Table 61.935 — navigating en route, perform an entry and holding procedure using at least 1 instrument navigation system;

(ii) for the grant of a navigation endorsement mentioned in Part 2 of Table 61.935 — navigating en route, perform an entry and holding procedure using the navigation system for the endorsement;

(iii) for the grant of a departure endorsement mentioned in Part 3 of Table 61.935 — conduct an instrument departure, other than a standard instrument departure;

(iv) for the grant of an approach and arrival endorsement mentioned in Part 4 of Table 61.935:

(A) for the grant of the STAR endorsement — conduct an arrival using a procedure published in the AIP; and

(B) for the grant of any other endorsement in Part 4 of the table — conduct an instrument approach operation using the applicable navigation system;

(v) for the grant of a category specific approach and arrival endorsement mentioned in Part 5 of Table 61.935 — conduct an instrument approach operation in a multi-engine aircraft of the applicable category;

(vi) for the grant of the night private instrument endorsement mentioned in Part 6 of Table 61.935 — conduct an operation at night in an aircraft of the specified category;

(e) 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;

(f) 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:

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

(b) conducted in an appropriate aircraft or a flight simulator approved for the purpose;

(c) if the test is for the grant of an approach endorsement, demonstrating competency conducting instrument approaches 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;

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

(e) 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 private instrument endorsement the test is for;

(f) the flight must include:

(i) operating in Class G airspace; and

(ii) operating at a non-towered aerodrome;

(g) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable.