

18.1 Overview of Night VFR Ratings

This section describes how to record successful tests for Night Visual Flight Rules (Night VFR) Ratings and issue the rating. It also provides guidelines for conducting the flight test, the procedure for a multi-engine aeroplane upgrade and the procedure for endorsing navigation aids on the rating.

18.1.1 Conducting Engine Failure Simulation at Night

ATO's should particularly note the warning in the AIP against conducting simulated engine failure at night. While there is no regulation prohibiting the practice, the level of risk is unacceptable and delegates should never include this procedure in a flight test. Civil Aviation Orders allow for appropriate demonstrations to be conducted much more safely in VMC by day under simulated instrument conditions.

18.2 Who may conduct a Night VFR Flight Test, Issue the Rating and the Navigation Aid Endorsements?

	Activity	Delegates
CAR 5.19	Conduct the flight test	Persons who hold a delegation under CAR 5.19 for NVFR Rating Tests
CAR 5.14	Issue the rating	Persons who hold a delegation under CAR 5.14(2)

18.3 What Navigation Aids may be Endorsed?

The following navigation aids may be endorsed on a Night VFR rating:

- NDB
- VOR
- DME
- GPSN (GPS NAV).

18.4 Controls

CAR 5.04,
5.07, 5.14,
5.19, 5.42
CAO 40.2.2

- CARs 5.04, 5.07, 5.14(2), 5.19 and 5.42(2), and CAO 40.2.2. See also section 1.4 Legislative References.
- [Flight Test Report for a Night VFR Rating](#) (reverse of Form 206)).

18.5 Flight Test Notes

CAO 40.2.2 The requirements for the issue of a Night VFR rating are set out in CAO 40.2.2.

An Approved Testing Officer (ATO) must complete all sections of the Flight Test Report applicable to the category of aircraft used in the test. The [Flight Test Report for a Night VFR Rating](#) is on the reverse of the [Night VFR Rating Application](#) (Form 206). The [Flight Test Report for a Night VFR Agricultural Rating](#) is incorporated in the report for an [Agricultural Pilot Flight Test Application](#) (Form 212).

The pre-flight examination should take approximately 1 hour, and the actual flight test 2 to 2½ hours.

A “pass” assessment for the flight test for a Night VFR rating depends on satisfactory performance in:

- Basic instrument flight, including recovery from unusual attitudes
- Night circuits
- Visual navigation
- For standard Night VFR ratings, navigation using at least one of the following radio navigation aids for orientation and tracking purposes—NDB; VOR; DME; GPSN
- For Night VFR Agricultural ratings, controlling the aircraft manually by night while carrying out simulated spraying runs.

An unsatisfactory final performance in any of the proficiencies listed above results in an overall fail assessment for the flight test.

Note: For standard NVFR ratings, an unsatisfactory performance in the use of other radio navigation aids need not result in a fail assessment.

The ATO may discontinue the test at any point where an overall fail assessment is made. In this event, at the discretion of the ATO, the applicant may be credited with a pass assessment in those test items that were successfully completed. These items do not need to be re-tested if the applicant satisfactorily completes all other items within 28 days of the original test.

Where the applicant is required to demonstrate the ability to control the aircraft by reference to instruments during recovery from unusual attitudes, or recovery from an autorotation or other set piece manoeuvre, it may be tested in daylight under simulated instrument meteorological conditions.

The night portion of the test must be conducted in visual meteorological conditions (VMC) and include, as a minimum, night circuits and a cross country flight with a take off and landing at an aerodrome remote from **extensive** ground lighting.

18.5.1 Issue of Additional Navigation Aid Endorsements

Additional navigation aid endorsements may be issued on the Night VFR rating as a result of:

1. The night VFR flight test;
2. For Night VFR rating holders, a test on the use of that navigation aid conducted by an ATO authorised to conduct night VFR flight tests—the test must be conducted at night and must include items 3, 14, 16, 17 and 18 of the flight test report; or
3. GPS night navigation based on an IFR GPS en-route approval.

18.5.2 GPS Navigation

In order to qualify for the endorsement of GPS to a Night VFR rating, pilots must complete ground training and demonstrate competency to CASA or an ATO.

¹ CAAP 179A- Applicants seeking the GPS endorsement as part of the issue of a Night VFR rating must complete a syllabus of ground training as detailed in Appendix 2 of CAAP 179A-1(0) and demonstrate competency in the use of GPS during the Night VFR flight test.

Adding GPS Navigation to a Night VFR Rating

Applicants seeking to add the GPS endorsement to an existing Night VFR rating must also complete a syllabus of ground training and demonstrate competency in the use of GPS either in flight or on the ground using the “ground training simulator” function of a TSO-C129 receiver. Holders of a current Instrument rating or Private IFR rating are exempted from these prerequisites if they hold the qualifications required to use GPS for en-route navigation under the IFR and have a Log Book certification of satisfactory completion the course and demonstrated competency in the operation of GPS equipment.



At the discretion of the ATO, a computer based “software-only” simulator produced by a receiver manufacturer may be used to demonstrate competency. In this case the software must be designed for the purpose of training pilots to use a specific type of TSO-C129 equipment, and include an appropriate navigational database. The ATO must be satisfied that the software is capable of simulating all the functions required to assess the candidate’s competency in the use of the receiver.

18.5.3 Removal of Single Engine Aeroplane Restriction (Multi-engine Upgrade)

CAAP 5.13-2(0)

To remove a single-engine aeroplane limitation from a NVFR Rating (CAAP 5.13-2(0)(0)), a flight test must be conducted in a multi-engine aeroplane. However, where a person also holds a current aeroplane command or co-pilot instrument rating that was issued or renewed on the basis of a flight test conducted in a multi-engine aeroplane or simulator, a flight test is not required for the removal of the limitation.

When a NVFR rating flight test is required, the testing officer must be satisfied that the applicant can safely control an aircraft of the appropriate category (aeroplane or helicopter) in all flight tests for the removal of an aeroplane limitation, the manoeuvres or procedures previously demonstrated in the flight test in an aeroplane may be accepted, at the testing officer's discretion, as meeting that requirement and need not be demonstrated again in a multi-engine aeroplane. In exercising this discretion, the testing officer should take account of the applicant's night-flying and multi-engine aeroplane experience as well as his or her currency in night-flying. The testing officer is entitled to require any or all elements of the flight test to be demonstrated again.

CASA suggests that the minimum requirement for a NVFR flight test in a multi-engine aeroplane to remove an aeroplane limitation should include demonstration of engine failure in cruise (mandatory) preferably by day under simulated instrument conditions, demonstration of instrument flying proficiency; and any other night-flying item or items of the flight test at the discretion of the testing officer.

Following successful completion of the flight test, the single-engine aeroplane limitation can be removed from the NVFR rating by the delegate.

18.6 Issuing a Night VFR Rating—Procedure

Use the following procedure to issue a Night VFR rating.

Use the Flight Crew Licensing Industry Delegate *Rating Checklist* ([Form 1057](#)).

Chief Flying Instructor

1. Confirm the identity of the applicant and that the applicant:
 - Possesses the required aeronautical experience for the rating
 - Meets the syllabus requirements of [CAO 40.2.2](#)
 - Holds one of the following CASA authorisations for the same aircraft category as the rating being applied for:
 - PPL
 - CPL
 - ATPL
 - For Night VFR ratings with GPS Navigation, has completed a GPS course in accordance with CAAP 179A-1(0)
 - For Night VFR Ag ratings, holds an Agricultural rating for the same aircraft category.
2. Recommend the applicant for the test.

Approved Test Officer

3. Notify your local CASA Regional Office of your intention to conduct the test, and obtain a test number. (This must be done at least 24 hours before the commencement of the test.)
4. Confirm:
 - The identity of the applicant
 - That the applicant holds a current medical certificate appropriate to the licence held and that the medical certificate is not restricted to daylight operations only
 - For a flight test applicant including GPS Navigation, that the applicant has completed a GPS course in accordance with CAAP 179A-1(0).
5. Conduct the flight test.
6. Complete the Flight Test Report (reverse of the [Night VFR Rating Application](#) (Form 206)). If you do not hold the delegation to issue the rating, pass the test report to a [CAR 5.14\(2\)](#) delegate.



CAR 5.14 Delegate

7. Make sure that the applicant completes the top section of the Log Book Certification Form and signs it.
8. Complete the Delegate Certification section of the same form, including the “sticky strip signature”. (You must sign this strip before removal.) **Use your own ARN.**
9. Complete the Flight Crew Ratings page of the pilot’s Log Book:
 - a. The forms of entry in the Log Book and the Certification of Aircraft Endorsement, Approval & Rating (form 214) are:

<i>Aeroplanes</i>	<i>Helicopters</i>	<i>Balloons</i>
NVFR (A)	NVFR (H)	NVFR (B)
NVRAG (A)	NVRAG (H)	
<i>Gyroplanes</i>	<i>Airships</i>	
NVFR (G)	NVFR (AS)	
 - b. Where the test was conducted in a single engine aeroplane, the Log Book entry should reflect that the rating is valid for single engine aeroplanes only.
 - c. Include the nav aids for which the pilot is endorsed in the Log Book record page and Certification of Aircraft Endorsement, Approval & Rating (form 214) as follows:
 - NDB; VOR; DME; GPSN.
10. Affix the “sticky strip signature” from the Log Book Certification Form in the top half of the box next to the Log Book endorsement that you have just entered. Print your name and ARN underneath.
11. Tear out the top (original) copy of the Log Book Certification Form from the pad and send it, together with the Flight Test Report and any “fail” flight test reports, to your local CASA Office within 14 days of the test.

If the “fail” tests were conducted by another ATO and you do not have the reports in your possession, send the “pass” report with the certification and a covering note.
12. Keep the carbon (second) copy of the certification in the pad as your record.

Keep a copy of the flight test report with your copy of the certification or your company’s training records. (These forms will be referred to when CASA audits your system.)

The applicant may exercise the privileges of the rating immediately. The rating remains in force while the holder’s flight crew licence remains in force.

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18.7 Removal of a Single Engine Aeroplane Restriction (Multi-engine Upgrade)—Procedure

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Approved Test Officer

13. Complete the applicable sections of the Flight Test Report for Night VFR Ratings (see the reverse of the [Night VFR Rating Application](#) (Form 206) applicable to the category of aircraft used in the test.

CAR 5.14 Delegate

14. If the test is successful, “reissue” the Night VFR Rating to reflect multi-engine privileges by making a second entry in the Log Book and completing the Log Book Certification Form.

The form of entry is the same as that required for all Night VFR Ratings, but without restriction.

15. Forward the original Log Book Certification Form and Flight Test Report to your local CASA Regional Office within 14 days of the test.

18.8 Overseas or Night VFR Rating for ADF

18.8.1 Overseas Applicants

- CAO 40.2.2 A person who holds, or has held, the equivalent privileges to a Night VFR Rating on a licence issued by an ICAO Contracting State may be issued with the equivalent Australian rating on passing the flight test for the rating. They must also satisfy the aeronautical experience requirements detailed in CAO 40.2.2.

Note: Night VFR Ratings cannot be used on a Certificate of Validation or a Special Pilot Licence.

18.8.2 ADF Applicants

Serving and former pilots of the Australian Defence Force who can produce acceptable evidence of having aeronautical experience at night that exceeds the requirements of the above CAO within the previous two years, may apply to a CASA Regional Office for an exemption against the flight test.

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