

### 19.1 Overview of Instrument Ratings

This section describes how to record successful flight tests for Instrument Ratings, and issue or renew the Rating. It also provides guidelines for conducting the flight test.

### 19.2 Who May Conduct the Theory Examination and Flight Test, and Issue the Instrument Rating?

	Activity	Personnel
	Theory examinations	ASL Pty Ltd has been appointed by CASA to conduct examinations for the Instrument Rating examination. Instrument Flying Schools may conduct exams for the PIFR.
CAR 5.19	Conduct the flight test	Persons who hold a delegation under CAR 5.19 to conduct command and/or co-pilot, as appropriate, Instrument Rating flight tests.
CAR 5.14	Issue or renew the rating	Persons who hold a delegation under CAR 5.14(2)

### 19.3 Controls

- CARs 5.04, 5.07, 5.14(2), 5.19, 5.42(2) and CAO 40.2.1
- CARs 5.04, 5.07, 5.14(2), 5.19 and 5.42(2), and CAO 40.2.1 (see also section 11.4 Legislative References)
- Flight Test Report for an Instrument Rating (back of Form 645).

## 19.4 Flight Test Notes

CAO 40.2.1 The requirements to issue or renew an Instrument Rating are set out in CAO 40.2.1.

CAR 5.19

**Note:** ATOs delegated under CAR 5.19 may conduct the flight test for an Instrument Rating. The instrument of delegation issued to the ATO lists the types and grades of rating tests the ATO may conduct, whether this applies to rating issues and/or renewals, and whether the delegated powers are subject to conditions. One such condition is that, unless otherwise approved by CASA, the ATO must complete his or her own rating renewal with a CASA FOI.

Another condition is that the ATO must not conduct a test for an endorsement on the rating unless the ATO has been tested for that endorsement by CASA FOI or a person nominated by CASA Team Leader.

ATOs must complete all sections of the Flight Test Report applicable to the category of aircraft used in the test. The Flight Test Report for an Instrument Rating is on the back of the [Instrument Rating Application](#) (Form 645).

The duration of the test depends on whether it is for an initial issue or renewal of a rating.

- For initial issues, the ground component usually takes an hour, while the flight component takes 2½ to 3 hours.
- For renewals, the ground component averages 20 minutes and the test 1½ to 2 hours.

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

- General instrument flight
- Use of NDB or VOR as a navigation and approach aid.

An unsatisfactory final performance in any item or procedure in these areas results in an overall fail assessment for the flight test. An unsatisfactory performance in the use of radio navigation aids other than the NDB or VOR does 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.



CAO 40.2.1 Unless the applicant is showing a weakness in this area, simulated engine failures should normally be limited to a maximum of two throughout the test. They should be introduced at random times, to make the simulated emergency and associated actions more difficult to predict. The simulation should not involve feathering a propeller. (Refer: CAO 40.2.1)

**Note:** For information on adding an endorsement on a rating, see also section 19.7 below.

## 19.5 Currency Periods for Instrument Ratings

CAO 40.2.1 The period of currency of Instrument Ratings must be determined in accordance with the specifications in CAO 40.2.1.

All ratings are valid from the date on which the applicant passes the initial issue or renewal flight test **and** the Log Book is endorsed accordingly. If these actions occur on different days, then the date of the Log Book entry is to be used to calculate the validity period of the rating.

CAO 40.2.1 Notwithstanding the previous paragraph, if an applicant passes a “renewal” flight test within 90 days of the expiry of his or her rating, the rating may be renewed for a maximum period of 12 months from the previous expiry date. (Refer: CAO 40.2.1 Para 12.1)

Rating holders who complete the renewal flight test more than 90 days before the expiry of the rating are only entitled to the exact periods of validity specified in the CAO, with no compensation for the period of overlap of their current and their new period. For [Sample Currency Periods for Instrument Ratings](#), see below.

#### Notes:

1. The issue or renewal date should be the flight test date, except where a renewal test is completed within the 90-day period preceding expiry (see [Routine renewal](#) in the table of sample currency periods below).
2. Where an instrument renewal test is completed within the 90-day period preceding expiry, the provisions of subparagraph 12.1 of CAO 40.2.1 override subparagraph 5 of the same Order — that is, the new currency period commences the day after expiry and continues for a maximum of 12 months.
3. If the holder of a C-SE Instrument Rating upgrades to a C-ME rating, he or she is issued with a new rating as these ratings are identified as separate ratings under CAR 5.13. There is no change to the currency period for the C-SE rating. Holders of the C-ME rating are authorised to fly single- or multi-engine aircraft (CAO 40.2.1 subparagraph 13).

CAO  
40.2.1

CAR 5.13  
CAO  
40.2.1

#### 19.5.1 Sample Currency Periods for Instrument Ratings

Transaction	Expiry Date of Rating	Flight Test Date	Currency Period		
			Issue Date	Renewal Date	Expiry Date
Initial Issue	–	13/03/01	13/03/01 (i.e. flight test date)	–	31/03/02
Routine renewal (within 90 days)	30/04/01	13/03/01	No change to original date	01/05/01 (i.e. beginning date of new currency period)	30/04/02
Early renewal (outside 90 days)	30/04/01	10/01/01	No change to original date	10/01/01 (i.e. flight test date)	31/01/02
Renewal of Expired Rating (see note 1 above)	30/04/01	15/05/01	No change to original date	15/05/01 (i.e. flight test date)	31/05/02
Renewal of Expired Rating (see note 2 above)	31/07/96	15/05/01	No change to original date	15/05/01 (i.e. flight test date)	31/05/02

## 19.6 Instrument Rating—Procedure

### 19.6.1 Before the Test

Use the following procedure to issue or renew an Instrument Rating.

Steps 1 and 2 apply only to initial issue of instrument ratings.

The checklist for the rating is included in *Flight Crew Licensing Procedures Checklist (Form 1057)*.

#### Chief Flying Instructor or Supervisor of the Instrument Training Course

1. Confirm the identity of the applicant and that the applicant:
    - Possesses the required aeronautical experience for the rating
    - Holds a credit for the Instrument Rating Theory Examination (IREX)
- CAO 40.2.1 Meets the syllabus requirements of CAO 40.2.1
- Holds one of the following CASA authorisations for the same aircraft category as the Rating being applied for:
    - PPL
    - CPL
    - SCPL
    - ATPL
    - CV that has effect as if it were one of the above licences.

#### Notes:

1. A CV is a temporary “permit to fly”, designed to enable the holder of an overseas licence to fly an Australian registered aircraft for a particular purpose and for a specified period.
  2. A SPECPL authorises a pilot with a current overseas private or higher licence to engage in private operations only. This licence remains in force while the overseas licence remains in force. An instrument rating or Night VFR rating cannot be placed on a SPECPL. A PIFR Rating may be placed on a SPECPL.
2. Recommend 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 test.)
4. Confirm the identity of the applicant and that the applicant:
  - Has been recommended for the test
  - or
  - If there is no prior test recommendation (see the note immediately below), check that the applicant:
    - Possesses the required aeronautical experience for the rating
    - Holds a credit for the IREX
    - Holds one of the licences/certificate listed in step 1 above.

**Note:** Applicants who hold, or have held, either an overseas Instrument Rating or an equivalent qualification issued by the ADF are not required to obtain a recommendation to undertake the flight test.

CAR 5.04

Holds a current medical certificate appropriate to the licence he/she already holds. Refer: CAR 5.04(1).

**Note:** A current overseas medical certificate issued by the same authority that issued the overseas licence is acceptable for holders of a CV.

5. Where applicable, (see Note 1 below), conduct the oral examination on topics identified in the candidates Knowledge Deficiency Report (KDR), which accompanies the exam result advice. This exam simply extends the oral portion of the flight test. An example of a KDR is provided at section 16.7.

The number and range of questions asked of the candidate is up to you, provided all items on the KDR and flight test report are covered.

If you are satisfied that the candidate has received a 100% understanding of the examined material, sign the KDR and proceed with the flight test. The KDR is to be attached to the flight test report. You do not need to list the questions asked or elaborate on how you formed the opinion that the candidate met this requirement.

If you are not satisfied that the candidate has an adequate understanding of those items listed on the KDR, or the flight test report, advise the candidate that he/she will need to undertake further study and re-schedule the flight test.



**Note:**

1. The requirement to pass a KDR exam with an ATO accords with CASA policy to ensure candidates achieve a 100% pass in the theory examination. The requirement came into effect for CPL and instrument ratings on 1 January 1998 and therefore only applies to candidates who pass the exam after that date.  
  
The KDR exam does not necessarily have to be held on the same day as the flight test or be given by the same ATO.
2. As mentioned previously, the KDR indicates the subject areas that were answered incorrectly in the theory exam. It does not identify the actual questions the candidate got wrong, merely the subject areas to which the questions relate. The report does, however, quote the applicable syllabus references to assist the candidate undertake remedial study before presenting himself/herself for assessment.

6. Conduct the flight test.

#### 19.6.2 After the Test

##### Approved Test Officer

- CAR 5.14
7. Complete the [Flight Test Report for an Instrument Rating](#) (back of Form 645). If you do not hold the delegation to issue/renew the rating, pass the test report and knowledge deficiency report as applicable, to a CAR 5.14(2) delegate.

##### CAR 5.14(2) Delegate

8. Make sure that the applicant completes the top section of the Log Book Certification Form and signs it. Alternatively, make sure that the applicant signs the Flight Test Report.
9. Complete the Delegate Certification section of the same form and the “sticky strip signature”. (You must sign this strip before removal.) Use your own ARN.



10. Complete the Flight Crew Ratings record page of the pilot's Log Book. (A sample record page is provided in section 4.6.2.)

The forms of entry in the Log Book are:

<b><i>Aeroplanes</i></b>	<b><i>Helicopters</i></b>
IR C-ME (A)	IR C-ME (H)
IR C-SE (A)	IR C-SE (H)
IR CP (A)	IR CP (H).

On the Log Book Certification Form, include the currency period of the rating and the nav aids for which the pilot is endorsed.

11. 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.
12. Tear out the top (original) copy of the certification form from the pad and send it, together with the Flight Test Report, any "fail" Flight Test Reports and the Knowledge Deficiency Report, to the CASA CLARC 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" Flight Test Report, knowledge deficiency report and the Log Book Certification Form to CASA with a covering note.

13. Keep the carbon (second) copy of the certification in the pad as your record.

Keep a copy of the Flight Test Report and KDR 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.

## 19.7 Adding an Endorsement to an Existing Rating

While a full instrument flight test is not required when simply adding an endorsement (that is, navigational aid or procedure) to an existing rating, ATOs must complete the relevant sections of the flight test report and make an entry in the Flight Crew Ratings record page to confirm that the endorsement has been granted.

**Note:** The addition of an endorsement alone does not alter the validity period of the rating.

CAO 40.2.1 The entry in the log book must be in the form set out in CAO 40.2.1. That is:

- NDB;
- ILS;
- LLZ;
- VOR;
- DME or GPS arrival procedure (DGA);
- GNSS/(GNSS).

The flight test report and log book certification form should then be sent to the CASA CLARC Office.

## 19.8 Flight Tests for Overseas or ADF Instrument Ratings

CAO 40.2.1 A person who holds, or has held, an instrument rating issued by an ICAO Contracting State or the Australian Defence Force may be issued with the equivalent Australian civilian rating on passing the theory exam and flight test for the rating. While they would not be required to complete the course of training specified in CAO 40.2.1, they must satisfy the experience requirements detailed in the CAO.

### 19.8.1 Procedure

As for standard applicants: see section 19.6 above.

CAO 40.2.1 A recent amendment to CAO 40.2.1 clarifies the requirements in relation to navigation aid endorsements on an instrument rating.

CAO 40.2.1 Instrument ratings are issued for a limited period and expire if they are not renewed by the expiry date. However, navigation aid endorsement, once entered into the holder's logbook, do not expire, except that they may not be used under the IFR as pilot in command unless the holder has a current instrument rating and meets the requirements of CAO 40.2.1, Para 11.6 to have demonstrated proficiency using that aid during a flight test or flight proficiency test within the previous 15 months.

Note that Appendix I paras 4.1(b) and 4.2 allows relief against this demonstration under the circumstances specified for some navigation aids.

CAO 40.2.1 Navigation aid endorsements are not tied to a specific grade of rating. Various provisions in CAO 40.2.1 make it clear that the requirement for using a navigational aid under the IFR of for the aid to be endorsed in the holder's logbook and for the holder to have demonstrated proficiency as required under Para 11.6 of CAO 40.2.1.

The effect is that the holder of a grade of instrument rating can use any navigation aid that is endorsed in that pilot's logbook, even though proficiency on the aid under Para 11.6 may have been demonstrated during the flight test for another grade of instrument rating or in another category of aircraft.

Therefore, when renewing an instrument rating in a pilot's logbook, a delegate should enter only those aids on which proficiency was actually demonstrated during that test so that there is a clear record of when the requirements of Para 11.6 were last met for each navigation aid endorsement.

CAO 40.2.1 **Note:** That the requirements of Para 11.6 of CAO 40.2.1 do not apply to participants in a cyclic training programme.