**Instructor rating**

**Instrument rating training endorsement**

##### Version 1.0

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Revision history

|  |  |  |  |
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## Syllabus Notes

### Overview of training course

The holder of an instrument rating training endorsement on a flight instructor rating is authorised to conduct the following activities;

* + - Conduct flight training for an instrument rating, a private instrument rating, instrument endorsement or private instrument endorsement.
    - Conduct basic instrument flight training

A course of training for the instrument rating training endorsement must provide training and guidance to the applicant on the conduct of these activities as well as ensuring that the applicant has the requisite knowledge and skills.

An applicant for an instrument rating training endorsement is required to undertake a flight test with a flight examiner demonstrating instructional competency to the standards in the Part 61 Manual of Standards (MOS). These standards can be found in schedule 2 of the Part 61MOS and are identified below

* + - NTS1 – Non-technical skills 1
    - NTS2 – Non-technical skills 2
    - FIR4 – Conduct aeronautical knowledge training and flight training
    - FIR-TE8 – Instrument rating training endorsement

The applicant must also demonstrate extensive knowledge of the units of competency published in the Part 61 MOS for the issue of an instrument rating and associated endorsements.

The ground and flight training summary for FIR TE8 instrument rating training endorsement, assumes the applicant already holds a flight instructor rating with at least one other training endorsement. In most cases, the trainee would hold one of grade 1, grade 2 or grade 3 training endorsement as they are the most likely persons to be delivering training for initial issue of an instrument rating.

However, if this is the first training endorsement to be granted on a flight instructor rating, the applicant will require extensive additional ground and flight training to prepare them for airborne instructional activities. Any additional training is outside the scope of this sample syllabus and reference should be made to AC 61-07 for training material that cover topics related to an initial flight instructor rating. These will include instruction addressing the content of unit FIRC preparatory to undertaking the FIR examination and the suite of FIR tutorials detailed in the annexes to AC 61-07. Reference to the FIR tutorials may be useful for revision purposes even if this training is not for an initial flight instructor rating. Reference to the FIR tutorials may be useful for revision purposes even if this training is not for an initial rating.

A training record must be completed for all ground and flight training undertaken by the applicant for the instrument rating training endorsement.

A course completion certificate must be issued to the applicant by the operator when the training has been successfully completed.

The following notes provide guidance to operators on conducting training for an instrument rating training endorsement. Training in these topics should adequately prepare an applicant for the flight test for the instrument rating training endorsement. It is not exhaustive and operators may choose to include additional lessons in their syllabus.

The focus of every lesson in the syllabus is flight instructor training and uses the operator’s applicable ground or airborne training events as a blueprint for the training.

It is recommended that where available, use is made of an FSTD as indicated in the sample ground and flight training summary so that the trainee instructor may learn the correct techniques to use when delivering training in such a device.

All flying for the applicant should be in the instructor control seat.

Appropriate fault analysis and intervention/recovery techniques should be included in flight training.

### Course content

* + - Aeronautical knowledge review
    - Ground training
    - Flight training (including post-flight debriefing and administration)

#### Aeronautical Knowledge - Review

##### Lessons TE8-1

* + - Review the applicant’s knowledge of the structure, content and context of the Part 61 licence and rating standards as they apply to training for an instrument rating, private instrument rating and associated endorsements
    - Review the applicant’s underpinning knowledge described in units of competency for an instrument rating, private instrument rating and associated endorsements
    - Review the principles of competency-based training and assessment
    - Provide guidance on preparing lesson plans and pre-flight briefs for instrument rating training

#### Ground and Flight Training

* + - Long brief demonstration and read back.
      * Before demonstrating a long brief, the instructor should take time to explain the context of the lesson to the trainee instructor. Discuss the actual lesson plan for the long brief, where it fits into the instrument rating syllabus and any training aids that will be used.
      * The instructor demonstration of the long brief must include the performance criteria and applicable underpinning knowledge from relevant units.
      * Encourage the trainee instructor to take notes but also participate as the student pilot would do.
      * On completion of the demonstration, summarise the stages of the lesson and allow for questions from the trainee instructor.
      * The trainee read back should be conducted after they have had the opportunity to prepare and practice. The instructor should role play a student pilot during the read back.
      * On completion of the read back, the instructor must de-brief the trainee instructor on their performance against the performance criteria.
      * Where the trainee has not achieved the required standard, the performance criteria must be covered during an additional long brief lesson.
    - Pre-flight briefing demonstration and read back.
      * Before demonstrating a pre-flight brief, the instructor should take time to explain the context of the lesson to the trainee instructor. Discuss the actual content of the pre-flight brief, and any training aids that will be used.
      * On completion of the demonstration, summarise the structure and delivery method of the pre-flight brief and allow for questions from the trainee instructor.
      * The trainee read back should be conducted after they have had the opportunity to prepare. The instructor should role play a student pilot during the read back. The read back should be followed by a debrief from the instructor against the performance criteria.
      * The pre-flight brief should introduce reference to elements/performance criteria from units C1 through C5, as appropriate to the stage of training/lesson and NTS1 and NTS2 where applicable.
    - In-flight demonstration and read back
      * Before demonstrating the in-flight lessons, the instructor should explain the sequence of the training elements and provide insight into appropriate delivery techniques. The in-flight demonstrations should be broken into logical elements with each demonstration followed by an opportunity to read back by the applicant. On completion of the in-flight lessons, the instructor should debrief the applicant against the performance criteria being cognisant that this may the first time the applicant has delivered a lesson under the IFR.

##### Lesson TE8-2 – Instructor control seat familiarisation

* + - It is imperative that the trainee instructor has competent handling skills in the instructor control seat before they are introduced to the airborne instructional technique (AIT) required when delivering training for an instrument rating. This is best achieved during isolated training in the instructor control seat without the complication of learning to deliver a lesson.
    - Particular emphasis should be placed on the conduct of instrument approaches where the aircraft instruments and navigation aid tuning knobs may not be directly in front of the instructor control seat, and in some instances not accessible. Additionally, in some aircraft, indications on ‘glass’ instruments may not be visible from the instructor control seat when there is bright ambient light. Where any of these circumstances are present, this flight should introduce the trainee to management techniques and provide practice in instrument flight (actual or simulated) to ensure safe operation.
    - One flight has been included in the course summary; operators may assess an applicant as requiring more than this one flight on a case by case basis.

##### Lessons TE8-3 and TE8-4

* + - These lessons are optional if the trainee instructor is already authorised to conduct basic instrument flight.
    - The trainee instructor is to receive familiarisation of the basic instrument flight training provided by the operator. The elements are those prescribed in units IFF and IFL. Most applicants should have a sound working knowledge and skill in delivering basic instrument briefings. If this training

endorsement is for the award of an initial flight instructor rating, then additional long briefs will require demonstration and read back.

* + - Similarly, with the in-flight air exercise, most applicants should be able to demonstrate delivery of an in-flight lesson following demonstration, based on their previous experience. If this training endorsement is for the award of an initial flight instructor rating, then additional in-flight demonstrations and read back lessons in teaching basic instrument flight will need to be scheduled.

##### Lessons TE8-5

* + - This tutorial should be used to guide the trainee in the common faults that a student under training for an instrument rating will make and their common root cause. The discussion should provide guidance on how to deal with the faults in relation to repeat demonstrations and direction techniques.

##### Lessons TE8-6 to TE8-9

* + - If the trainee has not previously instructed on or operated an FSTD (either the particular type being used for this training or any other), it will be necessary for the instructor to provide training to the trainee on the operation of the available FSTD prior to commencing any further lessons so that maximum benefit may be gained.
    - These lessons introduce the trainee to teaching orientation and tracking using navigation aids. The first in-flight lesson may be conducted in an FSTD. This will provide the trainee with guidance on managing training in an FSTD as well as the flexibility to practice and repeat sequences to consolidate. The second lesson is a read back of the previous lesson and will allow the trainee receive guidance on managing the sequences airborne whilst maintaining situational awareness and safe flight, particularly if in IMC.

##### Lessons TE8-10 to TE8-16

* + - Long brief demonstration and read back for conduct of 2D instrument approaches (VOR and NDB). GNSS is a separate long brief as it considered the differences in relation to techniques and management of the approach procedure so warrant.
    - Trainee to prepare long brief and pre-flight brief on visual approach procedures and deliver without instructor demonstration.
    - The first in-flight lesson (TE8-14) may be conducted in an FSTD and should focus on azimuth and CDI operations other than GNSS. The trainee should be guided on the appropriate use of the FSTD for this training including commencing the lesson sequence no later than TOPD and ensuring that the lesson includes the approach flown to its conclusion (either missed approach or landing).
    - If the trainee is unable to read back this lesson satisfactorily then a second opportunity to read back this lesson should be provided before further progress to the GNSS approach procedure lesson is attempted.
    - The trainee to prepare long brief on one-engine inoperative procedures and deliver without instructor demonstration.

##### Lesson TE8-17

* + - This tutorial should be used to guide the trainee on the more common aircraft mismanagement occurrences in instrument training with emphasis on recognition and recovery from aircraft upset in IMC. Additionally, the tutorial should address the recognition and recovery from an

undesired aircraft state when conducting one-engine inoperative operations, particularly in IMC. Common student actions that can lead to an upset should be discussed along with early recognition and intervention techniques to manage.

##### Lessons TE8-18 to TE8-22

* + - The first GNSS procedure lesson (TE8-17) may be conducted in an FSTD. The trainee should be guided on the appropriate use of the FSTD for this training including commencing the lesson sequence no later than TOPD, tracking to a first way-point, holding procedures and ensuring that the lesson includes the approach flown to its conclusion (either missed approach or landing).
    - The second GNSS lesson should be in an aircraft and is consolidation of both the pre-flight brief and in-flight lesson conducted in the FSTD. It also introduces the teaching a circling approach.
    - The trainee should prepare a pre-flight brief on circling approaches separate to the GNSS pre- flight brief and read back prior to the flight lesson. The instructor must demonstrate a circling approach training lesson prior to the trainee attempting to teach it. The instructor must point out that whilst this circling approach lesson is introduced at this point in the instructor training, the operator’s instrument rating syllabus may introduce the procedure earlier.
    - If the trainee is unable to demonstrate a satisfactory standard in instructing the GNSS approach, the lesson should be repeated prior to continuing to instruction in 3D approach procedures.
    - Trainee to prepare long brief and pre-flight brief on 3D approach procedures and deliver without instructor demonstration.
    - Trainee to prepare long brief and pre-flight brief on instrument arrival and departure procedures and deliver without instructor demonstration. The 3D procedure and instrument arrival and departures lesson (TE8-20) may be conducted in an FSTD. The trainee should be guided on the appropriate use of the FSTD for this training including how and where to set up the FSTD prior to the 3D procedure commence point. The trainee should be able to deliver thi3D in-flight lesson without demonstration by the instructor.
    - The instructor should demonstrate the critical training items for instrument arrival and departure procedures. The trainee instructor must read back a particular procedure covering the demonstration items to a satisfactory standard

##### Lessons TE8-23 to TE8-25

* + - The instructor will demonstrate a long brief on IFR flight planning and the flight profile followed by a read back by the trainee instructor.
    - In lesson TE8-24, he instructor should discuss IFR flight lesson sequence providing the trainee instructor with guidance on setting up a flight route in an FSTD to ensure a student will gain the most benefit prior to flight in an aircraft. The instructor should discuss how and when to use FSTD features to reduce elapsed time ‘en-route’ and manage IFR procedural communication (act as an ATC).
    - The in-flight lesson should consolidate instructional technique using IFR navigation and approach procedures. The instructor should provide a navigation route that will permit the trainee to read back all aspects of training so far, including at least one azimuth/CDI approach other than a GNSS, a GNSS approach, a 3D approach (where applicable) and circling and one- engine inoperative procedures (where applicable).
    - The applicant for the instrument training endorsement should demonstrate flying techniques and procedures to the standard, prescribed in Appendix 8 of the Part 61 MOS, at all times during flight training sessions and be cognisant of the elements specified in units NTS1 and NTS2.

## Guidance for all training courses

This training course covers the relevant aeronautical knowledge, practical flight skills and underpinning knowledge units and elements that are prescribed in the Part 61 MOS.

Each training course should be tailored to the needs of the trainee, taking into account the trainee’s entry level competencies and knowledge and any previous training.

Appropriate recognition of prior learning and current skills should be applied to the content of the training and documented accurately in the training records.

The training course has the following components:

* ground and flight training summary
* planning matrix
* progress and achievement record
* lesson plans and training record (combined)
* course completion certificate.

#### Ground and flight training summary

The summary table lists each training session with a reference, its description and the allocated time.

The summary table includes sufficient flight training to meet the requirements that would otherwise be required for the grant of the rating and endorsement in accordance with Part 61. It is a template and can be adjusted according to the entry level of the applicant and the training he or she needs to undertake to satisfy the prescribed competency standards in Schedule 2 of the Part 61 MOS.

#### Planning matrix

The planning matrix sets out the order in which the units and elements of training are presented as well as the anticipated performance standards for each lesson. It is a model plan and can be adjusted according to the needs of the trainee at the time the training is being conducted.

#### Achievement record

The achievement record is a record of the trainee achieving the practical flight standards prescribed for the rating and endorsement. The record should be progressively completed when the trainee has satisfactorily demonstrated competency for the unit and element on at least two occasions.

Trainees must achieve competency at performance standard 1 in each element of each unit in this achievement record. The performance criteria for the elements are prescribed in Schedule 2 of the Part 61 MOS.

The trainee may demonstrate competency using a combination of training course assessments and assessments of current competency achieved through prior training and operational experience.

The instructor conducting the training and assessments must certify that competency has been achieved by entering the details in achievement record entering their ARN, signature and the date when the applicant achieved the required competency performance standard.

#### Lesson plans and training record

A lesson plan is provided for each lesson listed in the planning matrix. Each lesson plan details the aeronautical knowledge topics and relevant underpinning knowledge topics that should be covered. The lesson plans include a breakdown of the estimated time required for the long briefing and pre-flight briefing, where applicable.

The resources described in the lesson plan can be modified with suitable equivalent resources.

The underpinning knowledge topics are taken from the relevant sections of the units of competency.

The practical flight training section details the units and elements covered by the lesson that are prescribed in Schedule 2 of the Part 61 MOS. The relevant general instructor units are FIR1, 2 and 3; however, these have been consolidated into a new draft unit FIR4 that is attached at Appendix A along with unit FIR-TE8 at Appendix B. FIR-TE8 is the unit for the instrument rating training endorsement. The underpinning knowledge topics are also taken from this draft unit. Reference is also made to applicable units in Schedule 2 of the Part 61 MOS.

The lesson comments and outcomes section of the lesson plan and training record should record the performance of the trainee in the particular lesson. Where the trainee has not achieved the standard in any or all of the elements, particular note must be made of the elements or performance criteria where the trainee requires further or remedial training. Additionally, the instructor trainer must clearly indicate that the trainee can proceed to the next lesson sequence.

#### Course completion certificate

A sample course completion certificate is included.

## Ground and flight training summary

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **LESSON NUMBER** | **MOS REF** | **LESSON DESCRIPTION** | **GROUND HOURS** | **DUAL HOURS** | **TOTAL PROG FLIGHT TIME** |
| **For Initial issue of Flight instructor Rating (if required)** | | | | | |
|  |  | FIRC - Principles and Methods of Instruction and Legislation | 12.0 |  |  |
|  |  | Short Theory Lessons (Aviation based - refer to course notes) | 12.0 |  |  |
|  | | **Ground Training** |  |  |  |
| TE8-1 | FIR-TE8.1 | Review knowledge of competency based training (CBT) as applied to instrument rating training.  Review the instrument rating units underpinning knowledge | 8.0 |  |  |
| TE8-2 | FIR-TE8.7 | Conduct aircraft basic, advanced and emergency handling from instructor control seat | 1.0 | 1.5 | 1.5 |
| TE8-3\* | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5, IFF, IFL | Basic instrument flight (full and partial panel) – long brief Read back | 1.5 |  |  |
| TE8-4\* | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9 IFF, IFL | Basic instrument flight (full and partial panel) – pre-flight brief and lesson demonstration and read back | 1.0 | 1.0\* | 2.5 |
| TE8-5 | FIR4 | FIR Tutorial – Fault analysis and correction | 1.0 |  |  |
| TE8-6 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5, CIR.5 | Navigation aid orientation, intercepting and tracking (azimuth & CDI) – long brief – demonstration | 1.5 |  |  |
| TE8-7 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5, CIR.5 | Navigation aid orientation, intercepting and tracking (azimuth & CDI) – long brief – Read back | 1.5 |  |  |
| TE8-8 | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, CIR.5 | Navigation aid orientation, intercepting and tracking (azimuth & CDI) - pre-flight brief and lesson demonstration and read back | 1.0 | 1.0\*\* | 3.5 |
| TE8-9 | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, CIR.5 | Navigation aid orientation, intercepting and tracking (azimuth & CDI) - pre-flight brief and lesson – read back | 1.0 | 1.0 | 4.5 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **LESSON NUMBER** | **MOS REF** | **LESSON DESCRIPTION** | **GROUND HOURS** | **DUAL HOURS** | **TOTAL PROG FLIGHT TIME** |
| TE8-10 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5,IAP2,CIR. 9, CIR.12 | Conduct 2D instrument approach (CDI & azimuth)  – long brief - demonstration | 1.5 |  |  |
| TE8-12 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5,IAP2 | Conduct 2D instrument approach (CDI & azimuth)  – long brief – read back | 1.5 |  |  |
| TE8-13 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5,IAP2 | Conduct 2D instrument approach (GNSS) – long brief -read back | 1.5 |  |  |
| TE8-14 | FIR-TE8.2,FIR- TE8.4,FIR- TE8.5,FIR- TE8.6, IAP2.4,IAP3.4, CIR.10,CIR.11, NVR1 | Visual approach procedures (Day/Night) including circling approach– long brief and pre- flight brief – read back | 1.5 |  |  |
| TE8-15 | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, IAP2 | Conduct 2D instrument approach (CDI & azimuth)  - pre-flight brief and lesson demonstration and read back | 1.0 | 1.5\*\* | 6.0 |
| TE8-16 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5, IAP2, IAP3, CIR.3, CIR.4, CIR.6 | One Engine Inoperative procedures (as applicable) – long brief - readback | 1.0 |  |  |
| TE8-17 | FIR4 | FIR Tutorial – intervention and recovery techniques | 1.0 |  |  |
| TE8-18 | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, IAP2 | Conduct 2D instrument approach (GNSS) - pre- flight brief and lesson demonstration and read back | 1.0 | 1.0\*\* | 7.0 |
| TE8-19 | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, IAP2 | Conduct 2D instrument approach (GNSS) and Circling Approach - pre-flight brief and lesson – read back | 1.0 | 1.0 | 8.0 |
| TE8-20 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5, IAP3 | Conduct 3D instrument approach - long brief – read back | 1.5 |  |  |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **LESSON NUMBER** | **MOS REF** | **LESSON DESCRIPTION** | **GROUND HOURS** | **DUAL HOURS** | **TOTAL PROG FLIGHT TIME** |
| TE8-21 | FIR-TE8.2, FIR- TE8.4; FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, IAP3;CIR.3;CIR. 4;CIR.6 | Conduct 3D instrument approach - pre-flight brief and lesson read back  Instrument arrival and departure procedures – long brief – pre-flight brief read back and lesson demonstration and read back | 2.0 | 1.0\*\* | 9.0 |
| TE8-22 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5,CIR.1,CIR. 5, CIR.12 | Plan a flight under the IFR – Long brief - demonstration | 1.5 |  |  |
| TE8-23 | FIR-TE8.2, FIR- TE8.4, FIR- TE8.5, CIR.1,CIR.5, CIR.12 | Plan a flight under the IFR – Long brief - read back | 1.5 |  |  |
| TE8-24 | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, CIR, IAP2, IAP3 | Conduct an IFR flight in an FSTD– discuss operation of the FSTD | 1.0 | - | - |
| TE8-25 | FIR-TE8.2, FIR- TE8.5, FIR- TE8.6, FIR- TE8.7,FIR- TE8.8, FIR- TE8.9, CIR, IAP1, IAP2 | Conduct an IFR flight – Pre-flight brief read back and air exercise demonstration and read back | 1.0 | 2.0 | 11.0 |
|  |  | **Flight Test** | **2.0** | **2.0** | **\*\*\* 13.0** |

\* These lessons may be omitted if the trainee instructor holds a training endorsement that permits the conduct of Basic Instrument Flight

\*\* May be undertaken in an FSTD

\*\*\* 5.5 hours in aircraft and 5.5 hours in FSTD plus 2.0 hours for flight test

## Progress and achievement record

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Trainee’s name** |  | | **Trainee’s ARN** |  |  |
| **Date training commenced** |  | | **Date of assessment of prior learning and current competency (if applicable)** |  |  |
| **Date of Aeronautical Knowledge Examination pass (if applicable)** | |  | **Date of Knowledge Deficiency Report assessment (if applicable)** | |  |

### Trainee progress record

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **LESSON** | **DATE** | **STD ACHIEVED?1** | **DATE2** | **\*STD ACHIEVED?** | **DATE2** | **STD ACHIEVED?1** | **FLIGHT HOURS** | **PROG HOURS** | **INSTRUCTOR ARN AND SIGNATURE** |
| TE8-1 |  |  |  |  |  |  |  |  |  |
| TE8-2 |  |  |  |  |  |  |  |  |  |
| TE8-3 |  |  |  |  |  |  |  |  |  |
| TE8-4 |  |  |  |  |  |  |  |  |  |
| TE8-5 |  |  |  |  |  |  |  |  |  |
| TE8-6 |  |  |  |  |  |  |  |  |  |
| TE8-7 |  |  |  |  |  |  |  |  |  |
| TE8-8 |  |  |  |  |  |  |  |  |  |
| TE8-9 |  |  |  |  |  |  |  |  |  |
| TE8-10 |  |  |  |  |  |  |  |  |  |
| TE8-11 |  |  |  |  |  |  |  |  |  |
| TE8-12 |  |  |  |  |  |  |  |  |  |
| TE8-13 |  |  |  |  |  |  |  |  |  |
| TE8-14 |  |  |  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **LESSON** | **DATE** | **STD ACHIEVED?1** | **DATE2** | **\*STD ACHIEVED?** | **DATE2** | **STD ACHIEVED?1** | **FLIGHT HOURS** | **PROG HOURS** | **INSTRUCTOR ARN AND SIGNATURE** |
| TE8-15 |  |  |  |  |  |  |  |  |  |
| TE8-16 |  |  |  |  |  |  |  |  |  |
| TE8-17 |  |  |  |  |  |  |  |  |  |
| TE8-18 |  |  |  |  |  |  |  |  |  |
| TE8-19 |  |  |  |  |  |  |  |  |  |
| TE8-20 |  |  |  |  |  |  |  |  |  |
| TE8-21 |  |  |  |  |  |  |  |  |  |
| TE8-22 |  |  |  |  |  |  |  |  |  |
| TE8-23 |  |  |  |  |  |  |  |  |  |
| TE8-24 |  |  |  |  |  |  |  |  |  |
| TE8-25 |  |  |  |  |  |  |  |  |  |

1: Indicate YES if trainee has achieved competency in accordance with the lesson plan and can progress to next lesson, indicate NO if trainee to repeat this lesson 2: Complete when trainee repeats lesson

### Trainee achievement record

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ELEMENT** | **DATE** | **INSTRUCTOR NAME (PRINTED)** | **INSTRUCTOR ARN** | **INSTRUCTOR’S SIGNATURE** |
| FIR-TE8.1 – Demonstrate knowledge of competency based training as applied to instrument rating training |  |  |  |  |
| FIR-TE8.2 – Demonstrate understanding of principles and methods of instruction |  |  |  |  |
| FIR-TE8.3 – Demonstrate competencies and performance criteria required of the holder of an instrument rating training endorsement |  |  |  |  |
| FIR-TE8.4 – Conduct aeronautical knowledge training |  |  |  |  |
| FIR-TE8.5 – Plan flight training |  |  |  |  |
| FIR-TE8.6 – Conduct pre-flight briefing |  |  |  |  |
| FIR-TE8.7 – Conduct airborne training |  |  |  |  |
| FIR-TE8.8 – Conduct post-flight briefing |  |  |  |  |
| FIR-TE8.9 – Complete post training administration |  |  |  |  |

#### Trainee’s confirmation

|  |  |  |  |
| --- | --- | --- | --- |
| I have received the training specified above and have been certified as competent and ready for flight test. | | | |
| **Trainee’s signature** |  | **Date** |  |

1. **Course completion certificate**

|  |  |
| --- | --- |
| **Name of course** | Instrument rating training endorsement |
| **Training provider name** |  |
| **Training provider ARN** |  |
| **Trainee name** |  |
| **Trainee ARN** |  |
| **Date commenced training** |  |
| **Date of final assessment** |  |
| **Certification** |  |
| **Head of Operations name or approved Course Manager** |  |
| **Signature** |  |
| **Date** |  |

**Appendix A**

**Draft competency unit – FIR4**

**{Insert copy of unit from**

**Part 61 Manual of Standards Schedule 2}**

# Appendix B

**Draft unit – Instrument rating training endorsement - FIR-TE8**

**{Insert copy of unit from**

**Part 61 Manual of Standards Schedule 2}**