

24 Private Instrument Rating

The aim of this flight test is for the applicant to demonstrate competency in the knowledge, skills and attitudes as required in Schedule 5 of the Part 61 MOS for the grant of the private instrument rating (PIR).

24.1 Examiner requirements

The following examiner requirements are applicable to the conduct of the PIR flight test:

1. The examiner must conduct the PIR flight test in accordance with clauses 1 to 3 of Schedule 5 of the Part 61 MOS.
2. The examiner must conduct the PIR flight test within the operational scope and conditions described in clause 4 of Schedule 5 of the Part 61 MOS.
3. The examiner must ensure that the ground component of the flight test is successfully completed before conducting the pre-flight briefing and flight component of the flight test.
4. The examiner must not introduce simultaneous, multiple and unrelated simulated emergencies or abnormal events during the flight. Emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe must be limited to those described in the AFM.
5. After a simulated failure, the examiner must ensure the aircraft is reconfigured to a normal operating mode before another simulated failure may be introduced, except where the simulated failures are linked. The safety of the aircraft should never be in doubt when simulating emergencies or failures.
6. Where credits are available for flight test items, they are valid for 28 days only. After 28 days, the flight test must be conducted in full.

24.2 Plan

24.2.1 Testing methodology

The examiner should apply the flight test methodology described in FEH chapter 3, Adult education and competency-based assessment and FEH chapter 4, Assessment of human factors and non-technical skills.

The flight test should be designed such that all required components can be assessed in a logical sequence. Where one or more mandatory units or elements are unable to be assessed for any reason, the flight test cannot be completed.

The examiner must ensure the applicant is given adequate notice of the intended navigation task to allow for unhurried preparation and planning (simulating a private operation). The applicant should be given the test route at least 24 hours before the start of the flight test.

It is recommended that the examiner plans an **airborne** time of approximately:

- 1.5 hours for the navigation task (this should not include time delays which may be experienced at a busy Class C or D airport)
- 0.2 hour per endorsement for the general handling and test specific manoeuvres.

Use of IFR procedures

Although the flight is conducted under the IFR, some simulated emergencies must be conducted by day and in VMC (refer to PIR Assessment below).

24.2.2 PIR assessment scope and conditions

The PIR flight test must be conducted under the IFR and in an aircraft or an FSTD approved for the purpose, in accordance with subregulation 61.930(2) of CASR.

The aircraft and FSTD used for the PIR flight test must be of the appropriate category and be capable of being operated for the kind of operations relevant to the private instrument endorsements covered by the flight test.

The activities and manoeuvres, listed in FEH 24.4.3 table 35, mirror the PIR test form and FTM items. They are a paraphrase of the Part 61 MOS Schedule 5 for the PIR flight test.

These activities and manoeuvres, described in clause 3 of Schedule 5 of the Part 61 MOS and the PIR test form, must be assessed against a representative sample of the performance criteria applicable to the Element being assessed, taking into account the relevant competency standards prescribed in Schedule 2 of the MOS.

PIR flight tolerances and ground reference tolerances are specified in Tables 2, 4 and 5 of Schedule 8 of the MOS. Sustained deviation outside the applicable flight tolerance is not permitted.

The PIR applicant should demonstrate that control of the aircraft or procedure is maintained at all times, that the successful and safe outcome of any manoeuvre is not in doubt and that any corrective action is taken promptly.

Where the aircraft is fitted with an autopilot system, the applicant must demonstrate competency in the system. If an auto-pilot is not available, the examiner must not 'act' as the auto-pilot.

The applicant must demonstrate proficiency to operate the aircraft for at least one instrument approach operation without the autopilot and flight director being used (manually manipulating the flight and power controls). Establishing manual flight must be accomplished prior to the Initial Approach Fix (IAF) or equivalent. If circling is required to complete the instrument approach manual flight must be continued to a point from where the landing can be achieved.

For ME aircraft, a simulated engine failure after take-off must not be initiated at a height less than 400ft AGL.

For ME aircraft, simulated engine failures after take-off, in the cruise or during instrument approach procedures must be conducted by day in VMC.

In an aircraft, recoveries from unusual attitudes must be conducted by day in VMC.

For the above procedures, the concept is that IMC is simulated, and the examiner has a clear view of the horizon.

IFR activities and manoeuvres are performed in accordance with published procedures.

The PIR applicant must demonstrate competency by performing en route navigation and holding using the navigation system that is for each Navigation Endorsement included in the test.

For a flight test that is for a departure endorsement, the PIR applicant must demonstrate competency by performing a take-off and departure other than a standard instrument departure, in an aircraft that is covered by the endorsement.

For a flight test that is for an approach/arrival endorsement, the PIR applicant must demonstrate competency by performing an approach or arrival using the navigation system that is covered by the endorsement.

For a flight test that is for an approach/arrival – category specific endorsement, the PIR applicant must demonstrate competency by performing an approach or arrival in a multi-engine aircraft of the applicable category, using the navigation system that is covered by the endorsement.

For a flight test that is for a night endorsement and the applicant is not the holder of a night VFR rating with the applicable category night VFR endorsement, the PIR applicant must demonstrate competency by performing an operation at night under the IFR in an aircraft of the category covered by the night endorsement.

For a flight test that is for the grant of an additional aircraft category/class endorsement, the PIR applicant must demonstrate competency by performing the 2D approach operations that the applicant is authorised to conduct.

For a flight test that is for the grant of an additional private instrument endorsement, competency need only be assessed in the units and elements applicable to the endorsement sought.

For all instrument approach operations, the approach procedures must be flown to the published and applicable MDA/H or DA/H, within the required tolerance. With the examiner's prior agreement, the minima may be adjusted higher for operational reasons.

24.3 Conduct (ground component)

24.3.1 Initial brief to applicant

In accordance with FEH chapter 3, Adult education and competency-based assessment; the examiner must begin the flight test with a brief to the applicant on the following items:

- flight test context, purpose and content
- assessment procedure
- function of the examiner
- standards against which competency will be assessed
- actions in the event of a failure assessment.

The applicant should be encouraged to ask for clarification should they become uncertain on any of the flight test elements.

24.3.2 Document review

The examiner must confirm that an applicant for the PIR satisfies the eligibility requirements to undertake the flight test for the grant of the Private Instrument Rating. To achieve this, the CASR subregulation 61.235(4) certification, training records, logbook, licence and medical certificate must be checked. Ideally, these documents should be presented to the examiner prior to the commencement of the flight test.

Licence – the applicant for the PIR must hold a PPL or CPL (or be applying for the licence simultaneously with the PIR) of the same category as the aircraft in which the flight test is conducted.

Aeronautical knowledge examinations – the examiner must review the applicant's theory examination pass records.

Knowledge deficiency report (KDR) – the examiner must ascertain whether the training provider has completed the KDR requirements. It is strongly recommended that the KDR assessment be conducted by an instructor before the flight test.

If the KDR has not been completed, the examiner must complete this before the flight component. Where the examiner conducts the KDR assessment, this should be on the first day of flight test.

Flight training requirements – the examiner must review the applicant's pilot training records to ensure that the training requirements have been met. Normal evidence should at least be a course completion certificate.

Aeronautical experience – the examiner must review the applicant's pilot logbook to ensure that the minimum aeronautical experience requirements have been met.

English language proficiency – N/A.

Eligibility certification – the examiner must ensure that an appropriate person of the training provider has certified in writing that the applicant is eligible to take the flight test.

Medical certificate – the examiner must check that the applicant holds a medical certificate or a medical exemption allowing them to exercise the privileges of the licence and rating. (Refer to FEH 2.9 table 1 for a summary of medical requirements.)

Security check and fit and proper person requirements – N/A.

If the flight test is a retest following a failed assessment – the examiner must review the applicant's training records for evidence that appropriate remedial training has been successfully carried out with the applicant.

24.3.3 Assessment of knowledge requirements

Questions for the oral knowledge assessment must be in accordance with the knowledge requirements topics listed in clause 2 of Schedule 5 of the Part 61 MOS.

The examiner should use a developed set of scenario-based questions for the listed topics to achieve effective assessment of the applicant's working knowledge and reasoning ability. It should be a structured conversation to a logical conclusion, starting broad and funnelling down, rather than simple factual recall. (Refer to FEH 3.2.5 to 3.2.7 for appropriate questioning techniques and methods of enquiry.)

It is recommended the examiner allows 45 to 60 minutes for the knowledge requirements.

24.3.4 Assessment of flight planning

As part of the flight test, the applicant must complete a:

- flight plan
- fuel plan
- flight notification
- weight and balance calculation
- take-off and landing distance/performance calculation.

When reviewing the applicant's flight preparation documents, the examiner must be satisfied that the applicant is able to validate the data on which the planning decisions and calculations have been made (including, forecast weather, NOTAMs, aircraft data, chart validity).

The examiner must ensure, through considered questioning, that the preparation is solely the work of the applicant and meets the knowledge standards as applicable.

24.4 Conduct (flight component)

24.4.1 Assessment of the applicant's performance

When assessing the competency standards for the activities and manoeuvres in this chapter and on the flight test form, the examiner should consider both the technique used to execute the activity or manoeuvre and that tolerances are maintained within required parameters.

The relevant performance criteria for each element frequently use the terms: technique, smoothness, accuracy, judgement, procedures, knowledge, and flight management.

The following explanations are provided to assist the examiner in assessing the flight component:

- **Technique** – is the method by which a task is performed. There may be more than one acceptable technique and the examiner should be mindful of this in their assessment. Technique should, however, always involve the application of smooth, coordinated and accurate control inputs. Adjusting power, attitude and trim should be in a timely and coordinated fashion whilst following correct procedures
- **Smoothness** – is the ability to skilfully make the appropriate rate of adjustment to power and attitude during a manoeuvre. The applicant should demonstrate smooth flying in all sequences
- **Accuracy** – is the ability to control height, airspeed, heading, balance and trim within the required MOS flight tolerances. Sustained errors outside the MOS flight tolerances in any of these aspects should result in a fail assessment

- **Judgement** – is applicable to all tasks but is of importance with respect to the effect of environmental conditions such as cloud, visibility, wind and turbulence. It may be that on some occasions the flight conditions are such that even though the applicant's technique is sound, the aircraft may deviate outside specified tolerances for short periods. In such cases the assessment of technique, smoothness, accuracy and judgment should be the determining factors
- **Procedures** – the applicant should demonstrate awareness and practical application of nominated standard operating procedures and checklist discipline throughout the flight test. In many circumstances, the adherence to SOP's may be the reason a committed error has been corrected in a timely manner
- **Knowledge** – during the flight test the applicant's underpinning knowledge may be further tested. For example, during the management of an aircraft system failure, it may become apparent that there is a lack of knowledge of that system
- **Flight management** – the applicant should demonstrate satisfactory proficiency in aircraft and flight management systems, situational awareness, threat and error management and decision-making during the flight.

Assessment should be based on the technique used by the applicant and not just the ability to perform the task within specified numerical tolerances.

Applicants should not be given a second opportunity to demonstrate a manoeuvre unless, in the opinion of the examiner, the circumstances causing failure of the first attempt were outside the control of the applicant in the test environment or the applicant recognised the error and self-managed corrective actions. This should be considered when the examiner is observing an error or errors which may have the potential to become safety critical, providing the applicant is demonstrating non-technical skills and threat and error management appropriately before the examiner is required to intervene.

24.4.2 Pre-flight briefing

In accordance with FEH chapter 3, Adult education and competency-based assessment; the examiner must brief the applicant on:

- the scenario applied to the test environment (e.g. passenger carrying private operation/simulation of passengers)
- pilot in command, including traffic separation roles and responsibilities
- transfer of control
- flight tolerances and ground references
- simulating emergencies, methods and calls
- actual emergencies
- procedures for simulating IMC
- the expectations of the applicant during the simulation of instrument conditions, visual flight conditions and any simulated weather when advised 'visual' by the examiner
- the expectations when operating the aircraft at the minima (e.g. numerical tolerances).
- multiple flights and the assessment of competencies (if applicable).

The applicant should be encouraged to ask for clarification should they be uncertain about any of the briefed items.

24.4.3 Assessment of activities and manoeuvres

An examiner must comply with the requirements and take into account the recommendations described below when planning and conducting the **PIR** flight test. Where there are no specific recommendations, 'NSR' is listed in the table against the unit or element.

Table 35. Assessment of activities and manoeuvres - PIR

Phase of flight	Requirements	Recommendations
Pre-flight	(a) Plan an IFR flight	NSR
	(b) Perform pre-flight actions and procedures	NSR
Ground operations, take-off, departure and climb	(a) Complete all relevant checks and procedures	NSR
	(b) Plan, brief and conduct take-off and departure procedures	NSR.
	(c) For DEP endorsement, plan, brief and conduct an instrument departure	Simulated IMC must not be introduced before the take-off minima.
	(d) For SID endorsement, perform a SID or published procedure	Simulated IMC must not be introduced before the take-off minima.
En route cruise	(a) Navigate aircraft en route using ground and satellite navigation systems	NSR
	(b) Perform navigation systems integrity checks	NSR
	(c) Identify and avoid hazardous weather conditions	Verbal scenarios may be introduced if hazardous conditions are not present.
	(d) For NAV endorsement, use nav system to track to holding fix and conduct a holding pattern or sector 3 entry procedure	If a sector 3 entry into a holding pattern is conducted, an additional holding pattern is not required.
Test specific activities and manoeuvres	(a) Perform full panel instrument flying	NSR
	(b)(i) For initial PIR issue, perform limited panel instrument flying	For the limited panel assessment, the primary attitude indicator/display and the primary heading indicator/display may be 'failed' simultaneously. If assessed, unreliable airspeed indications must be a separate exercise. For EFIS cockpits, the use of standby instruments is acceptable for limited panel assessments.
	(b)(ii) For initial PIR issue, full and limited panel instrument flying, recover from at least 2 unusual attitudes	The unusual attitude recoveries must be conducted by day in VMC and the examiner should have visual reference at all times during the manoeuvre. At least one recovery full panel and at least one recovery limited panel must be assessed.
	(c) For DEP endorsement, conduct instrument departure OEI - ME aircraft only	The departure must be a separate event to the one engine inoperative (OEI) missed approach.

Phase of flight	Requirements	Recommendations
	(d)(i) For APP/ARR endorsement, conduct instrument approach OEI - ME aircraft	The applicant should demonstrate proficiency in the management of the aircraft with OEI during an approach. The simulated engine failure should be introduced before the Final Approach Fix (FAF).
	(d)(ii) For APP/ARR endorsement, conduct missed approach OEI or visual circling OEI - ME aircraft only	The applicant should fly the published approach OEI, followed by either the published missed approach or visual circling whilst maintaining the specified flight path tolerances for OEI operations.
	(e)(i) For NGT endorsement, control aircraft on the ground	NSR
	(e)(ii) For NGT endorsement, conduct normal circuit patterns and landings at night, with and without landing lights	NSR
	(e)(iii) For NGT endorsement, manage cockpit lighting failure	NSR
	(e)(iv) For NGT endorsement, perform a go-around at night	NSR
Descent and arrival	(a) Perform a descent to establish and maintain VMC above or at the LSALT/MSA	NSR
	(b) Perform a visual approach	NSR
	(c) For STAR endorsement, conduct a published STAR procedure	NSR
	(d)(i)(A) For APP NDB endorsement, conduct NDB approach procedure	If the flight test includes an NDB approach endorsement, the assessment should be conducted at the actual aerodrome of the published approach procedure and include a holding pattern or sector 3 entry procedure. If a sector 3 entry into a holding pattern is conducted, an additional holding pattern is not required.
	(d)(i)(B) For APP VOR/LLZ endorsement, conduct VOR or LOC approach procedure	If the flight test includes a VOR/LLZ approach endorsement, the assessment should be conducted at the actual aerodrome of the published approach procedure and include a holding pattern or sector 3 entry procedure. If a sector 3 entry into a holding pattern is conducted, an additional holding pattern is not required.
	(d)(i)(C) For APP DME or GNSS endorsement, conduct DME or GNSS arrival procedure	NSR

Phase of flight	Requirements	Recommendations
	(d)(i)(D) For APP RNP APCH-2D endorsement, conduct an RNP approach procedure	If the flight test includes an RNP APCH-2D approach endorsement, the assessment should be conducted at the actual aerodrome of the published approach procedure and include a holding pattern or sector 3 entry procedure. If a sector 3 entry into a holding pattern is conducted, an additional holding pattern is not required.
	(d)(i)(E) For APP RNP APCH-3D endorsement, conduct an RNP approach procedure using Baro vertical guidance	If the flight test includes an RNP APCH-3D private instrument endorsement the examiner should ensure the applicant already holds the Navigation – GNSS private instrument endorsement and Approach - RNP APCH - 2D private instrument endorsement (refer table 61.935).
	(d)(i)(F) For APP ILS endorsement, conduct an ILS approach procedure	Holding is not required if conducted 2D and radar vectoring is available.
	(d)(ii) For APP/ARR endorsement, conduct missed approach	Only one missed approach is required for a test that includes multiple approach endorsements. If the missed approach is conducted from a 3D approach, the applicant must be able to describe the MDA procedure for a 2D missed approach. If the missed approach is conducted from a 2D approach, the applicant must be able to describe the DA procedure for a 3D missed approach. This is best completed during the ground component.
	(d)(iii) For APP/ARR endorsement, conduct visual circling with at least 90° heading change	If the flight test includes a circling approach, the circling approach should be demonstrated as the continuation of the aerodrome instrument approach from the specified minima. The instrument approach and circling manoeuvres should be flown onto the actual aerodrome named on the instrument approach plate. The circling approach should not be flown as a standalone low-level circuit.
Circuit, approach and landing	(a) Conduct normal circuit pattern, approach and landing	NSR
	(b) Perform after-landing actions and procedures	NSR
Shut down and post-flight	(a) Park, shut down, secure aircraft and complete post-flight administration	NSR
General requirements	(a) Maintain effective lookout	In most proficiency checks, the assessment of emergency and non-normal events will provide sufficient evidence of the NTS competencies. The examiner should provide, where possible, applicable operational environment scenarios to support these events. The examiner should request a copy of company SOPs to ensure familiarity with standard briefs, work-cycles and procedural techniques.
	(b) Maintain situational awareness	
	(c) Assess situations and make decisions	
	(d) Set priorities and manage tasks	
	(e) Maintain effective communications and interpersonal relationships	

Phase of flight	Requirements	Recommendations
	(f) Recognise and manage threats	
	(g) Recognise and manage errors	
	(h) Recognise and manage undesired aircraft state	
	(i) Use correct radio procedures	NSR
	(j) Manage relevant aircraft systems	NSR
	(k) Manage fuel system and monitor fuel plan and usage	NSR

24.4.4 Failure assessment

The failure to perform a manoeuvre or procedure may be broken into 2 levels depending on the safety implications during the flight test. Both levels result in a fail assessment.

Safety-critical items

The highest level, being safety critical, is where the control of the aircraft is such that the safe outcome of the manoeuvre or procedure is in doubt and the examiner has to take control (physically or by direction).

Examples of safety-critical failure items include, **but are not limited to**:

- failure to complete checklist items mandated by the AFM
- failure to correctly prepare the aircraft for flight
- failure to comply with ATC clearances and airspace requirements
- failure to operate the aircraft within the limitations of the AFM
- failure to maintain required flight visibility and cloud separation during a visual segment
- failure to maintain required terrain clearance
- failure to comply with minimum descent altitudes
- failure to maintain minimum traffic separation standards
- failure to comply with the hand-over/take-over technique (not applicable to single pilot authorisations)
- failure to safely and consistently apply the elements of NTS1 and NTS2.

If the error is safety critical and the examiner needs to take control or intervene, the flight test must be terminated immediately. Some credits may be given for test items already assessed that are not associated with or relevant to the safety-critical event.

Non safety-critical items

The second level is where the control of the aircraft is such that the safe outcome of the manoeuvre or procedure is certain, but the flight tolerances have been exceeded or the technique is unsatisfactory. Under these circumstances the flight test may be continued and credits given for successfully completed test items.

The examiner has the discretion to enable the applicant to demonstrate NTS2 TEM to avoid the situation where the error becomes safety critical.

Credits are only valid for one retest.

24.5 Complete (post flight)

24.5.1 Debriefings

The examiner must debrief the applicant and the training provider as soon as practicable after the conclusion of the flight component.

In the event of a fail assessment, in addition to the verbal debriefing, the examiner should ensure sufficient detail is entered into the applicant's training records to allow the training provider to construct a remedial training program. CASR 61.385 implications should also be discussed with the applicant.

24.5.2 Flight test administration

At the conclusion of the flight test, the examiner must:

- within 14 days after the day of the test, complete the flight test report and provide a copy of the report to the applicant, training provider and CASA
- within 14 days after the day of the test, complete the flight test management system notification requirements.

All items on the test form must be marked to indicate the assessment, with either ✓ (pass), **X** (fail), **N** (not tested) or **TR** (training records).

Licence entries made by the examiner (if applicable) must be in accordance with the Flight Crew Licensing Manual.