



CHAPTER 10

INSTRUMENT RATINGS



10.1 Overview

This chapter details the requirements for the issue of an instrument rating and your obligations, privileges and limitations once you have achieved your instrument rating. It includes, where applicable, any recency requirements, flight reviews and proficiency checks.

The instrument ratings detailed in this chapter are:

- › instrument rating (other than private)
- › private instrument rating
- › night rating.

Also see section 1.19 of this guide for a diagram depicting the various ratings and associated endorsements.

10.2 Instrument rating (other than private)

Privileges (61.855)

As the holder of an instrument rating, you may pilot an aircraft:

- › under the IFR
- › at night under the VFR.

Requirements for the granting of an instrument rating (61.885)

To be granted an instrument rating you must:

- › hold a PPL, CPL or ATPL (or a certificate of validation of an equivalent overseas flight crew licence)
- › meet the requirements for the issue of either:
 - » a single-engine instrument rating endorsement in a single-engine aeroplane class or type rating (to fly a single-engine aeroplane)
 - » a multi-engine instrument endorsement, which must be a multi-engine aeroplane class or type rating for you (to fly a single-engine or multi-engine aeroplane)
- › meet the requirements for either a 2D or 3D instrument approach endorsement
- › pass the aeronautical knowledge exam for the instrument rating

- › complete the instrument rating flight training in an aeroplane or flight simulation device
- › pass the flight test for the instrument rating and the aeroplane category rating
- › meet the following minimum aeronautical experience requirements:
 - » hold at least 50 hours of cross-country flight time as PIC in an aeroplane (or flight simulation device) in which the flight test is conducted
 - » hold at least 40 hours of instrument time, including at least 10 hours of dual instrument time and either:
 - 10 hours of instrument flight time in an approved simulator supervised by an approved pilot instructor
 - 20 hours of instrument flight time.

A flight simulation device used for the above must represent the aeroplane in which the flight test is conducted.

Your flight test must be conducted in an aeroplane unless you have previously held:

- › an instrument rating
- › an overseas rating
- › a qualification issued by the ADF that CASA is satisfied is the equivalent to the instrument rating.

Note: An approved pilot instructor is an instructor who holds an instrument rating training endorsement.

Note: You may apply for a PPL, CPL or an ATPL at the same time as your instrument rating.

Proficiency check requirements (61.880)

You may exercise the privileges of your instrument rating if you have a valid instrument proficiency check (IPC) (aeroplane).

Note: You may only exercise the privileges of your rating in a multi-engine aeroplane if your proficiency check was successfully undertaken in a multi-engine aeroplane.

There are a number of alternatives to holding a valid instrument rating proficiency check. These must be completed in a relevant aeroplane. See table 32.



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Table 32: Alternatives for holding a valid instrument proficiency check

Alternative	Any additional conditions to be met
you pass the flight test for the instrument rating	Nil
you pass the flight test for an instrument endorsement	the test is conducted more than 6 months after the flight test for the rating
you successfully complete an operator proficiency check	covers IFR operations and is conducted by a flight examiner who holds an instrument rating flight test endorsement
you are successfully participating in an operator's training and checking system for IFR operations	the operator holds an approval under regulation 61.040 for their training and checking system (your check is only valid for operations with that specific operator)
you pass an instrument proficiency check in a relevant aeroplane	either: <ul style="list-style-type: none"> › the IPC was conducted by CASA or a flight examiner and they have: <ul style="list-style-type: none"> » assessed you as meeting the IFR Part 61 competency standards for an IPC » endorsed your licence with the date and the aircraft to which the IPC relates › a person approved under 61.040 assesses you as competent to conduct operations under the IFR, and CASA or a flight examiner have: <ul style="list-style-type: none"> » conducted an oral assessment of your IFR operations knowledge as given in the MOS for an IPC » endorsed your licence with the date and the aircraft to which the IPC relates

Note: Your instrument rating proficiency check is valid until the end of the 12th month after the month in which you successfully complete the flight test or proficiency check.

For example, if you passed a flight test or successfully completed a proficiency check on 17 June 2024, then your IPC is valid from 17 June 2024 – 31 July 2025.

If you hold an instrument proficiency check, you may complete an instrument proficiency check for the rating within 3 months before the expiry of your previous check. In this case, your next expiry will be at the end of the 12th month, when your previous check expired. For example, if your existing instrument proficiency check expires on 31 July 2025, you may undertake a flight review in May, June or July of 2025 and your new validity will be the 31 July 2026.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

If at any time you attempt but fail an instrument proficiency check, you no longer hold a valid instrument proficiency check for the aircraft category or multi-engine aircraft (as applicable) until you successfully complete the instrument proficiency check.

Note: Relevant aircraft, for an instrument proficiency check, means a single-engine or multi-engine aeroplane.

Limitations (61.860, 61.865, 61.890, 61.895, 61.900 and 61.905)

You are authorised to conduct an instrument approach operation as the PIC in instrument meteorological conditions (IMC) only if:

- › the aircraft is equipped for an instrument approach operation
- › the kind of navigation system is one where you have previously conducted either:
 - » an instrument approach operation
 - » a simulated instrument approach operation in an approved flight simulation training device.

You are only permitted to pilot an aircraft under the IFR or at night under the VFR if you hold the endorsements detailed in table 33. To hold any of the endorsements detailed in this section, you must first hold an instrument rating.



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Table 33: Authorised activities and associated limitations

What I want to do	Endorsement required	Conditions that must be met
fly an aeroplane (multi-engine or single-engine) under the IFR or under the NVFR	multi-engine aeroplane instrument endorsement	<p>hold a multi-engine aeroplane class rating or type rating for the type of multi-engine aeroplane and:</p> <ul style="list-style-type: none"> › at least 10 hours dual instrument time in a multi-engine aeroplane or an approved flight simulation device › at least 5 hours of aeronautical experience at night as the pilot of an aeroplane or an approved flight simulation training device including a minimum of: <ul style="list-style-type: none"> » 1 hour dual flight time » 1 hour of solo night circuits
fly a single-engine aeroplane under the IFR or at under the NVFR	single-engine aeroplane instrument endorsement	<p>hold a single-engine aeroplane class rating or type rating for the type of multi-engine aeroplane and:</p> <ul style="list-style-type: none"> › at least 10 hours of dual instrument time in a single-engine aeroplane or an approved flight simulation device › at least 5 hours of aeronautical experience at night as the pilot of an aeroplane or an approved flight simulation training device including a minimum of: <ul style="list-style-type: none"> » 1 hour of dual flight time » 1 hour of solo night circuits
conduct a 2D instrument approach	you must have an IAP 2D endorsement	nil
conduct a 3D instrument approach	you must have an IAP 3D endorsement	<p>you must hold an IAP 2D endorsement and either:</p> <ul style="list-style-type: none"> › pass the flight test for the endorsement in the last 12 months › have competently demonstrated a 3D instrument approach operation during a proficiency check (that covers IFR operations and is conducted by a flight examiner who holds an instrument flight test endorsement) either: <ul style="list-style-type: none"> » in your most recent instrument proficiency check to an approved person » within the last 15 months to an approved person › be successfully participating in an operator regulation 61.040 approved training and check system for an operation that includes 3D instrument approaches

To be able to conduct specific IFR activities you must also comply with the conditions outlined in table 34.

Table 34: Authorised activities and associated limitations

Activity	Conditions
to fly an aircraft as a single-pilot	either: <ul style="list-style-type: none"> › pass the flight test for the rating in a single-pilot operation › complete an IPC in a single-pilot aircraft › hold a valid IPC for a single-engine aeroplane
to conduct a circling approach under the IFR	either: <ul style="list-style-type: none"> › pass your most recent IPC that includes a circling approach (this can also mean an operator proficiency check that covers IFR operations and conducted by a flight examiner who holds an instrument flight test endorsement) › participate in an operator's approved regulation 61.040 training and checking system for an operation that includes circling approaches › pass the flight test for the rating in the previous 12 months that included a circling approach
to conduct an instrument approach of a particular kind	either: <ul style="list-style-type: none"> › complete training in the approach › demonstrate your competence to an approved person in instrument approach operations using the procedure

Note: The approved person above must be CASA, a flight examiner who is authorised to conduct an instrument approach operation of the same procedure or a person who holds an approval under regulation 61.040 to assess your competence.

Recency (61.870 and 61.875)

If you hold an instrument rating, to be able to conduct an instrument approach in IMC, you must comply with the recency requirements in table 35.

Table 35: Recency requirements to conduct an instrument approach in IMC

Operation	Requirement	Conditions (as applicable)
single-pilot operations	<ul style="list-style-type: none"> › conduct a flight or simulated flight under the IFR in a single-pilot operation within the last 6 months › the flight must be at least one hour and include one instrument or simulated instrument approach 	this is not required if one of the following applies: <ul style="list-style-type: none"> › you have successfully completed an OPC that covers IFR operations › you are successfully participating in an operator's regulation 61.040 approved training and checking system
pilot an aeroplane under the IFR	3 instrument approach operations	in an aircraft or approved flight simulation training device in last 90 days
	1 instrument approach	in an aeroplane or approved flight simulation training device in the last 90 days in which the flight is to be conducted
	if you hold the authority to conduct: <ul style="list-style-type: none"> › 2D › 3D › azimuth guidance operation › course deviation operation instrument approach 	you must have conducted at least one of the same approach (as applicable) in an aircraft or approved flight simulation training device in the last 90 days

Removal of conditions from an old authorisation (61.887)

If you are the holder of an old authorisation that includes a condition preventing you from acting as PIC, CASA must remove the condition if:

- › you apply to CASA for the removal of the condition
- › you meet the requirements for the issue of both:
 - » an instrument rating
 - » an instrument endorsement that authorises you to pilot an aircraft under the IFR of the category or class you are seeking the authorisation.



An old authorisation is an authorisation you held before 1 September 2014 and has not been surrendered or cancelled before 1 September 2018. Regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) applies.

10.3 Private instrument ratings

(61.N.1)

Privileges (61.910)

If you hold a private instrument rating, you are permitted to operate under the IFR in a private operation in Australian territory, provided the aircraft is certified for single-pilot operations and has a MTOW of no more than 5,700 kg.

Requirements for the granting of a private instrument rating (61.930 and 61.935)

The holder of an instrument rating meets the requirements for the granting of a private instrument rating.

To be granted a private instrument rating you must:

- › hold a PPL or CPL (or a certificate of validation of an equivalent overseas flight crew licence)
- › meet the requirements for the issue of both:
 - » a single-engine aeroplane private instrument endorsement or multi-engine aeroplane private instrument endorsement
 - » a navigation private instrument endorsement (NDB or VOR/ LLZ or GNSS)
- › have passed either:
 - » the aeronautical knowledge exam for the instrument rating
 - » a private instrument rating aeronautical knowledge exam set and conducted by CASA or an approved Part 141 or Part 142 operator
- › have completed the private instrument rating flight training
- › have passed the flight test for the private instrument rating
- › have completed 20 hours of instrument flight time (including 10 hours of dual instrument flight time) during either:
 - » training conducted by a flight instructor who holds an instrument rating training endorsement
 - » training for a PPL, CPL or ATPL or a night VFR rating
 - » your time as a member of the ADF.

Flight review requirements (61.925)

You may exercise the privileges of your private instrument rating in a single-engine aeroplane (only) provided you hold a valid flight review within the previous 24 months that was conducted in a single-engine aeroplane or an approved flight simulator.

For a valid private instrument rating holder to fly a multi-engine aeroplane under the IFR, the flight review or test must be conducted in a multi-engine aeroplane under the same conditions detailed in table 36.

There are several alternatives to holding a valid flight review. These must be completed in a relevant aeroplane.

Table 36: Alternatives for holding a valid flight review

Alternative	Any conditions to be met
you pass the flight test for the private instrument rating	the test is conducted in an aeroplane or an approved flight simulator within the previous 24 months
you pass the flight test for a private instrument endorsement	the test is conducted more than 6 months from the flight test for the rating (but within 24 months) in an aeroplane or an approved flight simulator
you successfully complete an instrument proficiency check	the check is conducted in an aeroplane within the previous 24 months

Limitations – endorsement requirements (61.915, 61.935, 61.940, 61.942, 61.945 and 61.950)

As the holder of a private instrument rating, you may pilot an aeroplane under the IFR only if you also hold an endorsement detailed in table 37.

Table 37: Aircraft category/class endorsements for a private instrument rating

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
pilot a single-engine aeroplane under the IFR	single-engine aeroplane private instrument endorsement	<ul style="list-style-type: none"> › single-engine aeroplane class rating › at least 10 hours of dual instrument flight time in an aeroplane
pilot a multi-engine aeroplane under the IFR	multi-engine aeroplane private instrument endorsement	<ul style="list-style-type: none"> › multi-engine aeroplane class rating › at least 10 hours of dual instrument flight time in an aeroplane

In addition, you may only conduct an activity detailed in table 38 if you hold the applicable endorsement and meet the required conditions.

Table 38: Private instrument rating endorsement requirements and conditions

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
Navigation endorsements		
enroute navigation, including holding, under the IFR using: <ul style="list-style-type: none"> › a non-directional beacon navigation system (NDB) › a VHF omnirange / localiser navigation system (VOR/LLZ) › a global navigation satellite system (GNSS) 	as applicable to the navigation aid: <ul style="list-style-type: none"> › NDB private instrument endorsement › VOR/LLZ private instrument endorsement › GNSS private instrument endorsement 	nil
Departure endorsements		
a take-off and departure (other than a standard instrument departure) under the IFR <p>Note: this must include a climb to the published lowest safe altitude for the first route segment of the flight in a:</p> <ul style="list-style-type: none"> › single-engine aeroplane › multi-engine aeroplane 	as applicable to the aeroplane: <ul style="list-style-type: none"> › departure – single-engine aircraft private instrument endorsement › departure – multi-engine aircraft private instrument endorsement 	as applicable to the aeroplane you must hold a: <ul style="list-style-type: none"> › single-engine aeroplane private instrument endorsement › multi-engine aeroplane private instrument endorsement
a take-off and departure, including a standard instrument departure, under the IFR <p>Note: this must include a climb to the published lowest safe altitude for the first route segment of the flight</p>	standard instrument departure (SID) private instrument endorsement	
Approach/arrival endorsements		
an arrival under the IFR using both: <ul style="list-style-type: none"> › a published AIP procedure › the navigation system that you hold a private instrument endorsement for i.e. NDB, VOR/LLZ, or GNSS 	standard terminal arrival route (STAR) private instrument endorsement	
an instrument approach, under the IFR using: <ul style="list-style-type: none"> › a non-directional beacon navigation system (NDB) › a VHF omnirange/localiser navigation system (VOR/LLZ) › distance measuring equipment or a global navigation satellite system (GNSS) 	as applicable to the navigation aid: <ul style="list-style-type: none"> › approach – NDB private instrument endorsement › approach – VOR/LLZ private instrument endorsement › approach – DME or GNSS arrival procedures private instrument endorsement 	

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
a required navigational performance instrument approach operation without vertical guidance using either: <ul style="list-style-type: none"> › a GNSS › another kind of area navigation-based system 	approach – RNP APCH-2D private instrument endorsement	hold a Navigation – GNSS private instrument endorsement
a required navigational performance instrument approach operation using barometric-aided vertical guidance	approach – RNP APCH-3D private instrument endorsement	hold both a: <ul style="list-style-type: none"> › navigation – GNSS private instrument endorsement › approach – RNP APCH-2D private instrument endorsement
an instrument approach operation using either: <ul style="list-style-type: none"> › an instrument landing system (ILS) › microwave landing system › global navigation satellite system (GNSS) with ground-based augmentation 	approach – ILS private instrument endorsement	
Night endorsements		
pilot an aeroplane under the IFR at night	night private instrument endorsement (aeroplane)	at least 10 hours of aeronautical experience at night in an aeroplane or an approved flight simulation training device for the purpose, including at least: <ul style="list-style-type: none"> › 3 hours of dual cross-country flight time at night › 5 hours of flight time at night in an aeroplane › 1 hour of solo night circuits

Note:

- › **Navigation endorsements:** If you have a navigation endorsement, you can use the endorsed navigation system for instrument approach operations in IMC after meeting either of the following conditions:
 - » an instrument approach operation in an aeroplane
 - » a simulated instrument approach operation in an approved flight simulation training device.
- › **Navigation endorsements:** You may conduct en-route navigation to below the published lowest safe altitude provided you hold the applicable navigation endorsement and the:
 - » visibility is at least 5,000 m
 - » aircraft is clear of cloud.
- › **Approach and arrival endorsements:** You can conduct the endorsed approach under the IFR in a multi-engine aeroplane if you hold both the approach and landing multi-engine aeroplane private instrument endorsements.
- › **Night endorsements:** You may fly at night under the IFR below the published lowest safe altitude (LSALT) provided you hold a night private instrument endorsement and the:
 - » visibility is at least 5,000 m
 - » aircraft is clear of cloud.

Note: As the holder of a private instrument rating any instrument endorsement you hold is considered to be equivalent to the applicable private instrument endorsement.

Recency (61.920)

As the holder of a private instrument rating, you may only conduct an instrument approach in IMC as pilot in command if in the previous 6 months you have:

- › conducted the same kind of instrument approach in an aeroplane or an approved flight simulation training device
- › piloted an aircraft under the IFR.

10.4 Night VFR rating (NVFR)

(61.O.1)**Privileges (61.955)**

If you hold an NVFR rating and aeroplane licence, you may fly at night under the VFR, except in a night aerial application operation below 5,000 ft AGL.

Requirements for the granting of a night VFR rating (61.975)

To be granted an NVFR rating you must:

- › have a PPL, CPL or ATPL (or a certificate of validation of an equivalent overseas flight crew licence)
- › meet the requirements for the grant of either a:
 - » single-engine aeroplane NVFR endorsement
 - » multi-engine aeroplane NVFR endorsement
- › have at least 10 hours of night aeronautical experience in an aircraft or approved flight simulation device including 5 hours of dual cross-country flight time (at night under the VFR), over at least 2 flights (each must include at least one landing at an aerodrome, other than from where the flight began, and remote from extensive ground lighting)
- › passed the flight test for an NVFR rating.



There is no theory examination required for the NVFR rating, although an oral assessment is required before the flight test. The flight test will include a demonstration of competency in flight manoeuvres flown solely by reference to instruments. These requirements are described in the flight test standards in Schedule 5 of the MOS.



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Flight review requirements (61.970)

You are authorised to pilot an aeroplane at night under the VFR if, in the previous 24 months, you have successfully completed one of the following:

- › a flight review for the rating (in an aeroplane or approved flight simulator)
- › a flight test for the rating (in an aeroplane or approved flight simulator)
- › a flight test for the granting of an NVFR endorsement at least 6 months after passing the flight test for the rating (in an aeroplane or approved flight simulator)
- › an operator proficiency check (OPC) that covers NVFR operations in an aeroplane
- › active participation in an operator's regulation 61.040 approved training and checking system that covers NVFR operations in an aeroplane.

Note: For you to fly a multi-engine aeroplane at night under the VFR, the above requirements apply. However, the flight review, flight test for the rating or endorsement, the OPC or participation in the operator's approved training and checking system must be conducted in a multi-engine aeroplane.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

Limitations (61.960, 61.985, 61.980, 61.985 and 61.980)

As the holder of an NVFR rating, you may pilot an aeroplane at night under the VFR only if you also hold an endorsement detailed in table 39. By holding the endorsement you are permitted to conduct the activity described in table 39.

Table 39: Aircraft category/class endorsements for a private instrument rating

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
pilot a single-engine aeroplane under the NVFR	single-engine aeroplane night VFR endorsement	<ul style="list-style-type: none"> › at least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits › at least 3 hours of dual instrument time
pilot a multi-engine aeroplane under the NVFR	multi-engine aeroplane night VFR endorsement	<ul style="list-style-type: none"> › at least 5 hours of aeronautical experience at night as pilot of a multi-engine aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits › at least 3 hours of dual instrument time

Recency (61.395 and 61.965)

You are authorised to use the privileges of your NVFR rating in an aeroplane providing that within the previous 6 months you have either:

- › conducted at least one night take-off and landing in an aeroplane that you are controlling
- › been assessed as competent to conduct a flight at night in an aeroplane. The assessment must be conducted by a flight instructor who holds a night VFR training endorsement.

In addition to the above, to be authorised to carry passengers at night you must have, within the last 90 days (in an aeroplane or approved flight simulator), completed one of the following:

- › at least 3 night take-offs (followed by a climb to at least 500 ft AGL) and 3 night landings while controlling the aircraft or approved flight simulator
- › a relevant check, review or passed a flight test for a pilot licence or rating on your pilot licence that included at least one take-off and landing at night
- › participation in an operator's regulation 61.040 approved training and checking system that includes night operations in an aeroplane.

Note: A relevant check or review means either an instrument proficiency check, an instructor proficiency check, an operator proficiency check or a flight review.



While instrument flying proficiency is essential to the safe conduct of night flying, there are no regulated instrument flying recency requirements specified for NVFR operations. You should be mindful of the degradation of unused skills and consider undertaking a check flight with a flight instructor if there are significant gaps between your flights under the night VFR.



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