



ATPL FLIGHT TESTS

INSTRUMENT RATING PROFICIENCY CHECKS

ENGLISH LANGUAGE PROFICIENCY ASSESSMENTS

STUART WESTON

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Instrument Rating Proficiency Check.

IPC Flight Test

Overview

An IRPC flight test conducted IAW this section meets the requirements of both the Part 61 MOS for the completion of an IPC flight test.

See Flight Examiner handbook section 23 – Instrument Proficiency Check (Aeroplane).

Applicants Documentation Requirements

- Copy of part 61 Flight Crew Licence
- Last 5 pages of pilot's logbook and time on type.
- Last 12 months of OPC's (if available)
- Copy of current passport or drivers' licence or Australian birth certificate
- Copy of ASIC
- If only qualified on the B737 'Classic' variant, evidence of required training prior to commencing the test in an NG simulator (Differences Training).

Examiner Requirements

An IPC flight test must be conducted by either:

1. A Flight Examiner who holds an IR (A) Flight Examiner Endorsement on his/her Flight Examiner Rating; or
2. The holder of an approval under CASR 61.040 (**the approval holder**) to conduct the IR (A) flight test.

The Flight Examiner or approval person must hold the relevant Type Rating for which the IPC test is to be conducted. The Flight Examiner or approval person must hold a current Type Rated IPC for which the IPC test is to be conducted.

Training Aids and Resources

All elements of the *IPC (A) Flight Test* must be completed in an approved full-flight simulator.

Documentation

The following CASA forms and procedures are required to be completed:

- Flight test notification via the *Flight Test Management System (FTMS)*
- CASA form 61.1512 (Instrument Proficiency Check – IPC)
- CASA form 61.2P (Notification of a Proficiency Check for a CASR Part 61 Operational Rating)
- CASA form CASA-04-2191 (Licence Reprint Form) Note: this form replaces 61-9R.



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Session Content

Priority Requirements

The IPC flight test must meet the requirements of the Part 61 MOS and CASA *Flight Examiner Handbook (FEH)*. The aim of the IPC is for the applicant to demonstrate competency in the knowledge, skills and attitudes as required in Schedule 6 of the Part 61 MOS for the IPC

Knowledge Requirements

The following knowledge requirements are required to be completed:

- Oral assessment as required by Part 61 MOS for IPC flight test (see form 61-1512)

Sequences

Overview

The *IPC Flight Test* is conducted as a series exercises, including:

1. Ground component
2. Assessment of flight planning, performance calculation and loading
3. *A Line Orientated Evaluation (LOE)* with the candidate acting as PF.
4. *Manoeuvre Orientated Evaluation (MOE)* exercises covering remaining sequences required for the flight test.

Callsign – to be determined.

1. Normal pre-flight preparation –
Gate 82 YBBN International or Gate 39 YBBN Domestic Terminal.
 - a. ATC clearance
 - b. Briefings
 - c. Normal start/push and taxi runway 01R
2. All engine departure via SID climb 10000.
3. Vectors for instrument flying airwork;
 - a. Full Panel instrument flying. (manual flight – climbing/descending turns to specified heading and altitude).
 - b. Limited Panel (ISFD) instrument flying. (manual flight - climbing/descending turns to specified heading and altitude).
 - c. Upset recovery (1 Limited Panel, 1 Full Panel)
4. Inflight diversion to YBBN via (RNAV) STAR Arrival (re-cleared direct to a position on the STAR and hold)
5. Resume (RNAV) STAR Arrival



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6. Rwy 01R GNSS or LOC Approach – 2D (flown using VS or FPA)
 - a. Two engine missed approach
7. Circling Approach - reposition to 6nm Final Rwy 01R GNSS or LOC Approach.
(Left or Right) circling and landing Rwy 19L
8. Rwy 01L ILS – reposition to 15 DME IBS (Left or Right of the Localiser)
 - a. Raw data approach: (without the use of the autopilot and flight director, manually manipulating the flight and power controls).
 - b. Land
9. Reposition Rwy 01R threshold
10. Engine failure on take-off
11. Vectors for Rwy 01R ILS, OEI (3D approach)
12. OEI missed approach – conduct through to completion of After Take-Off Checklist
13. Reposition 6 Nm finals for OEI approach and landing
14. After landing checklist
15. Shutdown and secure checklist

Note: OEI means One Engine Inoperative.

End of exercise

Charts Required

Brisbane (YBBN)

- International or Domestic Apron Chart
- Aerodrome Chart
- SID: ASISO ONE DEPARTURE (RNAV) RWY 01R (SCOTT Transition)
- STAR: GOMOL ONE ALPHA (RNAV) RWY 01R
- RNAV-Z (GNSS) RWY 01R or LOC RWY 01R
- ILS RWY 01R



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Aeroplane general flight tolerances – Professional Level – MOS Part 61, Schedule 8, Table 2

Flight Path or Manoeuvre		Tolerance
Taxiing aircraft		± 1.5 meters of centreline
Nominate heading		± 5°
Climb airspeed		-0 / +5 knots
Level off from climb and descent		± 100 ft
Straight and Level	Altitude	± 100 ft
	IAS	± 10 knots or ± M.02 Not below minimum approach speed
Power descent		± 10 knots
Glide		-5 / +10 knots
Turns		Angle of Bank: ± 5°
Turns onto nominated heading		Heading: ± 5°
Final Approach Speed		-0 / +5 kts
Landing	Touchdown	Within the published touchdown zone relevant to the runway landing distance available.
	Centreline tracking	± 2 metres
Asymmetric flight	Heading – initial	± 20°
	Heading – sustained	± 5°
	IAS	-0 +5 knots
Limited Panel	Heading	± 15°
	IAS	± 10 knots or ± M.02
	Altitude	± 200 ft

Approach Tolerances

Approach	Tolerance
2D Lateral	± 5° azimuth guidance or ± ½ scale deflection CDI guidance ± 2 NM on a DME/GNSS arc Within specified RNP
3D Lateral	As above for lateral path guidance being used
3D Vertical	± ½ scale deflection or ± 75 ft for RNP BARO VNAV procedure RNP LPV transients associated with aircraft configuration changes above + ½ scale or above +75 ft are acceptable.
Minimum Altitude	+ 100 ft - 0 ft at MDA Missed approach initiated not below Decision Altitude



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Holding Requirements

Right Hand Pattern unless otherwise directed

	Speed (not greater than)	Time/Distance Outbound
≤ F140	230 KIAS	1 minute or distance limit
>F140 and ≤ F200	240 KIAS	1½ minutes or distance limit
>F200	265 KIAS	1½ minutes or distance limit

Procedural Speeds – CAT D Aircraft (B777-300ER) – or as limited by approach chart

Vat: 141 to 165 Knots

Initial Approach	Final Approach	Circling	Missed Approach
185 – 250	130 – 185	205	265

Procedural Speeds – CAT C Aircraft (B737-800W) – or as limited by approach chart

Vat: 121 to 140 Knots

Initial Approach	Final Approach	Circling	Missed Approach
160 – 240	115 – 160	180	240

Note:

Vat : Speed at the threshold based on 1.3 times the stall speed in the landing configuration at the maximum certified landing mass.