



International Student Instrument Rating Programme

(Practical Aircraft Management)

Associated Aviation offers a full range of pilot training programs all of which give NZCAA flight crew licences.

All practical flight training and Theory courses are undertaken with Associated Aviation's experienced flight instructors.

COURSE STRUCTURE AND TIME FRAMES...

INSTRUMENT RATING SYLLABUS

The student's basic Instrument flying standards should be up to CPL standard, prior to commencing IFR training.

CESSNA 152 3 - 5 HOURS

- Lesson recovery
1. Instrument flight revision – full and basic panel
 2. Instrument flight revision – full and basic panel and unusual attitude
 3. Instrument flight revision and introduction to ADF tracking

Flight Simulator 7 – 10 hours dual instruction

- Lesson
1. ADF tracking
 2. ADF tracking, procedure turns
 3. Standard departure, procedure turns, NDB holding patterns
 4. NDB holding pattern entries and holding patterns
 5. NDB approaches, missed approaches, DME arc
 6. Departure, approach, missed approach, DME arc
 7. VOR tracking
 8. VOR tracking, procedure turns, holding patterns
 9. VOR approaches, missed approaches
 10. NDB and VOR holding patterns and approaches

Together with the above dual instruction the student will “fly” the simulator solo to consolidate their IFR procedures.

PIPER ARROW OR SENECA 20 - 25 Hours

All flights will be conducted under an IFR flight plan. Note; A Piper Arrow or Seneca type rating is required prior to commencement of this training.

- Flight
1. PP -Local I/F training
 -Standard departure, holding patterns, NDB approach, missed approach, DME arc, second approach and land.
 2. PP -Local I/F training
 -Standard departure, holding patterns, NDB approach, missed

approach, DME arc, second approach.
-Unusual attitudes

3. PP -FXT – PM – FXT – PP
PP – Standard departure, FXT – VOR holding pattern – PM – VOR approach and missed approach to FXT, PP – NDB holding pattern and approach.
4. PP -FXT – PM – PP
PP – Standard departure, FXT – VOR holding pattern – PM – DME arc, approach and missed approach set heading over head for PP.
5. PP -TR – NS – (land) – NS – TR – PP
PP - Standard departure,
NS - VOR approach via DME arc or overhead.
NS – Standard departure
PP – NDB/DME approach via the overhead.
6. PP - PPN – WU – OR – NP – (land) – NP – WU – PPN – PP
PP – Standard departure
NP – VOR approach via DME arc or holding pattern and approach – land
7. PP - TR – WB– WN – PP
PP – Standard departure
TR – VOR holding pattern
WB – VOR holding pattern – approach, standard missed approach
WN – VOR or ILS/DME approach, missed approach
PP – NDB/DME approach via overhead
8. PP - MS – PM (land) – FXT – PP
PP – Standard departure
MS – NDB holding pattern – approach, missed approach
PM – VOR or VOR via DME arc and land
PM – Standard departure
PP – NDB/DME approach via arc or radar vectors
9. PP - WU – PM – FXT – PP
PP - Visual departure
WU - NDB holding pattern, approach and missed approach to PM via RUGVI
PM – VOR holding pattern – approach, missed approach
PP – NDB holding pattern - approach
10. PP - PM – FXT – PP
PP – Visual or standard departure
PM – VOR approach via DME arc – missed approach to FXT
FXT – Holding pattern
PP – NDB holding pattern and approach
PP – Unusual attitudes
11. PP - TR – WB – WN – PP
PP – Standard departure
WB – VOR holding pattern and approach
WN – VOR/DME or ILS/DME approach and missed approach
PP Visual approach or NDB/DME approach via overhead

12. PP - FXT – PM – FXT – PP
PP – Standard departure
FXT – Holding pattern
PM – VOR/DME approach via DME arc and missed approach to FXT
PP – NDB hold and approach

At the completion of this training you will sit a flight test for the issue of your Instrument Rating.

All time frames stated are based on students attending the flight school on a full-time basis, any student requesting to attend on a part time basis are likely to require additional time to complete the course.

Although time frames are identified here, the actual progression of the student may be varied due to weather or other variables not controlled by the company.

Students who show natural ability may progress through the course more quickly and attain licences with fewer hours than those identified in the above schedule (with appropriate reduction in cost).

The Theoretical Component of the course may be extended by up to 4 weeks to allow for additional study and exam re-sits.

The Practical Component of the course may be extended by up to 4 weeks to allow for additional training and flight test re-sits.

All time-frames will be considered variable in the event of student illness or compassionate grounds to the extent required for the student to be considered fit to resume study/training.

ASSESSMENTS...

THEORY

Instrument rating exams are held at Aviation Services Ltd Avalon examination centre and are supervised by an ASL nominated examiner. If you do not pass the exam the earliest you will be able to have a second attempt is in 1 week's time. If you sit the same exam three times in three months and fail you are stood down for three months (as required by CAA) after which you will be able to have another 3 attempts.

PRACTICAL

Once you have met the minimum flight requirements and are deemed ready by your instructor you will be put forward for the IFR flight test. There are two parts to the flight test.

1) Ground Work

The examiner will spend approximately 40 minutes questioning you on any theoretical aspect of Instrument flying and of the 3 subjects covered in the IFR theory course to ascertain your level of knowledge.

2) Flight Test

You and the examiner will a Cross-country IFR route on an IFR flight plan. The flight duration will be approximately two hours covering, IFR departures, holding patterns, VOR and NDB approaches and some simulated or theoretical emergencies and failures to assess your level of skill in handling the aircraft in the IFR environment.

AWARD OF AN INSTRUMENT RATING...

To be awarded with an Instrument Rating the following criteria must be met.

THEORY

A minimum of 70% is required to pass each subject. Each subject must be completed prior to moving onto the practical flight test, completion is achieved following a successful exam result in each IFR subject.

PRACTICAL

A minimum of 50 hours of VFR cross-country navigation flight time as pilot-in-command is required, of which not less than 10 hours are in the appropriate category of aircraft.

Dual instrument cross-country flight time under an IFR flight plan

Instrument time: 40 hours of instrument time

Instrument flight time: 20 hours in the appropriate category of aircraft

OPTION 1- INSTRUMENT RATING MEIR

COURSE FEES

Associated Aviation Flight Training	15 hours single engine instrument training 7 hours multi engine type rating 15 hours multi engine instrument training Landing fees
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COURSE RELATED COSTS

Aviation Services Ltd	Multi Instrument Rating Flight Test Issue
Civil Aviation Authority	Instrument Rating Issue

OPTION 2 – INSTRUMENT RATING SEIR

COURSE FEES

Associated Aviation Flight Training	30 hours single engine instrument training
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COURSE RELATED COSTS

Aviation Services Ltd	Instrument Rating Flight Test Issue
Civil Aviation Authority	Instrument Rating Issue
Miscellaneous	

OPTION 3- INSTRUMENT RATING MEIR

COURSE FEES

Associated Aviation Flight Training	7 hours multi engine type rating 30 hours multi engine instrument training Airport landing fees
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COURSE RELATED COSTS

Aviation Services Ltd	Multi Instrument Rating Flight Test Issue
Civil Aviation Authority	Instrument Rating Issue
Miscellaneous	Airport landing fees

Please contact us for our latest prices.