

## IREX Instrument Rating Information Sheet

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### IREX examination aircraft data

#### IMPORTANT

Unless otherwise stated or configured, the following information applies to the examination questions.

<b>Type</b>	Twin piston-engine
<b>Callsign</b>	VH-OZY
<b>Max. AUW</b>	Less than 5700 kg
<b>Speed</b>	Cruise TAS 180 knots. Category B
<b>Cross-wind component</b>	20 knots maximum

STANDARD equipment fit: Fully equipped for IFR flight including:

- Two VOR/ILS with glideslopes and marker beacons
- Two fixed-card ADF
- 1 x DME
- 1 x (IFR approved) GPS [**not certified** to TSO C145a or C146a]
- Mode C transponder
- 3 axes autopilot, but no flight director nor approach-capable system
- Two VHF communication
- Single HF communication
- Weather radar (30 kW power output rating)
- Life jackets
- Life raft

Unless otherwise stated in the question, assume all navigation aids and aircraft equipment are serviceable, GPS RAIM is available, and you are qualified to fly as PIC, all instrument procedures based on these nav-aids (in any combination), except for RNAV (GNSS) which is not tested in the IREX.

The aircraft does NOT have: oxygen, pressurisation, de-icing/anti-icing, auto-feathering.

### Operations

Unless otherwise stated in the question, the examination relates to a CHTR flight operating to IFR procedures.

### Fuel calculations

Company fuel policy is based on CAAP 234-1(0). All fuel calculations will be in minutes.

- do not separately plan climbs and descents
- do not add any time allowance for taxi, instrument approaches and overshoots

### Time allowed for examination

3 hours 30 minutes.

### Material supplied with examination

Scribble Pad.

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### Permissible material for examination (to be supplied by candidate)

- CAR (1988),
- CAO Parts 20 to 95.2,
- CAAP No: 234-1(1)
- AIP complete which includes:
  - AIP Book
  - ERSA
  - DAPs East and West
  - All TAC
  - All ERC Low
  - AUS PCA

#### **Important Note:**

Instrument approach procedures for an aerodrome may be presented in the DAP chart as:

*Example 1* - ILS RWY 18 or in some cases RWY 18 ILS

*Example 2* - NDB-A & VOR-A or in some cases NDB & VOR

**Candidates are to ignore these insignificant differences.**

As provided under CAR (1988) 233(1)(h), on a candidate's own preference, Jeppesen Airway Manual may be used as examination reference in place of CASA AIP complete, but if any differences between CASA and Jeppesen documents result in the selection of incorrect answer(s), CASA will NOT accept this consequence as a basis for re-mark.

**Important Note:** Only ONE set of documents, either CASA's or Jeppesen but NOT both, may be used.

NO OTHER REFERENCE MATERIAL IS PERMITTED.

### Commonly used abbreviations (not in AIP)

<b>PIC</b>	pilot in command
<b>AICUS</b>	acting in command under supervision
<b>CIR</b>	command Instrument Rating
<b>OBS</b>	omni bearing selector/selection
<b>OBI</b>	omni bearing indicator
<b>CDI</b>	course deviation indicator/indication

### Pass percentage

The pass percentage for the written IREX shall be 'not less than 70%' of the total possible marks. However, a candidate with less than 100% achievement will be required to present the KDR to the Chief Flying Instructor (CFI) or/and Approved Testing Officer (ATO) before undertaking the flight test. The CFI or/and ATO will orally test the candidate on the areas listed in the KDR to their complete satisfaction, before permitting the candidate to proceed to the flight test. The ATO has the prerogative to re-test the candidate even if the CFI has completed the oral quiz on the KDR items satisfactorily.