Schedule 4 Aeronautical examinations

The following Table of Contents and Index of Codes are for guidance only and are not part of the Schedule.

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SECTION 1 FLIGHT CREW LICENCE AND ASSOCIATED CATEGORY RATINGS

APPENDIX 1.0 RECREATIONAL PILOT LICENCE (RPL)

RPL – Aeroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
RPLA	RPL – Aeroplane	70	2.0

RPL – Helicopter Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
RPLH	RPL – Helicopter	70	2.0

RPL – Gyroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
RPLG	RPL – Gyroplane	70	2.0

RPL – NAVIGATION ENDORSEMENT

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
RPLN	RPL – Navigation	70	1.5

RPL – Powered-Lift Category Rating – *Reserved*

RPL – Airship Category Rating – *Reserved*

APPENDIX 1.1 PRIVATE PILOT LICENCE (PPL)

PPL – Aeroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
PPLA	PPL – Aeroplane	70	3.5

PPL – Helicopter Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
PPLH	PPL – Helicopter	70	3.5

PPL – Gyroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
PPLG	PPL – Gyroplane	70	3.5

PPL – Powered-Lift Category Rating – *Reserved*

PPL – Airship Category Rating – *Reserved*

APPENDIX 1.2 COMMERCIAL PILOT LICENCE (CPL)

CPL – All Aircraft Category Ratings

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
CNAV	CPL – Navigation	70	1.75
CMET	CPL – Meteorology	70	1.5
CHUF	CPL – Human Factors	70	1.25

CPL – Aeroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
CLWA	CPL – Flight Rules and Air Law – Aeroplane	80	2.0
CADA	CPL – Aerodynamics – Aeroplane	70	1.5
CSYA	CPL – Aircraft General Knowledge – Aeroplane	70	1.5
CFPA	CPL – Operation, Performance and Planning – Aeroplane	70	2.5

CPL – Helicopter Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
CLWH	CPL – Flight Rules and Air Law – Helicopter	80	2.0
CADH	CPL – Aerodynamics – Helicopter	70	1.5
CSYH	CPL – Aircraft General Knowledge – Helicopter	70	1.5
CFPH	CPL – Operation, Performance and Planning – Helicopter	70	2.5

CPL – Gyroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
CLWG	CPL – Flight Rules and Air Law – Gyroplane	80	2.0
CADG	CPL – Aerodynamics – Gyroplane	70	1.5
CSYG	CPL – Aircraft General Knowledge – Gyroplane	70	1.5
CFPG	CPL – Operation, Performance and Planning – Gyroplane	70	2.5

CPL – Powered-Lift Category Rating – *Reserved*

CPL – Airship Category Rating – *Reserved*

APPENDIX 1.3 MULTI-CREW PILOT LICENCE (MPL)

MPL – Aeroplane Category Ratings

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
CNAV	CPL – Navigation	70	1.75
CMET	CPL – Meteorology	70	1.5
CHUF	CPL – Human Factors	70	1.25
CLWA	CPL – Flight Rules and Air Law – Aeroplane	80	2.0
CADA	CPL – Aerodynamics – Aeroplane	70	1.5
CSYA	CPL – Aircraft General Knowledge – Aeroplane	70	1.5
CFPA	CPL – Operation, Performance and Planning – Aeroplane	70	2.5
AALW	ATPL – Air Law	80	1.5
AHUF	ATPL – Human Factors	70	1.25
AMET	ATPL – Meteorology	70	1.5
ANAV	ATPL – Navigation	70	1.5
AFPA	ATPL – Flight Planning – Aeroplane	70	3.0
APLA	ATPL – Performance and loading – Aeroplane	70	2.5
AASA	ATPL – Aerodynamics and Aircraft Systems – Aeroplane	70	1.5
IREX	Instrument Rating	70	3.5

APPENDIX 1.4 AIR TRANSPORT PILOT LICENCE (ATPL)

ATPL – All Aircraft Category Ratings

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AALW	ATPL – Air Law	80	1.5
AHUF	ATPL – Human Factors	70	1.25
AMET	ATPL – Meteorology	70	1.5
ANAV	ATPL – Navigation	70	1.5

ATPL – Aeroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AFPA	ATPL – Flight Planning – Aeroplane	70	3.0
APLA	ATPL – Performance and Loading – Aeroplane	70	2.5
AASA	ATPL – Aerodynamics and Aircraft Systems – Aeroplane	70	1.5
IREX	Instrument Rating	70	3.5

ATPL – Helicopter Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AFPH	ATPL – Flight Planning – Helicopter	70	3.0
APLH	ATPL – Performance and Loading – Helicopter	70	2.5
AASH	ATPL – Aerodynamics and Aircraft Systems – Helicopter	70	1.5

ATPL – Powered-Lift Category Rating – *Reserved*

APPENDIX 1.5 FLIGHT ENGINEER LICENCE

Flight Engineer Licence

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
FENG	Flight Engineer	70	2.0

SECTION 2 OPERATIONAL RATINGS

APPENDIX 2.1 PRIVATE IFR RATING

Private IFR Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
PIFR	Private IFR Rating	70	2.0

APPENDIX 2.2 INSTRUMENT RATING

Instrument Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
IREX	Instrument Rating	70	3.5

APPENDIX 2.3 AERIAL APPLICATION RATING

Aerial application – Aeroplane endorsement

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AGRA	Aerial Application – Aeroplane	75	2.0

Aerial application– Helicopter endorsement

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AGRH	Aerial Application – Helicopter	75	2.0

Aerial application– Gyroplane endorsement

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AGRG	Aerial Application – Gyroplane	75	2.0

APPENDIX 2.4 FLIGHT OR SIMULATOR INSTRUCTOR RATING

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
PIRC	Instructor Rating	75	2.0

SECTION 3 FOREIGN LICENCE CONVERSION

APPENDIX 3.1 COMMERCIAL PILOT LICENCE (CPL) OVERSEAS CONVERSION EXAMINATIONS

All Aircraft Category Ratings

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
CHUF	CPL – Human Factors	70	1.25

Aeroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
COSA	CPL Overseas Conversion – Aeroplane	80	2.0

Helicopter Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
COSH	CPL Overseas Conversion – Helicopter	80	2.0

Gyroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
COSG	CPL Overseas Conversion – Gyroplane	80	2.0

Powered-Lift Category Rating – *Reserved*

Airship Category Rating – *Reserved*

APPENDIX 3.2 AIR TRANSPORT PILOT LICENCE (ATPL) OR MULTI-CREW PILOT LICENCE (MPL) OVERSEAS CONVERSION EXAMINATIONS

All Aircraft Category Ratings

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AHUF	ATPL – Human Factors	70	1.25

Aeroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AOSA	ATPL Overseas Conversion – Aeroplane Reference the following Unit codes for knowledge standards in Schedule 3 1. AMET 2. CLWA 3. AALW	80	3.0
IREX	Instrument Rating	70	3.5

Helicopter Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AOSH	ATPL Overseas Conversion – Helicopter Reference the following Unit codes for knowledge standards in Schedule 3 1. CLWH 2. AALW 3. CMET	80	3.0

Powered-lift Category Rating – *Reserved*

SECTION 4 AUSTRALIAN DEFENCE FORCE (ADF) CONVERSION

APPENDIX 4.1 AIR TRANSPORT PILOT LICENCE (ATPL) ADF CONVERSION EXAMINATIONS

All Aircraft Category Ratings

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AALW	ATPL – Air Law	80	1.5
AHUF	ATPL – Human Factors	70	1.25
AMET	ATPL – Meteorology	70	1.5
ANAV	ATPL – Navigation	70	1.5

Aeroplane Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AFPA	ATPL – Flight Planning – Aeroplane	70	3.0
APLA	ATPL – Performance and Loading – Aeroplane	70	2.5
AASA	ATPL – Aerodynamics and Aircraft Systems – Aeroplane	70	1.5
IREX*	Instrument Rating	70	3.5

*Only if applicant has not previously held an instrument rating.

Helicopter Category Rating

Examination Code	Examination Subject	Pass Standard %	Time Limit Hours
AFPH	ATPL – Flight planning – Helicopter	70	3.0
APLH	ATPL – Performance and Loading – Helicopter	70	2.5
AASH	ATPL – Aerodynamics and Aircraft Systems – Helicopter	70	1.5

Powered-lift Category Rating – *Reserved*

Schedule 5 Flight test standards

The following Table of Contents is for guidance only and is not part of the Schedule.

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SECTION G RECREATIONAL PILOT LICENCE (RPL)

Appendix G.1 RPL Aeroplane category rating flight test

1. Flight test requirements

An applicant for a recreational pilot licence with aeroplane category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the recreational pilot licence with aeroplane category rating;

(b) applicability of drug and alcohol regulations;

(c) aircraft instrument requirements for VFR operations;

(d) emergency equipment requirements;

(e) fuel planning and oil requirements for the flight;

(f) managing passengers and the carriage of cargo;

(g) aircraft speed limitations;

(h) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2 and C4.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel an aeroplane (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes A1, A2, A3, C3 and IFF.

(a) complete all relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a cross-wind take-off;

(e) conduct a short-field take-off;

(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum angle climb;

(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit code A3.

(a) maintain straight and level flight, and turn an aeroplane;

(b) navigate and transit from a circuit area to a training area and return;

(c) operate safely in local area airspace;

(d) establish and maintain cruise flight for at least 1 of the following configurations:

(i) turbulence;

(ii) flaps selected;

(iii) high speed.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes A1, A5, A6 and IFF.

(a) enter and recover from each of the following flight conditions, 1 of which must be in the approach configuration:
  (i) a fully developed stall;
  (ii) a wing drop at the stall;
(b) conduct steep level turns of at least 45˚ angle of bank;
(c) perform full panel instrument flying;
(d) using a full instrument panel, recover from at least 2 different unusual aircraft attitudes;
(e) manage an engine failure after take-off;
(f) manage the following malfunctions:
  (i) a malfunction during start or shutdown; and
  (ii) any 1 of the following that is not performed under subparagraph (i):
    (A) an aircraft system malfunction;
    (B) engine or cabin fire;
    (C) radio failure;
(g) perform a forced landing.

3.5 Descent and arrival

Note The relevant competency standards are in unit code A3.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct aerodrome arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes A3, A4 and A6.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct a cross-wind landing;
(c) conduct short-field and flapless landings;
(d) perform a go-around procedure;
(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1 and C2.

(a) park, shutdown, and secure an aeroplane;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes A3, C1, C3, C4, C5, NTS1 and NTS2.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) communicate effectively using appropriate procedures for the airspace being used during the test;
(j) manage the aircraft systems required for the flight;
(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
(l) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) simulated carriage of passengers and cargo;

(c) a simulated private local area operation;

(d) operating in Class G airspace, at a non-towered aerodrome;

(e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an aeroplane;

(c) conducted by day under the VFR;

(d) operating at a non-towered aerodrome may be simulated if the test is conducted at a controlled aerodrome;

(e) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records.

Appendix G.2 RPL Helicopter category rating flight test

1. Flight test requirements

An applicant for a recreational pilot licence with helicopter category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the recreational pilot licence with helicopter category rating;

(b) applicability of drug and alcohol regulations;

(c) aircraft instrument requirements for VFR operations;

(d) emergency equipment requirements;

(e) fuel planning and oil requirements for the flight;

(f) managing passengers and the carriage of cargo;

(g) aircraft speed limitations;

(h) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2 and C4.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel a helicopter (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes H1, H2, H3, H4 and H5.

(a) complete all relevant checks and procedures;

(b) lift-off and hover a helicopter;

(c) taxi a helicopter;
(d) air transit a helicopter;
(e) plan, brief and conduct take-off and departure procedures;
(f) conduct climbs on a constant heading, and climbing turns, including at least 2 of the following:
(i) maximum rate climb;
(ii) maximum angle climb;
(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit code H5.

(a) maintain straight and level flight, and turn a helicopter;
(b) navigate and transit from a circuit area to a training area and return;
(c) operate safely in local area airspace.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes H2, H6 and H7.

(a) hover a helicopter in cross-wind and tailwind conditions and perform turns around 1 of the following:
(i) rotor mast;
(ii) helicopter nose;
(iii) helicopter tail;
(b) perform sidewards and backwards flight;
(c) conduct steep level turns of at least 45˚ angle of bank;
(d) perform an autorotative flight manoeuvre;
(e) land on and lift off from sloping ground;
(f) land, manoeuvre, and take off in a confined area;
(g) execute a limited power take-off, approach and landing;
(h) perform a forced landing;
(i) manage an engine failure during hover or taxi;
(j) manage a control or tail rotor malfunction in flight and at the hover (simulated);
(k) manage at least 1 of the following:
(i) an engine fire;
(ii) electrical failure;
(iii) hydraulic system malfunction;
(iv) airframe fuel system malfunction;
(v) engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes H5.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct aerodrome or helicopter landing site arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes H3, H4 and H5.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct an approach to the hover;
(c) conduct a helicopter air transit;
(d) perform a go-around procedure.

3.7 Post-flight

Note The relevant competency standards are in unit code C2.

(a) park, shutdown and secure the helicopter;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes C1, C3, C4, C5, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the test;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight;

(l) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) simulated carriage of passengers and cargo;

(c) a simulated private local area operation;

(d) operating in Class G airspace and at a non-towered aerodrome;

(e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in a helicopter;

(c) conducted by day under the VFR;

(d) operating at a non-towered aerodrome may be simulated if the test is conducted at a controlled aerodrome;

(e) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross-wind and tailwind conditions may be taken from the applicant's training records if the conditions are insufficient.

Appendix G.3 RPL Gyroplane category rating flight test

RESERVED

Appendix G.4 RPL Airship category rating flight test

RESERVED

SECTION H PRIVATE PILOT LICENCE (PPL)

Appendix H.1 PPL Aeroplane category rating flight test

1. Flight test requirements

An applicant for a private pilot licence with aeroplane category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the private pilot licence with aeroplane category rating;

(b) applicability of drug and alcohol regulations;

(c) aircraft instrument requirements for VFR operations;

(d) emergency equipment requirements;

(e) requirements for landing areas and aerodromes;

(f) GNSS and its use in VFR navigation;

(g) fuel planning and oil requirements for the flight;

(h) loading and unloading fuel;

(i) managing passengers and the carriage of cargo;

(j) aircraft loading system;

(k) aircraft performance and landing calculations;

(l) pilot maintenance authorisations;

(m) aircraft speed limitations;

(n) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2, C4 and NAV.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel an aeroplane (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes A1, A2, A3, C3, IFF and NAV.

(a) complete all relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a cross-wind take-off;

(e) conduct a short-field take-off;

(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum angle climb;

(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit codes A3, NAV and RNE.

(a) maintain straight and level flight, and turn aeroplane;

(b) navigate en route;
(c) establish and maintain cruise flight for at least 1 of the following conditions:
(i) turbulence;
(ii) holding;
(iii) range;
(d) navigate at low level;
(e) perform a lost recovery procedure;
(f) perform a diversion procedure;
(g) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes A1, A5, A6, C3 and IFF.

(a) enter and recover from each of the following, 1 of which must be in the approach configuration:
(i) a fully developed stall;
(ii) a wing drop at the stall;
(b) conduct steep level turns of at least 45˚ angle of bank;
(c) perform full panel instrument flying;
(d) using a full instrument panel, recover from at least 2 different unusual aircraft attitudes;
(e) manage an engine failure after take-off;
(f) conduct a precautionary search;
(g) manage the following malfunctions:
(i) a malfunction during start or shutdown; and
(ii) any 1 of the following that is not performed under subparagraph (i):
(A) an aircraft system malfunction;
(B) engine or cabin fire;
(C) radio failure;
(h) perform a forced landing.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes A3 and NAV.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct aerodrome arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes A3, A4 and A6.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct a cross-wind landing;
(c) conduct short-field and flapless approaches and landings;
(d) perform a go-around procedure;
(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1 and C2.

(a) park, shutdown and secure an aeroplane;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes C1, C3, C4, C5, CTA, CTR, OGA, ONTA, NAV. NTS1 and NTS2.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) operate in controlled airspace;
(j) operate in Class G airspace;
(k) operate at a controlled aerodrome;
(l) operate at a non-towered aerodrome;
(m) communicate effectively using appropriate procedures for the airspace being used during the test;
(n) manage the aircraft systems required for the flight;
(o) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
(p) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:
(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
(b) simulated carriage of passengers and cargo;
(c) a simulated private cross-country operation;
(d) operating in Class G and controlled airspace;
(e) operating at a non-towered and a controlled aerodrome;
(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:
(a) activities and manoeuvres are performed in accordance with published procedures;
(b) conducted in an aeroplane;
(c) conducted by day under the VFR;
(d) the flight must include:
(i) operating in Class G airspace and in controlled airspace; and
(ii) operating at a non-towered aerodrome and a controlled aerodrome;
(e) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable;
(f) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records.

Appendix H.2 PPL Helicopter category rating flight test

1. Flight test objective

An applicant for a private pilot licence with helicopter category rating flight test must demonstrate the following:
(a) knowledge of the topics listed in clause 2;
(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:
(a) privileges and limitations of the private pilot licence with helicopter category rating;
(b) applicability of drug and alcohol regulations;
(c) aircraft instrument requirements for VFR operations;
(d) emergency equipment requirements;

(e) requirements for landing areas and aerodromes;
(f) GNSS and its use in VFR navigation;
(g) fuel planning and oil requirements for the flight;
(h) loading and unloading fuel;
(i) managing passengers and the carriage of cargo;
(j) aircraft loading system;
(k) aircraft performance and landing calculations;
(l) pilot maintenance authorisations;
(m) aircraft speed limitations;
(n) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2, C4 and NAV.

(a) perform pre-flight actions and procedures;
(b) perform a pre-flight inspection;
(c) refuel a helicopter (may be assessed by questioning).

3.2 Ground operations, take-off departure and climb

Note The relevant competency standards are in unit codes H1, H2, H3, H4, H5, IFF and NAV.

(a) complete all relevant checks and procedures;
(b) lift-off and hover a helicopter;
(c) taxi a helicopter;
(d) air transit a helicopter;
(e) plan, brief and conduct take-off and departure procedures;
(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:
(i) maximum rate climb;
(ii) maximum angle climb;
(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit codes H5, NAV, RNE.

(a) maintain straight and level flight, and turn a helicopter;
(b) navigate en route;
(c) navigate at low-level;
(d) perform a lost recovery procedure;
(e) perform a diversion procedure;
(f) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes H2, H6, H7 and IFF.

(a) hover a helicopter in cross-wind and tailwind conditions and perform turns around 1 of the following:
(i) rotor mast;
(ii) helicopter nose;
(iii) helicopter tail;
(b) perform sidewards and backwards flight;
(c) conduct steep level turns of at least 45˚ angle of bank;
(d) perform full panel instrument flying;
(e) using a full instrument panel, recover from at least 2 different unusual aircraft attitudes;
(f) perform an autorotative flight manoeuvre;

(g) land on and lift off from sloping ground;
(h) land, manoeuvre, and take off in a confined area;
(i) execute a limited power take-off, approach and landing;
(j) perform a forced landing;
(k) manage an engine failure during hover or taxi;
(l) manage a control or tail rotor malfunction in flight and at the hover;
(m) manage at least 1 of the following:
(i) an engine fire;
(ii) electrical failure;
(iii) hydraulic system malfunction;
(iv) airframe fuel system malfunction;
(v) engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes H5 and NAV.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct an aerodrome or helicopter landing site arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes H3, H4 and H5.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct an approach to the hover;
(c) conduct a helicopter air transit;
(d) perform a go-around procedure.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code C2.

(a) park, shutdown and secure a helicopter;
(b) complete the post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes H5, C1, C3, C4, C5, H5, CTA, CTR, ONTA, OGA. NAV, NTS1 and NTS2.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) operate in controlled airspace;
(j) operate in Class G airspace;
(k) operate at a controlled aerodrome;
(l) operate at a non-towered aerodrome;
(m) communicate effectively using appropriate procedures for the airspace being used during the test;
(n) manage the aircraft systems required for the flight;
(o) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
(p) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) simulated carriage of passengers and cargo;

(c) a simulated private cross-country operation;

(d) operating in Class G airspace and controlled airspace;

(e) operating at a non-towered aerodrome and a controlled aerodrome;

(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM;

(g) activities and manoeuvres involving instrument flying or instrument navigation systems are only included if the aircraft is appropriately fitted and the flight examiner chooses to include them in the test.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in a helicopter;

(c) conducted by day under the VFR;

(d) the flight must include:

(i) operating in Class G airspace and in controlled airspace; and

(ii) operating at a non-towered aerodrome and a controlled aerodrome;

(e) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable;

(f) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross-wind and tailwind conditions may be taken from the applicant's training records if the conditions are insufficient.

Appendix H.3 PPL Powered-lift category rating flight test

RESERVED

Appendix H.4 PPL Gyroplane category rating flight test

RESERVED

Appendix H.5 PPL Airship category rating flight test

RESERVED

SECTION I COMMERCIAL PILOT LICENCE (CPL)

Appendix I.1 CPL Aeroplane category rating flight test

1. Flight test requirements

An applicant for a commercial pilot licence with aeroplane category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the commercial pilot licence with aeroplane category rating;

(b) requirements for an AOC;

(c) classification of operations;

(d) type of information contained in an operations manual;

(e) flight and duty time limits;

(f) applicability of drug and alcohol regulations;

(g) aircraft instrument requirements for day VFR commercial operations;

(h) emergency equipment requirements;

(i) requirements for landing areas and aerodromes;

(j) GNSS and its use in VFR navigation;

(k) fuel planning and oil requirements for the flight;

(l) loading and unloading fuel;

(m) managing passengers and the carriage of cargo;

(n) aircraft loading system;

(o) normal and non-normal operation of the propeller system fitted to the aeroplane that is being used for the test;

(p) aircraft performance and landing calculations;

(q) pilot maintenance authorisations;

(r) aircraft speed limitations;

(s) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2, C4 and NAV.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel an aeroplane (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes A1, A2, A3, C3, IFF and NAV.

(a) complete all the relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a cross-wind take-off;

(e) conduct a short-field take-off;

(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum angle climb;
(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit codes A3, NAV and RNE.

(a) maintain straight and level flight, and turn aeroplane;
(b) navigate en route;
(c) establish and maintain cruise flight for at least 1 of the following conditions:
(i) turbulence;
(ii) holding;
(iii) range;
(d) navigate at low level;
(e) perform a lost recovery procedure;
(f) perform a diversion procedure;
(g) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes A1, A5, A6, C3, IFF and IFL.

(a) enter and recover from the following:
(i) if the test is conducted in a single-engine aeroplane, each of the following, 1 of which must be in the approach configuration:
(A) a fully developed stall;
(B) a wing drop at the stall;
(ii) if the test is conducted in a multi-engine aeroplane, 2 stalls of which 1 must be in the approach configuration;
(b) conduct steep level turns of at least 45˚ angle of bank;
(c) perform full panel and limited panel instrument flying;
(d) recover from at least 2 different unusual aircraft attitudes, including the following:
(i) 1 recovery using a full instrument panel;
(ii) 1 recovery using a limited instrument panel;
(e) manage an engine failure after take-off;
(f) conduct a precautionary search;
(g) manage the following malfunctions:
(i) a malfunction during start or shutdown;
(ii) any 1 of the following that is not performed under subparagraph (i):
(A) an aircraft system malfunction;
(B) engine or cabin fire;
(C) radio failure;
(h) manage an engine failure as follows:
(i) if the test is conducted in a single-engine aeroplane — perform a forced landing;
(ii) if the test is conducted in a multi-engine aeroplane — manage an engine failure en route.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes A3 and NAV.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct aerodrome arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes A3, A4 and A6.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct a cross-wind landing;
(c) conduct short-field and flapless landings;
(d) perform a go-around procedure;
(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1 and C2.

(a) park, shutdown and secure an aeroplane;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes A3, C1, C3, C4, C5, CTA, CTR, OGA, ONTA, NAV; NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) operate in controlled airspace;

(j) operate in Class G airspace;

(k) operate at a controlled aerodrome;

(l) operate at a non-towered aerodrome;

(m) communicate effectively using appropriate procedures for the airspace being used during the test;

(n) manage the aircraft systems required for the flight;

(o) manage the fuel system and monitor the fuel plan and fuel usage during the flight;

(p) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) simulated carriage of passengers and cargo;

(c) a simulated charter cross-country operation with 1 sector to a small feature turning point or remote aerodrome;

(d) operating in Class G and controlled airspace;

(e) operating at a non-towered and a controlled aerodrome;

(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) the aeroplane used for the flight test must have the following characteristics:

(i) cruise true airspeed of not less than 120 kts;

(ii) a powerplant with 1 of the following:

(A) turbine engine with propeller; or

(B) piston engine with variable pitch propeller.

(c) conducted by day under the VFR;

(d) the flight must include:

(i) operating in Class G airspace and in controlled airspace; and

(ii) operating at a non-towered aerodrome and a controlled aerodrome;

(e) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable;

(f) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency

performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records.

Appendix I.2 CPL Helicopter category rating flight test

1. Flight test requirements

An applicant for a commercial pilot licence with helicopter category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the commercial pilot licence with helicopter category rating;

(b) requirements for an AOC;

(c) classification of operations;

(d) type of information contained in an operations manual;

(e) flight and duty time limits;

(f) applicability of drug and alcohol regulations;

(g) aircraft instrument requirements for day VFR commercial operations;

(h) emergency equipment requirements;

(i) requirements for landing areas and aerodromes;

(j) GNSS and its use in VFR navigation;

(k) fuel planning and oil requirements for the flight;

(l) loading and unloading fuel;

(m) managing passengers and the carriage of cargo;

(n) aircraft loading system;

(o) aircraft performance and landing calculations;

(p) pilot maintenance authorisations;

(q) aircraft speed limitations;

(r) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2, C4 and NAV.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel a helicopter (may be assessed by questioning).

3.2 Ground operations, take-off departure and climb

Note The relevant competency standards are in unit codes C3, H1, H2, H3, H4, H5, IFF and NAV.

(a) complete all relevant checks and procedures;

(b) lift-off and hover a helicopter;

(c) taxi a helicopter;

(d) air transit a helicopter;

(e) plan, brief and conduct take-off and departure procedures;

(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum angle climb;

(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit codes H5, NAV and RNE.

(a) maintain straight and level flight, and turn a helicopter;
(b) navigate en route;
(c) navigate at low-level;
(d) perform a lost recovery procedure;
(e) perform a diversion procedure;
(f) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes H2, H6, H7, IFF and IFL.

(a) hover helicopter in cross-wind and tailwind conditions and perform turns around 1 of the following:
  (i) rotor mast;
  (ii) helicopter nose;
  (iii) helicopter tail;
(b) conduct steep level turns of at least 45˚ angle of bank;
(c) perform full panel and limited panel instrument flying;
(d) recover from at least 2 different unusual aircraft attitudes, including the following:
  (i) 1 recovery using a full instrument panel;
  (ii) 1 recovery using a limited instrument panel;
(e) perform autorotative flight manoeuvre;
(f) land on and lift off from sloping ground;
(g) land, manoeuvre, and take off in 1 of the following situations:
  (i) a confined area;
  (ii) a pinnacle;
  (iii) ridge line;
(h) execute limited power take-off, approach and landing;
(i) manage an engine failure as follows:
  (i) if the test is conducted in a single-engine helicopter — perform a forced landing;
  (ii) if the test is conducted in a multi-engine helicopter — manage an engine failure en route;
(j) manage engine failure during hover or taxi;
(k) manage a control or tail rotor malfunction in flight and at the hover;
(l) manage at least 1 of the following:
  (i) an engine fire;
  (ii) electrical failure;
  (iii) hydraulic system malfunction;
  (iv) airframe fuel system malfunction;
  (v) engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes H5 and NAV.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct aerodrome or helicopter landing site arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes H3, H4 and H5.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct an approach to the hover;
(c) conduct a helicopter air transit;
(d) perform a go-around procedure.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code C2.

(a) park, shutdown and secure a helicopter;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes C1, C3, C4, C5, H5, NAV, CTA, CTR, ONTA, OGA, NAV, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) operate in controlled airspace;

(j) operate in Class G airspace;

(k) operate at controlled aerodromes;

(l) operate at non-towered aerodromes;

(m) communicate effectively using appropriate procedures for the airspace being used during the test;

(n) manage the aircraft systems required for the flight;

(o) manage the fuel system and monitor the fuel plan and fuel usage during the flight;

(p) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) simulated carriage of passengers and cargo;

(c) a simulated charter cross-country operation with 1 sector to a small feature turning point or remote aerodrome;

(d) operating in Class G airspace, and controlled airspace;

(e) operating at a non-towered aerodrome and a controlled aerodrome;

(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM;

(g) activities and manoeuvres involving instrument flying, or the use of instrument navigation systems, are only included if the aircraft is appropriately fitted and the flight examiner chooses to include them in the test.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in a helicopter;

(c) conducted by day under the VFR;

(d) the flight must include:

(i) operating in Class G airspace and in controlled airspace; and

(ii) operating at a non-towered aerodrome and a controlled aerodrome;

(e) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable;

(f) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross-wind and tailwind conditions may be taken from the applicant's training records if the conditions are insufficient.

Appendix I.3 CPL Powered-lift category rating flight test

RESERVED

Appendix I.4 CPL Gyroplane category rating flight test

RESERVED

Appendix I.5 CPL Airship category rating flight test

RESERVED

SECTION J MULTI-CREW PILOT LICENCE (MPL)

Appendix J.1 MPL Aeroplane category rating flight test

1. Flight test requirements

An applicant for a multi-crew pilot licence with aeroplane category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the multi-crew pilot licence with aeroplane category rating;

(b) requirements for an AOC;

(c) classification of operations;

(d) type of information contained in an operation manual;

(e) flight and duty time limits;

(f) applicability of drug and alcohol regulations;

(g) aircraft instrument requirements;

(h) emergency equipment requirements;

(i) requirements for landing areas and aerodromes;

(j) fuel planning and oil requirements for the flight;

(k) managing passengers and the carriage of cargo;

(l) aircraft loading system;

(m) aircraft performance and landing calculations;

(n) pilot maintenance authorisations;

(o) aircraft speed limitations;

(p) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit codes C2, C4, CIR and TR-MEA.

(a) plan an IFR flight;

(b) perform pre-flight actions and procedures;

(c) perform a pre-flight inspection.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes CIR and TR-MEA.

(a) complete all relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a cross-wind take-off;

(e) conduct a published instrument departure if available, otherwise in accordance with an ATC clearance (all engines);

(f) conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit codes CIR and TR-MEA.

(a) navigate en route using ground-based and satellite-based navigation systems;

(b) perform integrity checks for ground-based and satellite-based navigation systems;

(c) identify and avoid hazardous weather conditions;

(d) establish and maintain cruise flight for at least 1 of the following conditions:

(i) turbulence;

(ii) holding;

(iii) range.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF, IFL and TR-MEA.

(a) perform full and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:

(i) 1 recovery using a full instrument panel;

(ii) 1 recovery using a limited instrument panel;

(c) manage an engine failure during take-off with IAS greater than or equal to V_1;

(d) conduct an instrument departure with 1 engine inoperative;

Note For clarity, this manoeuvre must be separate to the manoeuvre required in paragraph (f), namely a missed approach.

(e) conduct an instrument approach with 1 engine inoperative;

(f) conduct a missed approach procedure with 1 engine inoperative;

(g) manage at least 1 of the following:

(i) a system malfunction;

(ii) fire;

(iii) radio failure.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, IAP3 and TR-MEA.

(a) perform a descent or published arrival procedure to an aerodrome;

(b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure;

(c) prepare for conducting a 2D instrument approach operation;

(d) conduct a 2D instrument approach operation;

(e) prepare for conducting a 3D instrument approach operation;

(f) conduct a 3D instrument approach operation;

(g) conduct a missed approach procedure for at least 1 instrument approach operation.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes CIR and TR-MEA.

(a) conduct a visual circling approach involving a change of heading to the runway of at least 90˚, if required;

(b) conduct a cross-wind approach and landing;

(c) land and perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code C2.

(a) park, shutdown and secure an aeroplane;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes C3, C5, CTA, CTR, MCO, NAV, NTS1, NTS2, ONTA and OGA.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) operate effectively as a crew member;
(j) demonstrate effective leadership and authority;
(k) maintain multi-crew situational awareness;
(l) make effective decisions;
(m) operate in controlled airspace;
(n) operate in Class G airspace;
(o) operate at a controlled aerodrome;
(p) operate at a non-towered aerodrome;
(q) communicate effectively using appropriate procedures for the airspace being used during the flight;
(r) manage the aircraft systems required for the flight;
(s) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
(t) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) operate and monitor all aircraft systems that are available from the control seat the applicant occupies;
(b) perform the functions of co-pilot in the pilot flying and pilot monitoring roles using checks and procedures applicable to a multi-crew operation;
(c) conduct the operation as an IFR simulated commercial operation;
(d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;
(b) conducted in a multi-engine turbine aeroplane, or a flight simulator approved for the purpose, which is configured and equipped for multi-crew operations;
(c) operated using multi-crew standard operating procedures;
(d) conducted under the IFR including the following:
  (i) an instrument departure;
  (ii) at least 2 different kinds of instrument approach procedure;
  (iii) at least one 2D instrument approach operation;
  (iv) an ILS or GLS instrument approach operation;
  (v) at least 1 missed approach procedure commencing at the MDA or DA as applicable or a higher altitude if appropriate for safety or operational reasons;
  (vi) if the applicant is not the holder of a multi-engine aeroplane instrument endorsement, a visual circling approach involving a change of heading to the runway of at least 90˚;
(e) the flight must include:
  (i) operating in Class G airspace and in controlled airspace; and
  (ii) operating at a non-towered aerodrome and at a controlled aerodrome;
(f) if the area where the test is conducted does not have, or have available, controlled airspace or a towered aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable.

4.3 If the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:

(a) paragraph 3.1 (c) — perform a pre-flight inspection;
(b) subclause 3.7 — Shut down and post-flight.

SECTION K AIR TRANSPORT PILOT LICENCE (ATPL)

Appendix K.1 ATPL Aeroplane category rating flight test

1. Flight test requirements

An applicant for an air transport pilot licence with aeroplane category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the air transport pilot licence with aeroplane category rating;

(b) requirements for an AOC;

(c) classification of operations;

(d) type of information contained in an operations manual;

(e) flight and duty time limits;

(f) applicability of drug and alcohol regulations;

(g) aircraft instrument requirements;

(h) emergency equipment requirements;

(i) requirements for landing areas and aerodromes;

(j) fuel planning and oil requirements for the flight;

(k) managing passengers and the carriage of cargo;

(l) aircraft loading system;

(m) aircraft performance and landing calculations;

(n) pilot maintenance authorisations;

(o) aircraft speed limitations;

(p) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit codes C2, C4, CIR and TR-MEA.

(a) plan an IFR flight;

(b) perform pre-flight actions and procedures;

(c) perform a pre-flight inspection.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes TR-MEA and CIR.

(a) complete all relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a published instrument departure if available, otherwise in accordance with an ATC clearance (all engines);

(e) conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit codes CIR and TR-MEA.

(a) navigate en route using ground-based and satellite-based navigation systems;

(b) perform integrity checks for ground-based and satellite-based navigation systems;

(c) identify and avoid hazardous weather conditions;

(d) establish and maintain cruise flight for at least 1 of the following conditions:
  (i) turbulence;
  (ii) holding;
  (iii) range.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF, IFL and TR-MEA.

(a) perform instrument flying using normal and stand-by instrument displays;
(b) recover from at least 2 different unusual aircraft attitudes, including the following:
  (i) 1 recovery using a normal display;
  (ii) 1 recovery using a stand-by instrument display;
(c) manage an engine failure during take-off with IAS greater than or equal to $V_{1;}$
(d) conduct an instrument departure procedure with 1 engine inoperative;

Note For clarity, this manoeuvre must be separate to the manoeuvre required in paragraph (f), namely a missed approach.

(e) conduct an instrument approach procedure with 1 engine inoperative;
(f) conduct a missed approach procedure with 1 engine inoperative;
(g) manage at least 1 of the following that is not included in another item in subclause 3.4:
  (i) a system malfunction;
  (ii) fire;
  (iii) radio failure.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, IAP3 and TR-MEA.

(a) perform a descent or published arrival procedure to an aerodrome;
(b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure;
(c) prepare for conducting a 2D instrument approach operation;
(d) conduct a 2D approach operation;
(e) prepare for conducting a 3D instrument approach operation;
(f) conduct a 3D instrument approach operation;
(g) conduct a missed approach procedure for at least 1 instrument approach operation.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes CIR and TR-MEA.

(a) if applicable, conduct a visual circling approach;
(b) land and perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code C2.

(a) park, shutdown and secure an aeroplane;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes C3, C5, CTA, CTR, MCO, NTS1, NTS2, OGA, ONTA and TR-MEA.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) operate effectively as a crew member;
(j) as pilot in command, demonstrate effective leadership and authority;
(k) maintain multi-crew situational awareness;

(l) make effective decisions as the pilot in command;
(m) operate in controlled airspace;
(n) operate in Class G airspace (only if the flight test involves operating in Class G airspace);
(o) operate at a controlled aerodrome;
(p) operate at a non-towered aerodrome (only if the flight test involves operating at a non-towered aerodrome);
(q) communicate effectively using appropriate procedures for the airspace being used during the flight;
(r) manage the aircraft systems required for the flight;
(s) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
(t) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:
(a) operate and monitor all aircraft systems that are available from the control seat the applicant occupies;
(b) perform the functions of pilot in command in the pilot flying and pilot monitoring roles using checks and procedures applicable to a multi-crew operation;
(c) conduct a multi-crew operation as an IFR simulated commercial operation;
(d) operate in controlled airspace;
(e) operate at a controlled aerodrome;
(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:
(a) activities and manoeuvres are performed in accordance with published procedures;
(b) conducted in a multi-engine turbine aeroplane, or a flight simulator approved for the purpose, which is configured and equipped for multi-crew operations;
(c) for paragraph 3.1 (a), the applicant may use a system-generated flight plan;
(d) operated using multi-crew standard operating procedures;
(e) conducted under the IFR, including the following:
(i) an instrument departure;
(ii) at least 2 different kinds of instrument approach procedure;
(iii) at least one 2D instrument approach operation;
(iv) an ILS or GLS instrument approach operation;
(v) at least 1 missed approach procedure commencing at the MDA or DA as applicable or a higher altitude if appropriate for safety or operational reasons;
(vi) at least 1 instrument approach operation without the autopilot or flight director being used;
(vii) if the applicant is not the holder of a multi-engine aeroplane instrument endorsement, a visual circling approach involving a change of heading to the runway of at least 90˚;
(f) the flight must include sectors in controlled airspace and at a controlled aerodrome, and may include operations in Class G airspace and at a non-towered aerodrome;
(g) if the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:
(i) paragraph 3.1 (c) — perform a pre-flight inspection;
(ii) subclause 3.7 — Shut down and post-flight.

Appendix K.2 ATPL Helicopter category rating flight test

1. Flight test requirements

1.1 An applicant for an air transport pilot licence with helicopter category rating flight test must demonstrate the following:
(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

1.2 Provision is made in clauses 3 and 4 for the test to be conducted under the VFR or IFR. For the test to be conducted under the IFR, the applicant must hold an instrument rating with the relevant aircraft category/class endorsement and instrument approach endorsements.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the air transport pilot licence with helicopter category rating;
(b) requirements for an AOC;
(c) classification of operations;
(d) type of information contained in an operations manual;
(e) flight and duty time limits;
(f) applicability of drug and alcohol regulations;
(g) aircraft instrument requirements;
(h) emergency equipment requirements;
(i) requirements for landing areas and aerodromes;
(j) fuel planning and oil requirements for the flight;
(k) managing passengers and the carriage of cargo;
(l) aircraft loading system;
(m) aircraft performance and landing calculations;
(n) pilot maintenance authorisations;
(o) aircraft speed limitations;
(p) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit codes C2, C4, CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

(a) plan an IFR flight (if applicable);
(b) perform pre-flight actions and procedures;
(c) perform a pre-flight inspection.

3.2 Ground operations, take-off departure and climb

Note The relevant competency standards are in unit codes CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

(a) complete all relevant checks and procedures;
(b) plan, brief and conduct the take-off and departure procedures;
(c) if the test is an IFR operation, conduct an instrument departure procedure (normal operations);
(d) conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit codes CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

(a) navigate en route;
(b) perform a diversion procedure;
(c) navigate using instrument navigation systems;
(d) perform navigation systems integrity checks.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes IFF, IFL and TR-SEH or TR-MEH (as applicable).

(a) perform full and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:
  (i) 1 recovery using a full instrument panel;
  (ii) 1 recovery using a limited instrument panel;
(c) land on and lift off from sloping ground;
(d) execute a limited power take-off, approach and landing;
(e) land, manoeuvre, and take off from 1 of the following:
  (i) a confined area;
  (ii) a pinnacle;
  (iii) ridge line;
(f) manage an engine failure as follows:
  (i) for a test in a single-engine helicopter — in 1 of the following:
    (A) after take-off;
    (B) cruise flight;
    (C) approach and landing;
  (ii) for a flight test in a multi-engine helicopter, 1 engine inoperative in 1 of the following situations:
    (A) after take-off;
    (B) cruise flight;
    (C) approach and landing;
(g) manage a control or tail rotor malfunction in flight and at the hover;
(h) manage at least 1 of the following:
  (i) an engine fire;
  (ii) an electrical failure;
  (iii) an hydraulic system malfunction;
  (iv) an airframe fuel system malfunction;
  (v) an engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2 and IAP3 (if applicable), and TR-SEH or TR-MEH (as applicable).

(a) plan and conduct arrival and circuit joining procedures;
(b) for a flight test conducted under the IFR, do the following:
  (i) perform a descent or published arrival procedure to an aerodrome;
  (ii) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure;
  (iii) prepare for conducting a 2D instrument approach operation;
  (iv) conduct a 2D instrument approach operation;
  (v) prepare for conducting a 3D instrument approach operation;
  (vi) conduct a 3D instrument approach operation;
  (vii) conduct a missed approach procedure for at least 1 instrument approach operation.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

(a) conduct a circling approach, if required;
(b) conduct a normal circuit pattern, approach and landing.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code C2.

(a) park, shutdown and secure a helicopter;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes, C1, C3, C4, C5, CTA, CTR, MCO, NAV, NTS1, NTS2, ONTA, OGA and TR-SEH or TR-MEH (as applicable).

(a) maintain an effective lookout;
(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) operate effectively as a crew member;
(j) as pilot in command, demonstrate effective leadership and authority;
(k) maintain multi-crew situational awareness;
(l) as pilot in command, make effective decisions;
(m) operate in controlled airspace;
(n) operate in Class G airspace;
(o) operate at a controlled aerodrome;
(p) operate at a non-towered aerodrome;
(q) communicate effectively using appropriate procedures for the airspace being used during the flight;
(r) manage the aircraft systems required for the flight;
(s) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
(t) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) operate and monitor all aircraft systems;
(b) perform the functions of pilot in command in the pilot flying and pilot monitoring roles using checks and procedures applicable to a multi-crew operation;
(c) conduct the operation as a simulated commercial VFR or IFR operation;
(d) operate in controlled airspace;
(e) operate at a controlled aerodrome;
(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;
(b) conducted in a sufficiently complex multi-engine or single-engine turbine helicopter, or a flight simulator approved for the purpose, which is configured and equipped for multi-crew operations;
(c) operated using multi-crew standard operating procedures;
(d) except as provided in paragraph (f), conducted by day under the VFR;
(e) the flight must include the following:
  (i) operating in Class G airspace and in controlled airspace;
  (ii) operating at a non-towered and a controlled aerodrome;
(f) if the applicant is the holder of an instrument rating and chooses to perform the test under the IFR, then he or she must demonstrate competency by performing the following:
  (i) at least 2 different kinds of instrument approach procedures;
  (ii) at least one 2D instrument approach operation;
  (iii) an ILS or GLS instrument approach procedure;
  (iv) at least 1 missed approach procedure commencing at the MDA or DA as applicable, or a higher altitude if appropriate for safety or operational reasons;
  (v) at least 1 instrument approach operation without the autopilot or flight director being used;
(g) if the flight test is conducted in an area that does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable;

(h) if the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:

(i) paragraph 3.1 (c) — perform a pre-flight inspection;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix K.3 ATPL Powered-lift category rating flight test

RESERVED

SECTION L AIRCRAFT RATINGS

Appendix L.1 Single-engine aeroplane class rating flight test

1. Flight test requirements

1.1 An applicant for a single-engine aeroplane class rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

1.2 An applicant who completes a flight test in an aeroplane covered by the single-engine aeroplane class rating and meets the flight test standard for the grant of a pilot licence with aeroplane category rating is taken to meet these flight test requirements.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the class rating;

(b) flight review requirements;

(c) navigation and operating systems;

(d) normal, abnormal and emergency flight procedures;

(e) operating limitations;

(f) weight and balance limitations;

(g) aircraft performance data, including take-off and landing performance data;

(h) flight planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2 and C4.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel an aeroplane (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes A1, A2, A3 and IFF.

(a) complete all relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a cross-wind take-off;

(e) conduct a short-field take-off;

(f) conduct climbs on a constant heading and climbing turns in at least 2 of the following performance configurations:

(i) cruise climb;

(ii) maximum rate climb;

(iii) maximum angle climb.

3.3 En route cruise

Note The relevant competency standards are in unit code A3.

(a) maintain straight and level flight, and turn an aeroplane;

(b) navigate and transit from an aerodrome circuit area to a training area and return;

(c) operate safely in local area airspace;

(d) establish and maintain cruise flight for at least 1 of the following conditions:

(i) turbulence;

(ii) flaps selected;

(iii) high speed.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes A1, A5, A6 and IFF.

(a) enter and recover from each of the following, 1 of which must be in the approach configuration:

(i) a fully developed stall;

(ii) a wing drop at the stall;

(b) conduct steep level turns of at least 45˚ angle of bank;

(c) perform full panel instrument flying;

(d) using a full instrument panel, recover from at least 2 different unusual aircraft attitudes;

(e) manage an engine failure after take-off;

(f) manage the following malfunctions:

(i) a malfunction during start or shutdown;

(ii) any 1 of the following that is not performed under subparagraph (i):

(A) an aircraft system malfunction;

(B) engine or cabin fire;

(C) radio failure;

(g) perform a forced landing.

3.5 Descent and arrival

Note The relevant competency standards are in unit code A3.

(a) conduct descents and descending turns;

(b) plan and conduct aerodrome arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes A3, A4 and A6.

(a) conduct a normal circuit pattern, approach and landing;

(b) conduct a cross-wind landing;

(c) conduct short-field and flapless landings;

(d) perform a go-around procedure;

(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1 and C2.

(a) park, shutdown and secure an aeroplane;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes A3, C1, C4, C5, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for airspace being used during the test;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the test;

(l) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) simulated carriage of passengers and cargo;

(c) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in:

(i) an aeroplane that is covered by the single-engine aeroplane class rating, except where the flight test must be conducted in an approved flight simulator in accordance with subregulation 61.245 (2); or

(ii) a flight simulator approved for the purpose;

(c) conducted by day under the VFR;

(d) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records;

(e) if the flight test is conducted in an FSTD, the following activities may be assessed by oral questioning:

(i) paragraph 3.1 (a) — perform a pre-flight inspection;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix L.2 Single-engine helicopter class rating flight test

1. Flight test requirements

1.1 An applicant for a single-engine helicopter class rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

1.2 An applicant who completes a flight test in a helicopter covered by the single-engine helicopter class rating and meets the flight test standard for the grant of a pilot licence with helicopter category rating is taken to meet these flight test requirements.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the class rating;

(b) flight review requirements;

(c) navigation and operating systems;

(d) normal, abnormal and emergency flight procedures;

(e) operating limitations;

(f) weight and balance limitations;

(g) aircraft performance data, including take-off and landing performance data;

(h) flight planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2 and C4.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel a helicopter (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes H1, H2, H3, H4, H5.

(a) complete all relevant checks and procedures;

(b) lift-off and hover a helicopter;

(c) taxi a helicopter;

(d) air transit a helicopter;

(e) plan, brief and conduct take-off and departure procedures;

(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum (best) angle climb;

(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit code H5.

(a) maintain straight and level flight, and turn a helicopter;

(b) navigate and transit from a circuit area to a training area and return;

(c) operate safely in local area airspace.

3.4 Test specific manoeuvres

Note The relevant competency standards are in unit codes H2, H6 and H7.

(a) hover a helicopter in cross-wind and tailwind conditions and perform turns around 1 of the following:

(i) rotor mast;

(ii) helicopter nose;

(iii) helicopter tail;

(b) perform sidewards and backwards flight;

(c) conduct steep level turns of at least 45˚ angle of bank;

(d) perform an autorotative flight manoeuvre;

(e) land on and lift off from sloping ground;

(f) land, manoeuvre, and take off in a confined area;

(g) execute a limited power take-off, approach and landing;

(h) perform a forced landing;

(i) manage an engine failure during hover or taxi;

(j) manage a control or tail rotor malfunction in flight and at the hover;

(k) manage at least 1 of the following:

(i) an engine fire;

(ii) electrical failure;

(iii) hydraulic system malfunction;

(iv) airframe fuel system malfunction;

(v) engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit code H5.

(a) conduct descents and descending turns;

(b) plan and conduct an aerodrome or helicopter landing site arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes H3, H4 and H5.

(a) conduct a normal circuit pattern, approach and landing;

(b) conduct an approach to the hover;

(c) conduct a helicopter air transit;

(d) perform a go-around procedure;

(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes C2 and H1.

(a) park, shutdown and secure a helicopter;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes C1, C3, C4, C5, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight;

(l) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;

(b) simulated carriage of passengers and cargo;

(c) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in a helicopter that is covered by the single-engine helicopter class rating;

(c) conducted in:

(i) a helicopter that is covered by the single-engine helicopter class rating, except where the flight test must be conducted in an approved flight simulator in accordance with subregulation 61.245 (2); or

(ii) a flight simulator approved for the purpose;

(d) conducted by day under the VFR;

(e) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross-wind and tailwind conditions may be taken from the applicant's training records if the conditions are insufficient.

Appendix L.3 Single-engine gyroplane class rating

RESERVED

Appendix L.4 Airship class rating flight test

RESERVED

Appendix L.5 Multi-engine aeroplane class rating flight test

1. Flight test requirements

An applicant for a multi-engine aeroplane class rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the class rating;

(b) flight review requirements;

(c) navigation and operating systems;

(d) normal, abnormal and emergency flight procedures;

(e) operating limitations;

(f) weight and balance limitations;

(g) aircraft performance data, including take-off and landing performance data;

(h) flight planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2 and AME.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel an aeroplane (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes A1, A2, A3, AME and IFF.

(a) complete all relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a cross-wind take-off;

(e) conduct a short-field take-off;

(f) conduct climbs on a constant heading and climbing turns in at least 2 of the following performance configurations:

(i) cruise climb;

(ii) maximum rate climb;

(iii) maximum angle climb.

3.3 En route cruise

Note The relevant competency standards are in unit code A3.

(a) maintain straight and level flight, and turn aeroplane;

(b) operate the aeroplane in the cruise configuration for 1 of the following conditions:

(i) turbulence;

(ii) holding;

(iii) range;

(c) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes A1, A4, A5, AME and IFF.

(a) enter and recover from a stall in the approach configuration and at least 1 other configuration;

(b) conduct steep level turns of at least 45˚ angle of bank;
(c) perform full panel instrument flying;
(d) using a full instrument panel, recover from at least 2 different unusual aircraft attitudes;
(e) manage an engine failure after take-off;
(f) manage an engine failure in the cruise configuration;
(g) conduct an approach and landing with 1 engine inoperative;
(h) conduct a missed approach with 1 engine inoperative;
(i) manage the following malfunctions:
(i) a malfunction during start or shutdown;
(ii) any 1 of the following that is not performed under subparagraph (i):
(A) an aircraft system malfunction;
(B) engine or cabin fire;
(C) radio failure.

3.5 Descent and arrival

Note The relevant competency standards are in unit code A3.

(a) conduct descents and descending turns;
(b) plan and conduct aerodrome arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes A3, A4 and AME.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct a cross-wind landing;
(c) conduct short-field and flapless landings;
(d) perform a go-around procedure with all engines operating;
(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1 and C2.

(a) park, shutdown and secure an aeroplane;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes A3, AME, C1, C4, C5, NTS1 and NTS2.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft state;
(i) communicate effectively using appropriate procedures for the airspace being used during the flight;
(j) manage the aircraft systems required for the flight;
(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
(l) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
(b) operate the aircraft under normal, non-normal and emergency conditions with particular attention given to conditions associated with asymmetric engine performance;
(c) simulated carriage of passengers and cargo;

(d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in:

(i) an aeroplane that is covered by the multi-engine aeroplane class rating, except where the flight test must be conducted in an approved flight simulator in accordance with subregulation 61.245 (2); or

(ii) a flight simulator approved for the purpose;

(c) conducted by day under the VFR;

(d) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records;

(e) if the flight test is conducted in an FSTD, the following activities may be assessed by oral questioning:

(i) paragraph 3.1 (b) — perform a pre-flight inspection;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix L.6 Single-engine aeroplane type rating flight test

1. Flight test requirements

1.1 An applicant for a single-engine aeroplane type rating flight test must demonstrate the following:

(a) knowledge of the topics listed in subclause 2.1;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

1.2 For paragraph 61.790 (a), if the flight test for the rating is conducted under the IFR, the applicant must demonstrate his or her knowledge of the items in subclause 2.2 and his or her competency in the activities and manoeuvres in clause 3, as they apply to operating the aircraft under the IFR.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the type rating;

(b) flight review requirements;

(c) navigation and operating systems;

(d) normal, abnormal and emergency flight procedures;

(e) operating limitations;

(f) weight and balance limitations;

(g) aircraft performance data, including take-off and landing performance data;

(h) flight planning.

2.2 For subclause 1.2, the additional topics are the following:

(a) privileges and limitations of the type rating with respect to conducting IFR operations;

(b) navigation and flight management systems;

(c) conducting IFR operations in an aeroplane covered by the rating.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes TR-SEA and CIR for IFR operations.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes TR-SEA and CIR for IFR operations.

(a) complete all relevant checks and procedures;

(b) taxi the aeroplane;

(c) plan, brief and conduct a take-off and the following as applicable:

(i) for a VFR operation, VFR departure procedures;

(ii) for an IFR operation, an instrument departure;

(d) conduct a cross-wind take-off;

(e) conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit codes TR-SEA and CIR for IFR operations.

(a) maintain straight and level flight, and turn an aeroplane;

(b) establish and maintain cruise flight for at least 1 of the following conditions:

(i) turbulence;

(ii) holding configuration;

(iii) range;

(c) navigate using instrument navigation systems.

3.4 Test *specific* activities and manoeuvres

Note The relevant competency standards are in unit codes TR-SEA and CIR for IFR operations.

(a) conduct 2 approach to the stall and recovery manoeuvres, 1 of which must be in the approach configuration and 1 in any other configuration;

(b) conduct steep level turns of at least 45˚ angle of bank;

(c) perform full panel instrument flying;

(d) using a full instrument panel, recover from at least 2 unusual attitude manoeuvres;

(e) manage an engine failure after take-off;

(f) manage the following malfunctions:

(i) a malfunction during start or shutdown;

(ii) any 1 of the following that is not performed under subparagraph (i):

(A) an aircraft system malfunction;

(B) engine or cabin fire;

(C) radio failure;

(g) perform a forced landing.

3.5 Descent and arrival

Note The relevant competency standards are in unit code TR-SEA and for IFR operations in unit codes CIR and IAP2.

(a) conduct descent profiles and descending turns;

(b) complete 1 of the following:

(i) for a VFR operation, plan and conduct aerodrome arrival and circuit joining procedures;

(ii) for an IFR operation, plan and conduct the following:

(A) an instrument arrival;

(B) a 2D instrument approach procedure;

(C) a missed approach procedure.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code TR-SEA.

(a) conduct a normal circuit pattern, approach and landing;

(b) conduct a cross-wind landing;

(c) perform a go-around procedure;

(d) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code TR-SEA.

(a) park, shutdown and secure an aeroplane;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2, TR-SEA, and CIR for IFR operations.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the grant of the type rating, is not an assessable item unless the applicant uses the system during the flight;

(b) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM;

(c) for subclause 1.2, the flight has 2 components and includes knowledge and activities and manoeuvres for operating the aircraft under the VFR and under the IFR as follows:

(i) the component for VFR operations includes general handling manoeuvres;

(ii) the component for IFR operations includes the standards required to conduct an IFR operation in a single-engine aeroplane covered by the type rating.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in 1 of the following:

(i) an aeroplane that is covered by the type rating, except where the flight test must be conducted in an approved flight simulator in accordance with subregulation 61.245 (2); or

(ii) a flight simulator approved for the purpose;

(c) except for paragraph (e), conducted by day under the VFR;

(d) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records;

(e) for subclause 1.2, the flight test includes conducting an IFR operation;

(f) if the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:

(i) paragraph 3.1 (b) — perform a pre-flight inspection;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix L.7 Single-engine helicopter type rating flight test

1. Flight test requirements

1.1 An applicant for a single-engine helicopter type rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

1.2 An applicant who completes a flight test in a helicopter covered by a single-engine helicopter type rating and meets the flight test standard for the grant of a pilot licence with helicopter category rating is taken to meet these flight test requirements.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the type rating;
(b) flight review requirements;
(c) navigation and operating systems;
(d) normal, abnormal and emergency flight procedures;
(e) operating limitations;
(f) weight and balance limitations;
(g) aircraft performance data, including take-off and landing performance data;
(h) flight planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit code TR-SEH.

(a) perform pre-flight actions and procedures;
(b) perform a pre-flight inspection.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit code TR-SEH.

(a) complete all relevant checks and procedures;
(b) lift-off and hover a helicopter;
(c) taxi a helicopter;
(d) air transit a helicopter;
(e) plan, brief and conduct take-off and departure procedures;
(f) conduct a maximum performance take-off;
(g) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:
  (i) maximum rate climb;
  (ii) maximum (best) angle climb;
  (iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit code TR-SEH.

(a) maintain straight and level flight, and turn a helicopter;
(b) navigate using instrument navigation systems.

3.4 Test specific manoeuvres

Note The relevant competency standards are in unit code TR-SEH.

(a) hover helicopter in cross-wind and tailwind conditions and perform turns around 1 of the following:
  (i) rotor mast;
  (ii) helicopter nose;
  (iii) helicopter tail;
(b) perform sidewards and backwards flight;
(c) conduct steep level turns of at least 45˚ angle of bank;
(d) perform autorotative flight manoeuvres;
(e) land on and lift off from sloping ground;
(f) execute a limited power take-off, approach and landing;
(g) perform a forced landing from level flight;

(h) manage an engine failure during hover or taxi;
(i) manage a control or tail rotor malfunction in flight and at the hover;
(j) manage at least 1 of the following:
(i) an engine fire;
(ii) electrical failure;
(iii) hydraulic system malfunction;
(iv) airframe fuel system malfunction;
(v) engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit code TR-SEH.

(a) conduct descents and descending turns;
(b) plan and conduct aerodrome or helicopter landing site arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code TR-SEH.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct approach to the hover;
(c) conduct helicopter air transit;
(d) perform a go-around procedure;
(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code TR-SEH.

(a) park, shutdown and secure a helicopter;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2 and TR-SEH.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) communicate effectively using appropriate procedures for airspace;
(j) manage the aircraft systems required for the flight;
(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;
(b) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;
(b) conducted in a helicopter that is covered by the type rating or a flight simulator approved for the purpose;
(c) conducted by day under the VFR;
(d) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross-wind and tailwind conditions may be taken from the applicant's training records if the conditions are insufficient;

(e) if the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:

(i) paragraph 3.1 (b) — perform a pre-flight inspection;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix L.8 Multi-engine aeroplane type rating flight test

1. Flight test requirements

1.1 An applicant for a multi-engine aeroplane type rating flight test must demonstrate the following:

(a) knowledge of the topics listed in subclause 2.1;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

1.2 For paragraph 61.790 (a), if the flight test for the rating is conducted under the IFR, the applicant must demonstrate his or her knowledge of the items in subclause 2.2 and his or her competency in the activities and manoeuvres in clause 3, as they apply to operating the aircraft under the IFR.

2. Knowledge requirements

2.1 For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the type rating;

(b) flight review requirements;

(c) navigation and operating systems;

(d) normal, abnormal and emergency flight procedures;

(e) operating limitations;

(f) weight and balance limitations;

(g) aircraft performance data, including take-off and landing performance data;

(h) flight planning.

2.2 For subclause 1.2, the additional topics are the following:

(a) privileges and limitations of the type rating with respect to conducting IFR operations;

(b) navigation and flight management systems;

(c) conducting IFR operations in an aeroplane covered by the rating.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes TR-MEA and CIR for IFR operations.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes TR-MEA and CIR for IFR operations.

(a) complete all relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct a take-off and the following as applicable:

(i) for a VFR operation, VFR departure procedures;

(ii) for a IFR operation, an instrument departure procedure;

(d) conduct cross-wind take-off;

(e) conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit codes TR-MEA and CIR for IFR operations.

(a) maintain straight and level flight, and turn aeroplane;

(b) establish and maintain cruise flight in at least 1 of the following conditions:
  (i) turbulence;
  (ii) holding;
  (iii) range;
(c) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes TR-MEA and CIR for IFR operations.

(a) conduct 2 approach to the stall and recovery manoeuvres, 1 of which must be in the approach configuration and 1 in any other configuration;
(b) perform full panel instrument flying;
(c) using a full instrument panel, recover from at least 2 unusual attitude manoeuvres;
(d) manage an incident or malfunction during take-off that requires a rejected take-off procedure;
(e) manage an engine failure during the take-off where IAS is equal to or greater than V_1;
(f) manage an engine failure in flight;
(g) conduct an approach to land with 1 engine inoperative;
(h) conduct a missed approach to land with 1 engine inoperative;
(i) manage a malfunction of any aircraft system other than 1 that has been applied in paragraphs 3.4 (d) to (g).

3.5 Descent and arrival

Note The relevant competency standards are in unit code TR-MEA and for IFR operations in unit codes CIR and IAP2.

(a) conduct descent profiles and descending turns;
(b) complete 1 of the following:
  (i) for a VFR operation, plan and conduct aerodrome arrival and circuit joining procedures;
  (ii) for an IFR operation, plan and conduct the following:
    (A) an instrument arrival;
    (B) a 2D instrument approach procedure;
    (C) a missed approach procedure.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes TR-MEA and CIR for IFR operations.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct cross-wind landing;
(c) perform a go-around procedure;
(d) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1 and C2.

(a) park, shutdown and secure an aeroplane;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2, TR-MEA and CIR for IFR operations.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) communicate effectively using appropriate procedures for the airspace being used during the flight;
(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the grant of the type rating, is not an assessable item unless the applicant uses the system during the flight;

(b) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM;

(c) for subclause 1.2, the flight has 2 components and includes knowledge and activities and manoeuvres for operating the aircraft under the VFR and under the IFR.

(i) the component for VFR operations includes general handling manoeuvres;

(ii) the component for IFR operations includes the standards required to conduct an IFR operation in a multi-engine aeroplane covered by the type rating.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in 1 of the following:

(i) an aeroplane that is covered by the type rating, except where the flight test must be conducted in an approved flight simulator in accordance with subregulation 61.245 (2); or

(ii) a flight simulator approved for the purpose;

(c) except for paragraph (e), conducted by day under the VFR;

(d) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records;

(e) for subclause 1.2, the flight test includes conducting an IFR operation;

(f) if the flight test is conducted in an FSTD, the following activities may be assessed by oral questioning:

(i) paragraph 3.1 (b) — perform a pre-flight inspection;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix L.9 Multi-engine helicopter type rating flight test

1. Flight test requirements

1.1 An applicant for a multi engine helicopter type rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2.1;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

1.2 For paragraph 61.790 (a), if the flight test for the rating is conducted under the IFR, the applicant must demonstrate his or her knowledge of the items in subclause 2.2 and his or her competency in the activities and manoeuvres in clause 3, as they apply to operating the aircraft under the IFR.

2. Knowledge requirements

2.1 For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the type rating;

(b) flight review requirements;

(c) navigation and operating systems;

(d) normal, abnormal and emergency flight procedures;

(e) operating limitations;

(f) weight and balance limitations;

(g) aircraft performance data, including take-off and landing performance data;

(h) flight planning.

2.2 For subclause 1.2, the additional topics are the following:

(a) privileges and limitations of the type rating with respect to conducting IFR operations;

(b) navigation and flight management systems;

(c) conducting IFR operations in a helicopter covered by the rating.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit code TR-MEH.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit code TR-MEH.

(a) complete all relevant checks and procedures;

(b) lift-off and hover a helicopter;

(c) taxi a helicopter;

(d) air transit a helicopter;

(e) plan, brief and conduct a take-off and the following as applicable:

(i) for a VFR operation, VFR departure procedures;

(ii) for an IFR operation, an instrument departure procedure;

(f) conduct a maximum performance take-off;

(g) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum (best) angle climb;

(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit code TR-MEH.

(a) maintain straight and level flight, and turn a helicopter;

(b) navigate using instrument navigation systems.

3.4 Test specific manoeuvres

Note The relevant competency standards are in unit code TR-MEH.

(a) hover helicopter in cross-wind and tailwind conditions and perform turns around 1 of the following:

(i) rotor mast;

(ii) helicopter nose;

(iii) helicopter tail;

(b) perform sidewards and backwards flight;

(c) conduct steep level turns of at least 45˚ angle of bank;

(d) perform full panel instrument flying;

(e) using a full instrument panel, recover from at least 2 unusual attitude manoeuvres;

(f) land on and lift off from sloping ground;

(g) execute a limited power take-off, approach and landing;

(h) manage an engine failure – at least 1 from take-off, cruise flight or approach and landing;

(i) manage an engine failure during hover or taxi;

(j) manage a control or tail rotor malfunction in flight and at the hover;

(k) manage at least 1 of the following:

(i) an engine fire;

(ii) electrical failure;

(iii) hydraulic system malfunction;

(iv) airframe fuel system malfunction;

(v) engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit code TR-MEH.

(a) conduct descent profiles and descending turns;

(b) complete 1 of the following:

(i) for a VFR operation, plan and conduct an aerodrome or helicopter landing site arrival and circuit joining procedures;

(ii) for an IFR operation, plan and conduct the following:

(A) an instrument arrival;

(B) a 2D instrument approach procedure;

(C) a missed approach procedure.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code TR-MEH.

(a) conduct a normal circuit pattern, approach and landing;

(b) conduct an approach to the hover;

(c) conduct a helicopter air transit;

(d) perform a go-around procedure;

(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code TR-MEH.

(a) park, shutdown and secure a helicopter;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2 and TR-MEH.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft state;

(i) communicate effectively using appropriate procedures for airspace;

(j) manage the aircraft systems required for the flight;

(k) manage fuel system and monitor fuel plan and usage.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;

(b) if the type rating is for a multi-crew certified helicopter, the roles of Pilot Flying and Pilot Monitoring must be demonstrated by the applicant;

(c) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM;

(d) for subclause 1.2, the flight has 2 components and includes knowledge and activities and manoeuvres for operating the aircraft under the VFR and under the IFR as follows:

(i) the component for VFR operations includes general handling manoeuvres;

(ii) the component for IFR operations includes the standards required to conduct an IFR operation in a multi-engine helicopter covered by the type rating.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in 1 of the following:

(i) a multi-engine helicopter covered by the type rating, except where the flight test must be conducted in an approved flight simulator in accordance with subregulation 61.245 (2); or

(ii) an FSTD approved for the purpose;

(c) except for paragraph (e), conducted by day;

(d) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross-wind and tailwind conditions may be taken from the applicant's training records if the conditions are insufficient;

(e) for subclause 1.2, the flight test includes conducting an IFR operation;

(f) if the flight test is conducted in an FSTD, the following activities may be assessed by oral questioning:

(i) paragraph 3.1 (c) — perform a pre-flight inspection;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix L.10 Cruise relief co-pilot rating flight test

1. Flight test requirements

An applicant for a cruise relief co-pilot rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following:

(a) privileges and limitations of the type rating;

(b) flight review requirements;

(c) navigation and operating systems;

(d) normal, abnormal and emergency flight procedures;

(e) operating limitations;

(f) weight and balance limitations;

(g) aircraft performance data, including take-off and landing performance data;

(h) flight planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code TR-CR.

Perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit code TR-CR.

Conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit code TR-CR.

(a) maintain straight and level flight, and turn aeroplane;

(b) establish and maintain cruise flight for at least 1 of the following conditions:

(i) turbulence;

(ii) holding;

(iii) range;

(c) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit code TR-CR.

(a) conduct 2 approaches to the stall and recovery manoeuvres, 1 of which must be in the approach configuration and 1 in any other configuration;

(b) perform full panel instrument flying;

(c) using a full instrument panel, recover from at least 2 unusual attitude manoeuvres;

(d) manage an engine failure in flight;

(e) conduct an approach to land with 1 engine inoperative;

(f) conduct a missed approach to land with 1 engine inoperative;

(g) manage a malfunction of any aircraft system other than one that has been applied in paragraphs 3.4 (d) to (f).

3.5 Descent and arrival

Note The relevant competency standards are in unit code TR-CR.

(a) conduct descent profiles and descending turns;

(b) plan and conduct aerodrome arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code TR-CR.

(a) conduct a normal circuit pattern, approach and landing;

(b) conduct a cross-wind landing;

(c) perform a go-around procedure;

(d) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code TR-CR.

(a) park, shutdown and secure an aeroplane;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2 and TR-CR.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the grant of the type rating, is not an assessable item unless the applicant uses the system during the flight;

(b) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in:

(i) an aeroplane that is covered by the type rating, except where the flight test must be conducted in an approved flight simulator in accordance with subregulation 61.245 (2); or

(ii) a flight simulator that is approved for the purpose;

(c) conducted as an IFR operation;

(d) if the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:

(i) subclause 3.1 — Pre-flight;

(ii) subclause 3.7 — Shut down and post-flight.

Appendix L.12 Cruise relief flight engineer rating

RESERVED

SECTION M INSTRUMENT RATING

Appendix M.1 Instrument rating flight test

1. Flight test requirements

An applicant for an instrument rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2 that are relevant to the endorsements that are being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the instrument rating and each instrument endorsement covered by the flight test;

(b) proficiency check requirements;

(c) IFR and approach recent experience requirements;

(d) night recent experience requirements;

(e) night VFR operations;

(f) aircraft instrument requirements;

(g) interpreting operational and meteorological information;

(h) take-off minima;

(i) holding and alternate requirements;

(j) IFR procedures for all airspace classifications;

(k) departure and approach instrument procedures;

(l) operations below LSALT and MSA for day and night operations;

(m) GNSS and PBN standards;

(n) circling approaches;

(o) adverse weather operations;

(p) ERSA normal and emergency procedures;

(q) IFR planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code CIR.

(a) plan an IFR flight;

(b) perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes CIR and IFF.

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures;

(c) conduct an instrument departure and, if available, in accordance with:

(i) a published procedure; or

(ii) an ATC clearance.

3.3 En route cruise

Note The relevant competency standards are in unit code CIR.

(a) navigate en route using ground-based and satellite-based navigation systems;

(b) perform ground-based and satellite-based navigation system integrity checks;

(c) identify and avoid hazardous weather conditions (may be simulated).

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF and IFL.

(a) perform full panel and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:

(i) 1 recovery using a full instrument panel;

(ii) 1 recovery using a limited instrument panel;

(c) for a test in a multi-engine aircraft, conduct an instrument departure with 1 engine inoperative;

Note For clarity, this manoeuvre must be separate to the manoeuvre required in paragraph (e), namely a missed approach.

(d) for a test in a multi-engine aircraft, conduct an instrument approach with 1 engine inoperative;

(e) for a test in a multi-engine aircraft, with 1 engine inoperative, conduct 1 of the following:

(i) a missed approach procedure;

(ii) a visual circling procedure.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, and IAP3.

(a) perform a descent or published arrival procedure to an aerodrome;

(b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure, and if the approach procedure is an RNAV/(GNSS) approach, then the holding pattern or sector 3 entry procedure must be for the RNAV/(GNSS) procedure;

(c) for 2 different kinds of instrument approach procedure, conduct 2D instrument approach operations as follows:

(i) prepare for each operation;

(ii) conduct the operation;

(d) if required for the test — conduct a 3D instrument approach operation as follows:

(i) prepare for the operation;

(ii) conduct the operation;

(e) conduct a missed approach procedure.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code CIR.

(a) conduct a visual circling approach involving a change of heading to the runway of at least 90˚;

(b) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code CIR.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes CIR, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the test;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

Note Reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61.880 (9) of Part 61 of CASR 1998.

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) an IFR operation;

(c) conduct an IFR departure, en route sectors, IFR arrival, 2D instrument approach and missed approach procedure;

(d) operating under the IFR:

(i) in the following:

(A) Class G airspace;

(B) controlled airspace; and

(ii) at the following:

(A) a non-towered aerodrome;

(B) a controlled aerodrome;

(e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test and the applicant as applicable:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an appropriate aircraft, except in accordance with subregulation 61.885 (4) where it is conducted in a flight simulator approved for the purpose;

(c) if the flight test is for the grant of an instrument rating, demonstrate competency conducting 2D instrument approach operations for at least 2 different kinds of 2D instrument approach procedures in the same relevant kind of aircraft;

(d) if the flight test is for the grant of an additional aircraft category/class instrument endorsement, demonstrate competency conducting at least one 2D instrument approach operation in the same relevant kind of aircraft;

(e) if the flight test is for the grant of a 3D instrument approach operation endorsement, demonstrate competency conducting an ILS or GLS instrument approach procedure;

(f) for paragraphs (d) and (e), demonstrating competency conducting instrument approach operations includes conducting a missed approach procedure for at least 1 approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;

(g) for paragraph (f), demonstrate competency performing at least 1 instrument approach operation while manually manipulating the flight and power controls;

(h) if the flight test is conducted in an aircraft, it must be certified for operations conducted under the IFR and be appropriately equipped according to the requirements for each instrument endorsement the test is for;

(i) the flight must include:

(i) operating in Class G airspace; and

(ii) operating at a non-towered aerodrome;

(j) operating in controlled airspace or at a controlled aerodrome may be simulated.

SECTION N PRIVATE INSTRUMENT RATING

Appendix N.1 Private instrument rating flight test

1. Flight test requirements

An applicant for a private instrument rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2 that are relevant to the endorsements that are being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the private instrument rating and the private instrument endorsement(s) covered by the flight test;

(b) flight review requirements;

(c) recency requirements;

(d) night recency requirements;

(e) night VFR operations;

(f) aircraft instrument requirements;

(g) interpreting operational and meteorological information;

(h) take-off minima;

(i) holding and alternate requirements;

(j) IFR procedures for all airspace classifications;

(k) departure and approach instrument procedures;

(l) operations below LSALT and MSA for day and night operations;

(m) GNSS and PBN standards;

(n) circling approaches;

(o) adverse weather operations;

(p) ERSA normal and emergency procedures;

(q) IFR planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2, C4, CIR and PIF.

(a) plan an IFR flight;

(b) perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes CIR, IFF and PIF.

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures;

(c) for a departure endorsement, plan, brief and conduct an instrument departure;

(d) for a standard instrument departure (SID) endorsement, perform a SID or published departure procedure.

3.3 En route cruise

Note The relevant competency standards are in unit code PIF.

(a) for each navigation endorsement being assessed during the test — navigate en route using the applicable ground-based and satellite-based navigation systems;

(b) perform ground-based and satellite-based navigation system integrity checks;

(c) identify and avoid hazardous weather conditions (may be simulated);

(d) for each navigation endorsement covered by the flight test — using guidance information from the applicable navigation system, track to the holding fix and conduct a holding pattern or sector 3 entry procedure.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF, IFL, NVR and PIF.

(a) perform full panel instrument flying;

(b) if the flight test is for the grant of the rating, do the following:

(i) perform limited panel instrument flying;

(ii) recover from at least 2 different unusual aircraft attitudes, including the following:

(A) 1 recovery using a full instrument panel;

(B) 1 recovery using a limited instrument panel;

(c) for a multi-engine aircraft departure endorsement — conduct an instrument departure with 1 engine inoperative;

Note For clarity, this manoeuvre must be separate to the manoeuvre required in paragraph (e), namely a missed approach.

(d) for an approach/arrival category specific endorsement — in a multi-engine aircraft of the applicable category, with 1 engine inoperative:

(i) conduct an instrument approach; and

(ii) conduct 1 of the following:

(A) a missed approach;

(B) a visual circling procedure;

(e) for the category specific night endorsement, in an aircraft of the applicable category:

(i) control the aircraft on the ground at night; and

(ii) conduct normal circuit patterns and landings at night with and without landing lights; and

(iii) manage a cockpit lighting failure; and

(iv) perform a go-around at night.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, IAP3 and PIF.

(a) perform a descent to establish and maintain VMC above or at the LSALT or MSA;

(b) perform a visual approach;

(c) for a STAR endorsement — conduct a published STAR procedure;

(d) for the approach/arrival endorsements include in the test — using the applicable published procedure, conduct the following:

(i) for each approach endorsement, an instrument approach procedure;

(ii) for at least 1 approach endorsement, the applicable missed approach procedure;

(iii) for at least 1 approach endorsement, a visual circling approach involving a change of heading to the runway of at least 90°.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code PIF.

(a) conduct a normal circuit pattern, approach and landing;

(b) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code PIF.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes CIR, NTS1, NTS2 and PIF.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

Note A reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61. 880 (9) of Part 61 of CASR 1998.

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) conduct a private IFR operation;

(c) a flight test for the grant of a private IFR rating:

(i) must cover the requirements for the grant of the following:

(A) 1 of the aircraft category and class private instrument endorsements mentioned in Part 1 of Table 61.935;

(B) 1 of the navigation endorsements mentioned in Part 2 of Table 61.935; and

(ii) can include the requirements for any other private instrument endorsement that is relevant for the aircraft in which the flight test is conducted;

(d) depending on which private instrument endorsements are being assessed, operating an appropriate category and class of aircraft under the IFR as follows:

(i) for the grant of an aircraft category and class private instrument endorsement mentioned in Part 1 of Table 61.935 — navigating en route, perform an entry and holding procedure using at least 1 instrument navigation system;

(ii) for the grant of a navigation endorsement mentioned in Part 2 of Table 61.935 — navigating en route, perform an entry and holding procedure using the navigation system for the endorsement;

(iii) for the grant of a departure endorsement mentioned in Part 3 of Table 61.935 — conduct an instrument departure, other than a standard instrument departure;

(iv) for the grant of an approach and arrival endorsement mentioned in Part 4 of Table 61.935:

(A) for the grant of the STAR endorsement — conduct an arrival using a procedure published in the AIP; and

(B) for the grant of any other endorsement in Part 4 of the table — conduct an instrument approach operation using the applicable navigation system;

(v) for the grant of a category specific approach and arrival endorsement mentioned in Part 5 of Table 61.935 — conduct an instrument approach operation in a multi-engine aircraft of the applicable category;

(vi) for the grant of the night private instrument endorsement mentioned in Part 6 of Table 61.935 — conduct an operation at night in an aircraft of the specified category;

(e) operating under the IFR:

(i) in the following:

(A) Class G airspace;

(B) controlled airspace; and

(ii) at the following:

(A) a non-towered aerodrome;

(B) a controlled aerodrome;

(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an appropriate aircraft or a flight simulator approved for the purpose;

(c) if the test is for the grant of an approach endorsement, demonstrating competency conducting instrument approaches includes conducting a missed approach procedure for at least 1 approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;

(d) for paragraph (c), demonstrate competency performing at least 1 instrument approach operation while manually manipulating the flight and power controls;

(e) if the flight test is conducted in an aircraft, it must be certified for operations conducted under the IFR and be appropriately equipped according to the requirements for each private instrument endorsement the test is for;

(f) the flight must include:

(i) operating in Class G airspace; and

(ii) operating at a non-towered aerodrome;

(g) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable.

SECTION O NIGHT VFR RATING

Appendix O.1 Night VFR rating flight test

1. Flight test requirements

An applicant for a night VFR rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2, which are relevant to the endorsements that are being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the night VFR rating and the night VFR endorsement that is covered by the flight test;

(b) flight review requirements;

(c) night recency requirements;

(d) night VFR operations;

(e) interpreting operational and meteorological information;

(f) ground and aircraft lighting requirements;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

(j) operational requirements and procedures for all airspace classifications;

(k) operations below LSALT and MSA for night operations;

(l) GNSS and PBN standards;

(m) hazardous weather conditions;

(n) ERSA normal and emergency procedures;

(o) night VFR planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes NVR2 and NVR3.

(a) plan a night VFR flight;

(b) perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes IFF, NVR1, NVR2 and NVR3.

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures;

(c) conduct a take-off and departure from an aerodrome which is remote from ground lighting.

3.3 En route cruise

Note The relevant competency standards are in unit codes NVR2 and NVR3.

(a) navigate en route using visual tracking and visual position fixes;

(b) navigate en route using ground-based and satellite-based navigation systems;

(c) perform ground-based and satellite-based navigation system integrity checks;

(d) identify and avoid hazardous weather conditions (may be simulated).

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes IFF, IFL, NVR1, NVR2 and NVR3.

(a) perform full panel and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:

(i) 1 recovery using a full instrument panel;

(ii) 1 recovery using a limited instrument panel;

(c) manage a cockpit lighting failure;

(d) for the grant of a multi-engine aeroplane night VFR endorsement — manage an engine failure in a multi-engine aeroplane during the cruise;

(e) for the grant of a multi-engine helicopter night VFR endorsement — manage an engine failure in a multi-engine helicopter during the cruise.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes NVR2 and NVR3.

(a) conduct a descent and perform a visual approach procedure to an aerodrome;

(b) plan and conduct an arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes NVR1, NVR2 and NVR3.

(a) conduct a normal circuit pattern, approach and landing;

(b) conduct an approach and landing at an aerodrome which is remote from ground lighting;

(c) land with and without landing lights;

(d) conduct a go-around procedure;

(e) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code NVR1.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2, NVR1, NVR2 and NVR3.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) conduct a night VFR operation;

(c) conduct a night departure, en route sectors, a night VFR arrival, visual approach and landing;

(d) conduct a night VFR operation at an aerodrome that is remote from ground lighting;

(e) for the grant of a night VFR rating — operating under the night VFR:

(i) in the following:

(A) Class G airspace;

(B) controlled airspace; and

(ii) at the following:

(A) a non-towered aerodrome;

(B) a controlled aerodrome;

(f) for the grant of an additional night VFR endorsement — there are no airspace or aerodrome requirements;

(g) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test and the applicant as applicable:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an aircraft that is relevant to the night VFR endorsement covered by the flight test or a flight simulator that is approved for the purpose;

(c) if the flight test is conducted in an aircraft, it must be certified for operations conducted under the night VFR and be appropriately equipped according to the requirements for the night VFR endorsement included in the test;

(d) for the grant of a night VFR rating — the flight must include:

(i) operating in Class G airspace; and

(ii) operating at a non-towered aerodrome; and

(iii) operating at an aerodrome that is remote from ground lighting; and

(e) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable.

SECTION P NIGHT VISION IMAGING SYSTEM (NVIS) RATING

Appendix P.1 Night vision imaging system rating flight test

1. Flight test requirements

An applicant for a night vision imaging system (NVIS) rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2, which are relevant to the endorsement that is being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the NVIS rating and the endorsement that is covered by the flight test;

(b) proficiency check requirements;

(c) night recency requirements;

(d) NVFR and IFR operations as applicable to the endorsement that is being assessed during the test;

(e) ground and aircraft lighting requirements;

(f) interpreting operational and meteorological information;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

(j) operational requirements and procedures for all airspace classifications;

(k) operations below LSALT and MSA for day and night operations;

(l) ERSA normal and emergency procedures.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code NVI.

(a) plan an NVIS operation and determine the serviceability of the aircraft and the night vision goggles (NVG) equipment to be used for the operation;

(b) consult and brief all stakeholders about the proposed operation;

(c) plan a night VFR flight;

(d) perform pre-flight actions and procedures.

Note An NVIS operation is defined in Civil Aviation Order 82.6.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes IFF and NVI.

(a) complete all relevant checks and procedures;

(b) lift-off, hover and taxi helicopter using NVG;

(c) plan, brief and conduct take-off and departure procedures using NVG;

(d) establish a stable hover, take-off from and climb out from an unlit helicopter landing site (HLS) using NVG.

3.3 En route cruise

Note The relevant competency standards are in unit code NVI, NAV and CIR (if applicable).

(a) navigate en route using night VFR and IFR procedures as applicable;

(b) transit to and from the operational area using NVG.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes IFF, IFL and NVI.

(a) perform full and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes.

(c) perform cockpit procedures and checks during goggled and de-goggled flight;

(d) maintain control of the aircraft during transition between goggled and de-goggled flight;

(e) using NVG, perform 1 of the following:

(i) land and take off from sloping ground;

(ii) land and take off from a pinnacle;

(iii) land and take off from a ridgeline;

(f) manage abnormal and emergency situations while using NVG;

(g) recover from inadvertent entry into IMC conditions and re-establishing VMC while using NVG;

(h) manage flight during multi-crew NVIS operations.

3.5 Descent and arrival

Note The relevant competency standards are in unit code NVI.

(a) plan and conduct an arrival and circuit joining procedures;

(b) descend to an unlit HLS while using NVG.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code NVI.

(a) conduct a circuit pattern, approach and landing using NVG;

(b) conduct an approach to, and land on, an unlit HLS using NVG;

(c) perform a baulked landing using NVG;

(d) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code NVI.

(a) park, shutdown and secure aircraft;

(b) complete post-flight administration;

(c) conduct post-flight operational debriefing.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2 and NVI.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;

(b) conduct an NVIS operation;

(c) conduct the operation using NVG;

(d) conducted under the night VFR, including an IFR segment if the test is for the grant of a grade 1 endorsement;

(e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an aircraft that is relevant to the NVIS endorsement covered by the flight test or an FSTD that is approved for the purpose;

(c) if the flight test is conducted in an aircraft, it must be certified for operations appropriate to the endorsement the flight test is for.

SECTION Q LOW-LEVEL RATING

Appendix Q.1 Low-level rating flight test

1. Flight test requirements

An applicant for a low-level rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2, which are relevant to the endorsements that are being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS that are relevant to the endorsements that are being assessed during the test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of a low-level rating and each of the endorsements included in the test;

(b) flight review requirements;

(c) the limitations of GNSS;

(d) wind effect at low level and associated flying conditions;

(e) analysis of actual and forecast weather relevant to low-level operations;

(f) effect of mountainous terrain on airflow and associated flying conditions;

(g) assessment of the geographical characteristics of an area where flying operations are to be conducted to ensure the task can be completed safely;

(h) hazards associated with low flying and how to identify them prior to and during a low-level operation;

(i) effects of extreme environmental conditions on pilot health and performance;

(j) effects of fatigue and physical health on pilot performance;

(k) risk assessment techniques;

(l) managing risks at low level;

(m) aircraft performance, including:

(i) maximum rate turning; and

(ii) minimum radius turning; and

(iii) best angle of climb; and

(iv) best rate of climb; and

(v) 1 engine inoperative performance and helicopter manoeuvring (if applicable).

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes C2, LL-A and LL-H.

(a) plan a low-level operation;

(b) identify hazards and manage risks;

(c) ensure performance capability of the aircraft;

(d) consult and brief all stakeholders about the proposed operation;

(e) perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes A1, A2, A3, C3, H1, H2, H3, H4, H5, and NAV.

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures.

3.3 En route cruise

Note The relevant competency standards are in unit codes A3, H5, LL-A, LL-H and NAV.

Conduct appropriate checks and procedures before descending below 500 ft AGL.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes LL-A, LL-H (primary), LL-M, LL-SO and LL-WR (as required).

(a) navigate at low level;

(b) identify and use escape routes;

(c) identify, and operate in the vicinity of, powerlines and wires;

(d) operate in hilly terrain;

(e) manage wind effects, sloping terrain, false horizons and sun glare;

(f) for the aeroplane low-level endorsement, do the following:

(i) conduct steep turns, maximum rate turn and minimum radius turn;

(ii) conduct procedure turns;

(iii) recover from approach to stalls – level and turning;

(iv) recover from high energy and low energy unusual attitudes;

(v) for a test that is conducted in a single-engine aeroplane:

(A) recover from a wing drop at the stall; and

(B) perform a forced landing;

(vi) for a test that is conducted in a multi-engine aeroplane, manage an engine failure;

(g) for the helicopter low-level endorsement, do the following:

(i) conduct steep turns;

(ii) manoeuvre the helicopter at low level and conduct flight at various speed and configurations;

(iii) for a flight test that is conducted in a single-engine helicopter, perform a forced landing;

(iv) for a flight test that is conducted in a multi-engine helicopter, manage an engine failure;

(v) perform quick stop manoeuvres into wind and downwind;

(vi) recover from high energy and low energy unusual attitudes;

(h) for the aerial mustering endorsement, do the following:

(i) plan a stock mustering operation;

(ii) manoeuvre the aircraft in all planes below 500 ft AGL;

(iii) perform climbing, descending, low-speed and high-speed manoeuvres;

(iv) perform reversal turns, decelerations and steep turns;

(v) conduct stock mustering operations;

(i) for the sling operations endorsement, do the following:

(i) prepare for an external sling load operation;

(ii) plan an external sling load operation and conduct pre-flight briefings;

(iii) operate the aircraft during external load operations;

(iv) manage abnormal and emergency situations during external load operations;

(j) for the winch and rappelling operations endorsement, do the following:

(i) plan a winch or rappelling operation and conduct pre-flight briefings;

(ii) operate the helicopter during a winch or rappelling operation;

(iii) manage abnormal and emergency situations during a winch or rappelling operation;

(iv) conduct post-flight activities.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes A3, H5 and NAV.

Plan and conduct an arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes A3, A4, H2, H3 and H4.

(a) conduct a low-level circuit, approach and landing;

(b) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1, C2 and H1.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes LL-A, LL-H, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft state;

(i) communicate effectively using appropriate procedures for the airspace being used for the test;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the test.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;

(b) conduct a low-level operation;

(c) the applicant is only required to demonstrate competency in the activities and manoeuvres mentioned in paragraphs 3.4 (f) to (j) that are applicable to the endorsements covered by the flight test;

(d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) the aircraft must be certified for the operations that apply to the endorsement the flight test is for;

(c) conducted by day under the VFR.

SECTION R AERIAL APPLICATION RATING

Appendix R.1 Aerial application rating and aerial application endorsement flight test

1. Flight test requirements

An applicant for an aerial application rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2, which are relevant to the endorsements that are being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of an aerial application rating and the aerial application endorsement included in the test;

(b) proficiency check requirements;

(c) limitations of GNSS;

(d) wind effect at low level and associated flying conditions;

(e) analysis of actual and forecast weather relevant to application operations;

(f) the effect of mountainous terrain on airflow and associated flying conditions;

(g) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task;

(h) the hazards associated with low flying and how to identify them prior to and during a low-level operation;

(i) the effects of extreme environmental conditions on pilot health and performance;

(j) the effects of fatigue and physical health on pilot performance;

(k) risk assessment techniques;

(l) managing risks at low level;

(m) aircraft performance, including where appropriate for the category of the aircraft used for the test:

(i) maximum rate turning;

(ii) minimum radius turning;

(iii) best angle of climb;

(iv) best rate of climb;

(v) 1 engine inoperative performance and helicopter manoeuvring (if applicable).

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes AA1 and AA2.

(a) plan an application operation;

(b) identify hazards and manage risks;

(c) ensure the performance capability of the aircraft being used is adequate for the operation;

(d) consult with and brief stakeholders;

(e) perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures.

3.3 En route cruise

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

Conduct appropriate checks and procedures before descending below 500 ft AGL.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes AA1, AA2, and LL-A or LL-H (as applicable).

(a) for a day aerial application endorsement (all aircraft categories) at low level do the following:
  (i) perform straight flight, steep turns and procedure turns;
  (ii) navigate;
  (iii) manage wind effects, sloping and hilly terrain, false horizons and sun glare;
  (iv) demonstrate the use of escape routes;
  (v) recover from high energy and low energy unusual attitude conditions;
  (vi) for the following:
    (A) if the test is conducted in a single-engine aircraft — perform a forced landing;
    (B) if the test is conducted in a multi-engine aircraft — manage an engine failure;
  (vii) fly to, assess, land and take off from an operational airstrip or HLS;
  (viii) fly between an operational airstrip or HLS and an application area;
  (ix) conduct an aerial survey of an application area;
  (x) conduct operations over and under power lines;
  (xi) apply substances;
  (xii) operate aircraft safely and effectively using GNSS swath guidance equipment;
  (xiii) operate at low level in hilly terrain;
  (xiv) jettison a load safely;

(b) for an aeroplane aerial application endorsement, at low level, do the following in an aeroplane:
  (i) conduct maximum rate turns and minimum radius turns;
  (ii) recognise and avoid the stall and recover from a simulated low altitude stall;
  (iii) for single-engine aeroplanes, recover from a wing drop at the stall;
  (iv) conduct an application operation at a certified or registered aerodrome (if available);
  (v) manage abnormal and emergency situations;

(c) for a helicopter aerial application endorsement, do the following:
  (i) manoeuvre the helicopter at low level and conduct flight at various speed and configurations;
  (ii) perform quick stop manoeuvres into wind and downwind;
  (iii) manage risks associated with operating a helicopter during application operations;

(d) For a firefighting endorsement (all categories), do the following:
  (i) demonstrate awareness of relevant human factors;
  (ii) perform pre-flight actions relevant to firefighting operations;
  (iii) demonstrate understanding of fire agency procedures, fire traffic management and other aircraft separation procedures that apply to firefighting operations;
  (iv) plan for and manage applicable operational risks;
  (v) fly to, assess, land and take off from an operational airstrip or HLS or pick-up point;
  (vi) fly between operational airstrip or HLS and drop zone;
  (vii) conduct an aerial survey of a fire area;
  (viii) apply substances;
  (ix) operate aircraft at maximum permissible weights for fire operations;
  (x) operate at low level in hilly terrain;
  (xi) operate in high winds, high density altitude and high turbulence;
  (xii) conduct low-visibility operations;
  (xiii) manage abnormal and emergency situations during a firebombing operation in the vicinity of a fire ground;
  (xiv) jettison load safely;

(e) for a helicopter firefighting endorsement, do the following:
  (i) replenish helicopter load with snorkel or bucket;
  (ii) manage known helicopter risks during firefighting operations;
(f) for a night aerial application operation endorsement, do the following in a relevant aircraft (as applicable):
  (i) check the serviceability of the aircraft and the equipment to be used;
  (ii) conduct a risk assessment for the operation;
  (iii) conduct the pre-flight actions;
  (iv) determine whether an airstrip or HLS is suitable for night operations;
  (v) conduct a take-off and landing at night at an airstrip or HLS remote from ground lighting;
  (vi) conduct a safe transit from an airstrip to the treatment area;
  (vii) operate work lights to illuminate the treatment area.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

Plan and conduct an arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

(a) conduct a low-level circuit, approach and landing (day only);
(b) perform after-landing actions and procedures.

3.7 Shut down and post flight

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

(a) park, shutdown and secure the aircraft;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable), NTS1 and NTS2.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) communicate effectively using appropriate procedures for the airspace being used during the test;
(j) manage the aircraft systems required for the flight;
(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
(b) conduct operations that are relevant to the endorsements being assessed;
(c) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the aerial application rating flight test:

(a) conducted in an aircraft that is suitable for the endorsements being assessed in the test (see subsection 61.1115 (2));
(b) conducted by day under the VFR except where the test is for a night endorsement;
(c) the aircraft used for an aerial application rating flight test must be of the appropriate category and be capable of being operated for the kind of operations that are covered by the endorsement or endorsements which the flight test is for.

SECTION T PILOT INSTRUCTOR RATINGS

Appendix T.1 Flight instructor rating flight test

1. Flight test requirements

An applicant for a flight instructor rating flight test must demonstrate the following:

(a) knowledge of the topics listed in subclause 2.1, which are relevant to the training endorsements that are being assessed during the test;

(b) ability to conduct aeronautical knowledge training mentioned in subclause 2.2, that is applicable to the training endorsements being assessed;

(c) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

Note 1 For the purposes of this unit, reference to trainee is a reference to the person who is receiving training that is being delivered by the applicant.

Note 2 For the purposes of this unit, a reference to applicant is a reference to the person who is undertaking this flight test.

2. Knowledge requirements

2.1 For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of a flight instructor rating and the training endorsements included in the flight test;

(b) proficiency check requirements;

(c) flight review requirements;

(d) standardisation and proficiency obligations of Part 141 and Part 142 operators;

(e) preparing a student for training;

(f) principles and methods of instruction;

(g) aeronautical knowledge;

(h) practical training aspects of the units and elements of competency;

(i) assessment techniques and standards;

(j) common errors experienced by students and methods for resolving them;

(k) determining a student's ability to conduct a solo flight;

(l) managing a student's first solo flight;

(m) supervision;

(n) environmental conditions;

(o) managing common threats and errors;

(p) administrative matters which are relevant to the training endorsements held or being tested;

(q) if the training endorsement authorises the instructor to conduct a flight review, the applicant is required to demonstrate knowledge of conducting flight reviews associated with the endorsement.

2.2 For paragraph 1 (b), and the endorsements being assessed, conduct aeronautical knowledge training

Note The relevant competency standards are in unit FIR4 and the relevant unit for the training endorsement or endorsements included in the test.

Long briefing — conduct a lesson for at least 1 topic that is relevant to a training endorsement, which is included in the flight test, by doing the following:

(a) plan the lesson and the delivery method to be used;

(b) state the training objectives and follow the lesson plan;

(c) use training aids effectively;

(d) present accurate technical knowledge;

(e) provide opportunities for the trainee to participate;

(f) discuss applicable non-technical skills as well as threat and error management issues;

(g) confirm training objectives are achieved and provide feedback to the trainee.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit code FIR4, FIR7, FIR9, and the relevant units for the training endorsements included in the flight test.

(a) plan a flight training exercise;

(b) perform pre-flight actions and procedures;

(c) **pre-flight briefing** — conduct a pre-flight briefing for a training lesson that is relevant to a training endorsement, which is included in the test, by doing the following:

(i) confirm the trainee is prepared for the training lesson and can recall underpinning knowledge;

(ii) brief the trainee on the training outcomes of the proposed training lesson, including the associated performance criteria;

(iii) brief the trainee on the format of the training lesson, how it will be conducted, and the actions required of the trainee during the training lesson;

(iv) discuss threat and error management issues applicable to the proposed flight.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit code FIR3.

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures.

3.3 En route cruise

Note The relevant competency standards are in unit code FIR3.

Maintain straight and level and turn aircraft.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes FIR4, FIR7, FIR9 and the relevant units for the training endorsements included in the flight test.

(a) implement the hand-over and take-over procedure;

(b) intervene to manage undesired aircraft states;

(c) **Air exercise 1** — conduct flight training for a selected training activity nominated by the flight examiner and perform the following:

(i) demonstrate manoeuvres and provide clear explanations to the trainee;

(ii) direct the trainee performing manoeuvres and tasks;

(iii) monitor and assess the trainee performing manoeuvres and tasks and provide further instruction as required;

(d) **Air exercise 2** — conduct flight training for selected training manoeuvres nominated by the flight examiner and perform the following:

(i) manage pilot in command responsibilities effectively;

(ii) demonstrate and direct manoeuvres and provide clear explanations to the trainee;

(iii) monitor and assess the trainee performing manoeuvres and tasks and provide further instruction as required;

(e) for a training endorsement that is for a multi-crew operation — conduct a multi-crew flight training air exercise by demonstrating and assessing the following:

(i) teamwork and collaborative problem solving;

(ii) non-technical skills that are applicable to both roles of a multi-crew operation;

(iii) standard operating procedures, cockpit discipline and use of automation.

3.5 Descent and arrival

Note The relevant competency standards are in unit code FIR4 and the relevant units for the training endorsements included in the flight test.

Plan and conduct arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code FIR4 and the relevant units for the training endorsements included in the flight test.

(a) conduct a normal circuit pattern, approach and landing;

(b) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code FIR3.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration;

(c) **post-flight debriefing** — conduct a post-flight debriefing for the training activities included during the test by doing the following:

(i) the trainee is given the opportunity to self-assess their performance against the prescribed performance criteria and the objectives of the training activity;

(ii) the trainee's performance is assessed accurately and discussed effectively with the trainee;

(iii) trainee performance deficiencies are identified, and remedial actions and proposed training are discussed;

(iv) discuss with the trainee any threat and error management issues that were encountered during the flight.

3.8 General requirements

Note The relevant competency standards are in unit codes FIR3, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft state;

(i) communicate effectively using appropriate procedures for airspace;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) deliver a long briefing chosen by the flight examiner that is relevant to the training endorsements included in the flight test;

(c) deliver a pre-flight briefing chosen by the flight examiner that is relevant to the training endorsements included in the flight test;

(d) conduct a flight training operation where the flight examiner performs the role of a trainee pilot and the applicant performs the role of flight instructor;

(e) conduct 2 air exercises that are chosen by the flight examiner;

(f) as directed by the flight examiner, perform general handling manoeuvres that are relevant to the training endorsements, which are included in the flight test;

(g) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) the flight test must be conducted in an aircraft, or an FSTD that is approved for the purpose, which is suitable for the training endorsements included in the flight test, except where the test must be conducted in a suitable helicopter in accordance with paragraph 61.1185 (3) (c);

(c) for the grant of a flight instructor rating — demonstrate competency conducting aeronautical knowledge and flight training for at least 1 training endorsement;

(d) for the grant of an additional training endorsement — demonstrate competency conducting aeronautical knowledge and flight training for the endorsement.

Appendix T.2 Simulator instructor rating flight test

1. Flight test requirements

An applicant for a simulator instructor rating flight test must demonstrate the following:

(a) knowledge of the topics listed in subclause 2.1, which are relevant to the training endorsements that are being assessed during the test;

(b) ability to conduct aeronautical knowledge training mentioned in subclause 2.2, that is applicable to the training endorsements being assessed;

(c) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

Note 1 For the purposes of this unit, reference to trainee is a reference to the person who is receiving training that is being delivered by the applicant.

Note 2 For the purposes of this unit, reference to applicant is to the person who is undertaking this flight test.

2. Knowledge requirements

2.1 For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of a simulator instructor rating and the training endorsements included in the flight test;

(b) proficiency check requirements;

(c) flight review requirements;

(d) standardisation and proficiency obligations of Part 141 and Part 142 operators;

(e) preparing a student for training;

(f) principles and methods of instruction;

(g) using FSTDs for training and assessment, including limitations and advantages;

(h) aeronautical knowledge;

(i) practical training aspects of the units and elements of competency;

(j) assessment techniques and standards;

(k) common errors experienced by students and methods for resolving them;

(l) supervision;

(m) environmental conditions;

(n) managing common threats and errors;

(o) administrative matters which are relevant to the training endorsements held or being tested;

(p) if the training endorsement authorises the instructor to conduct a flight review, the applicant is required to demonstrate knowledge of conducting flight reviews associated with the endorsement.

2.2 For paragraph 1 (b), and the endorsements being assessed, conduct aeronautical knowledge training.

Note The relevant competency standards are in unit code SIR.

Long briefing — conduct a lesson for at least 1 topic that is relevant to a training endorsement, which is included in the flight test, by doing the following:

(a) plan the lesson and the delivery method to be used;

(b) state the training objectives and follow the lesson plan;

(c) use training aids effectively;

(d) present accurate technical knowledge;

(e) provide opportunities for the trainee to participate;

(f) discuss applicable non-technical skills as well as threat and error management issues;

(g) confirm training objectives are achieved and provide feedback to the trainee.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit code SIR.

(a) plan a flight training exercise;

(b) perform pre-flight actions and procedures;

(c) **pre-flight briefing** — conduct a pre-flight briefing for a training lesson that is relevant to a training endorsement, which is included in the test, by doing the following:

(i) confirm the trainee is prepared for the training lesson and they can recall the relevant underpinning knowledge;

(ii) brief the trainee on the training outcomes of the proposed training lesson, including the associated performance criteria;

(iii) brief the trainee on the format of the training lesson, how it will be conducted, and the actions required of the trainee during the training lesson;

(iv) discuss threat and error management issues applicable to the proposed flight.

3.2 Ground operations, take-off, departure and climb
Reserved

3.3 En route cruise
Reserved

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes SIR and FIR9.

(a) **Air exercises** — conduct FSTD training for 2 selected training activities nominated by the flight examiner and perform the following:

(i) guide and facilitate the learning activity, provide clear explanations to the trainee and manage the trainee's cognitive load;

(ii) monitor and assess the trainee performing manoeuvres and tasks and provide further instruction as required;

(iii) address any technical issues or unusual conditions as they arise;

(iv) demonstrate the ability to operate the instructor station;

(v) demonstrate the ability to operate the functional controls of the pilot station;

(vi) demonstrate a flight sequence;

(b) for a training endorsement that is for a multi-crew operation — conduct a multi-crew FSTD training exercise by demonstrating and assessing the following:

(i) teamwork and collaborative problem solving are emphasised;

(ii) non-technical skills that are applicable to both roles of a multi-crew operation;

(iii) standard operating procedures, cockpit discipline and use of automation.

3.5 Descent and arrival
Reserved

3.6 Circuit, approach and landing
Reserved

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code SIR.

(a) perform post-flight FSTD and instructor station administration;

(b) **post-flight debriefing** — conduct a post-flight debriefing for the training activities included during the test by doing the following:

(i) the trainee is given the opportunity to self-assess their performance against the prescribed performance criteria and the objectives of the training activity;

(ii) the trainee's performance is assessed accurately and discussed effectively with the trainee;

(iii) trainee performance deficiencies are identified, and remedial actions and proposed training are discussed;

(iv) discuss with the trainee any threat and error management issues that were encountered during the flight.

3.8 General requirements

Note The relevant competency standards are in unit code SIR.

Communicate effectively using appropriate procedures for airspace.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) deliver a long briefing chosen by the flight examiner that is relevant to the training endorsements included in the flight test;

(b) deliver a pre-flight briefing chosen by the flight examiner that is relevant to the training endorsements included in the flight test;

(c) conduct an FSTD training activity where the applicant performs the role of simulator instructor;

(d) operate the FSTD, including the instructor station and other systems as required.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) the flight must be conducted in an FSTD that is approved for the training endorsements included in the flight test;

(c) for the grant of a simulator instructor rating — demonstrate competency conducting aeronautical knowledge and FSTD training for at least 1 training endorsement;

(d) for the grant of an additional training endorsement — demonstrate competency conducting aeronautical knowledge and FSTD training for the endorsement.

SECTION U FLIGHT EXAMINER RATING

Appendix U.1 Flight examiner rating flight test

1. Flight test requirements

An applicant for a flight examiner rating flight test must demonstrate the following:

(a) knowledge of the topics listed in subclause 2.1, which are relevant to the flight examiner endorsements that are being assessed during the FER test;

(b) ability to conduct a pre-flight test and a pre-proficiency check knowledge assessment and briefing as mentioned in subclause 2.2;

(c) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the flight examiner endorsements that are being assessed during the FER test.

Note 1 To avoid doubt, in this unit, ***FER*** test means the flight examiner rating flight test and ***flight test*** means the activity the applicant is conducting and being assessed for the purposes of the FER test.

Note 2 To assist readers correctly interpret this standard the following terms are used: (a) ***candidate*** means the person who is undertaking a flight test or proficiency check, or the person acting as that person – which could be the flight examiner conducting the FER test; and (b) ***applicant*** means the person who is undertaking the FER test.

2. Knowledge requirements

2.1 For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the flight examiner rating and the flight examiner endorsements included in the FER test;

(b) proficiency check requirements;

(c) flight review requirements;

(d) preparing a candidate for a flight test or proficiency check;

(e) assessment methods;

(f) aeronautical knowledge;

(g) assessment techniques and standards;

(h) common errors that are made by candidates;

(i) environmental conditions;

(j) managing common threats and errors;

(k) administrative matters that are relevant to the flight examiner endorsements being tested.

2.2 For paragraph 1 (b) and the endorsements being tested, do the following:

(a) brief the flight examiner conducting the FER test by doing the following:

(i) demonstrate knowledge of the following:

(A) applicable flight test standards;

(B) proficiency check standards (if applicable);

(C) eligibility requirements for a candidate to undertake the flight test;

(ii) provide a flight test plan;

(iii) describe the methods of evidence gathering to be applied;

(iv) describe how the candidate's knowledge is going to be assessed;

(b) brief the candidate as follows:

(i) explain the context of the flight test or proficiency check, the content and performance criteria that will be used during the test or check;

(ii) explain the function of the flight examiner applicant and his or her role in relation to actual emergency procedures or critical flight conditions;

(iii) explain the action that would be taken in the event of a failure assessment.

3. Activities and manoeuvres

Note For paragraph 1 (b), the FER test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight
Reserved

3.2 Ground operations, take-off, departure and climb
Reserved

3.3 En route cruise
Reserved

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes FER2 and FER4.

(a) apply the flight test process correctly;

(b) conduct and manage the flight test effectively;

(c) monitor and record the candidate's performance accurately;

(d) manage any contingencies and any abnormal or emergency situations effectively;

(e) ensure the flight test or proficiency check is completed safely;

(f) evaluate the evidence of the candidate's performance objectively;

(g) make an assessment decision based on an objective evaluation of the evidence.

3.5 Descent and arrival
Reserved

3.6 Circuit, approach and landing
Reserved

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes FER5 and FER6.

(a) **post-flight debriefing for the candidate** — conduct a post-flight debriefing to the person conducting the flight test by doing the following:

(i) advise the candidate of the result of the test or check and provide feedback on his or her performance and, if applicable, provide guidance on further training;

(ii) discuss with the candidate opportunities to overcome competency gaps and advise him or her about the reassessment procedures;

(b) **post-flight debriefing for the training provider responsible for the training** — conduct a post-flight debriefing to the training provider by:

(i) advising them of the result of the test or check; and

(ii) providing feedback on the candidate's performance; and

(iii) providing information to assist the training provider improve its training course;

(c) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft state.

4. Operational scope and conditions

4.1 The following operational scope applies to the FER test:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) prepare for and conduct a flight test or proficiency check as determined by the flight examiner conducting the FER test;

(c) deliver a pre-flight briefing that is relevant to the flight examiner endorsements included in the FER test;

(d) deliver a post-flight debriefing for the candidate and the training provider.

4.2 The following conditions apply to the FER test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) the flight must be conducted in an aircraft that is suitable for the flight examiner endorsements included in the FER test, or a flight simulator that is approved for the purpose.

Appendix U.2 English language assessment endorsement

RESERVED

SECTION V FLIGHT ENGINEER LICENCE

Appendix V.1 Flight engineer licence flight test

RESERVED

SECTION W FLIGHT ENGINEER TYPE RATING

Appendix W.1 Flight engineer type rating flight test

RESERVED

SECTION X FLIGHT ENGINEER INSTRUCTOR RATING

Appendix X.1 Flight engineer instructor rating flight test

RESERVED

SECTION Y FLIGHT ENGINEER EXAMINER RATING

Appendix Y.1 Flight engineer examiner rating flight test

RESERVED

Appendix Y.2 English language assessment endorsement

RESERVED

Schedule 6 Proficiency check standards

The following Table of Contents is for guidance only and is not part of the Schedule.

Table of Contents

Appendix 1 Instrument rating proficiency check

1. Proficiency check requirements

An applicant for an instrument rating proficiency check must demonstrate the following:

(a) knowledge of the topics listed in clause 2 that are relevant to the endorsements that are being assessed during the check;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS that are relevant to the endorsements that are being assessed during the check.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the instrument rating and each instrument endorsement covered by the check;

(b) proficiency check requirements;

(c) IFR and approach recent experience requirements;

(d) aircraft instrument requirements;

(e) interpreting operational and meteorological information;

(f) take-off minima;

(g) holding and alternate requirements;

(h) IFR procedures for all airspace classifications;

(i) departure and approach instrument procedures;

(j) operations below LSALT and MSA for day and night operations;

(k) GNSS and PBN standards;

(l) circling approaches;

(m) adverse weather operations;

(n) ERSA normal and emergency procedures;

(o) IFR planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code CIR.

(a) plan an IFR flight;

(b) perform pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes CIR and IFF.

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off and departure procedures;

(c) conduct an instrument departure and, if available, in accordance with 1 of the following:

(i) a published procedure; or

(ii) an ATC clearance;

3.3 En route cruise

Note The relevant competency standards are in unit code CIR.

(a) navigate en route using ground-based and satellite-based navigation systems;

(b) perform ground-based and satellite-based navigation system integrity checks;

(c) identify and avoid hazardous weather conditions (may be simulated).

3.4 Check specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF and IFL.

(a) perform full panel and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:

(i) 1 recovery using a full instrument panel;

(ii) 1 recovery using a limited instrument panel;

(c) for a test in a multi-engine aircraft, conduct an instrument departure with 1 engine inoperative;

Note For clarity, this manoeuvre must be separate to the manoeuvre required in paragraph (e), namely a missed approach.

(d) for a test in a multi-engine aircraft, conduct an instrument approach with 1 engine inoperative;

(e) for a test in a multi-engine aircraft, with 1 engine inoperative, conduct 1 of the following:

(i) a missed approach procedure;

(ii) a visual circling procedure.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, and IAP3.

(a) perform a descent or published arrival procedure to an aerodrome;

(b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure, and if the approach procedure is an RNAV/(GNSS) approach, then the holding pattern or sector 3 entry procedure must be for the RNAV/(GNSS) procedure;

(c) conduct a 2D instrument approach operation as follows:

(i) prepare for the operation;

(ii) conduct the operation;

(d) if required for the test — conduct a 3D instrument approach operation as follows:

(i) prepare for the operation;

(ii) conduct the operation;

(e) conduct a missed approach procedure.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code CIR.

(a) conduct a visual circling approach involving a change of heading to the runway of at least 90˚;

(b) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code CIR.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes CIR, NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) communicate effectively using appropriate procedures for the airspace being used during the test;
(j) manage the aircraft systems required for the flight;
(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

Note Reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61.880 (9) of Part 61 of CASR 1998.

4.1 The following operational scope applies to the proficiency check:
(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
(b) an IFR operation;
(c) conduct an IFR departure, en route sectors, IFR arrival, instrument approach operations using at least 2 different procedures, and at least 1 missed approach procedure;
(d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:
(a) activities and manoeuvres are performed in accordance with published procedures;
(b) conducted in an appropriate aircraft or a flight simulation training device approved for the purpose;
(c) the check must include at least one 2D instrument approach operations;
(d) demonstrating competency conducting instrument approach operations includes conducting a missed approach procedure for at least 1 approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;
(e) for paragraph (d), demonstrate competency performing at least 1 instrument approach operation while manually manipulating the flight and power controls;
(f) if the proficiency check is conducted in an aircraft, it must be certified for operations conducted under the IFR and be appropriately equipped according to the requirements for each instrument endorsement the check includes;
(g) a suitable means of simulating instrument meteorological conditions must be used, if necessary, to ensure competency conducting the operation without reference to external visual cues is achieved.

Appendix 2 Instrument rating proficiency check — co-pilot

1. Proficiency check requirements

1.1 This proficiency check applies to an applicant for an instrument rating proficiency check who is subject to the condition that he or she is not authorised to act as pilot in command of an aircraft conducting an IFR operation and who has not yet satisfied the requirements for the removal of the condition as prescribed in regulation 61.887 and subregulation 202.266 (5).

1.2 The applicant must demonstrate the following:
(a) knowledge of the topics listed in clause 2 that are relevant to the endorsements that are being assessed during the check;
(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS that are relevant to the endorsements that are being assessed during the check.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the instrument rating and each instrument endorsement covered by the check;

(b) proficiency check requirements;

(c) IFR and approach recent experience requirements;

(d) aircraft instrument requirements;

(e) interpreting operational meteorological information;

(f) take-off minima;

(g) holding and alternate requirements;

(h) IFR procedures for all airspace classifications;

(i) departure and approach instrument procedures;

(j) operations below LSALT and MSA for day and night operations;

(k) GNSS and PBN standards;

(l) circling approaches;

(m) adverse weather operations;

(n) ERSA normal and emergency procedures;

(o) IFR planning.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code CIR.

(a) plan an IFR flight;

(b) perform the pre-flight actions and procedures.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes CIR and IFF.

(a) complete all of the relevant checks and procedures;

(b) plan, brief and conduct the take-off and departure procedures;

(c) conduct an instrument departure and, if available, in accordance with 1 of the following:

(i) a published procedure; or

(ii) an ATC clearance.

3.3 En route cruise

Note The relevant competency standards are in unit code CIR.

(a) navigate the aircraft en route using ground-based and satellite-based navigation systems;

(b) perform ground-based and satellite-based navigation system integrity checks;

(c) identify and avoid hazardous weather conditions (may be simulated).

3.4 Check specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF and IFL.

(a) perform full panel and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:

(i) 1 recovery using a full instrument panel;

(ii) 1 recovery using a limited instrument panel.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, and IAP3.

(a) perform a descent or published arrival procedure to an aerodrome;

(b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure, and if the approach procedure is an RNAV/(GNSS) approach, then the holding pattern or sector 3 entry procedure must be for the RNAV/(GNSS) procedure;

(c) conduct a 2D instrument approach operation as follows:
  (i) prepare for the operation;
  (ii) conduct the operation;
(d) if required for the check — conduct a 3D instrument approach operation as follows:
  (i) prepare for the operation;
  (ii) conduct the operation;
(e) conduct a missed approach procedure.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code CIR.

(a) conduct a visual circling approach involving a change of heading to the runway of at least 90˚;
(b) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code CIR.

(a) park, shutdown and secure the aircraft;
(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes CIR, NTS1 and NTS2.

(a) maintain an effective lookout;
(b) maintain situational awareness;
(c) assess situations and make appropriate decisions;
(d) set priorities and manage tasks effectively;
(e) maintain effective communication and interpersonal relationships;
(f) recognise and manage threats;
(g) recognise and manage errors;
(h) recognise and manage undesired aircraft states;
(i) communicate effectively using appropriate procedures for the airspace being used during the test;
(j) manage the aircraft systems required for the flight;
(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

Note Reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61.880 (9) of Part 61 of CASR 1998.

4.1 The following operational scope applies to the proficiency check:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
(b) a multi-crew IFR operation in an appropriate aircraft or flight simulator approved for the purpose;
(c) conduct an IFR departure, en route sectors, IFR arrival, instrument approach operations using at least 2 different procedures, and at least 1 missed approach procedure;
(d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;
(b) the check must include at least one 2D instrument approach operations;
(c) demonstrating competency conducting instrument approach operations includes conducting a missed approach procedure for at least 1 approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;
(d) if the proficiency check is conducted in an aircraft, it must be certified for operations conducted under the IFR and be appropriately equipped according to the requirements for each instrument endorsement the check includes;

(e) a suitable means of simulating instrument meteorological conditions must be used, if necessary, to ensure competency conducting the operation without reference to external visual cues is achieved.

Appendix 3 Night vision imaging system rating proficiency check

1. Proficiency check requirements

1.1 An applicant for a night vision imaging system (NVIS) rating proficiency check must demonstrate the following:

(a) knowledge of the topics listed in clause 2, which are relevant to the endorsement that is being assessed during the check;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS that are relevant to the endorsements that are being assessed during the check.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the NVIS rating and the endorsement that is covered by the flight test;

(b) proficiency check requirements;

(c) night recency requirements;

(d) night VFR and IFR operations as applicable to the endorsement that is being assessed during the check;

(e) ground and aircraft lighting requirements;

(f) interpreting operational and meteorological information;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

(j) operational requirements and procedures for all airspace classifications;

(k) operations below LSALT and MSA for day and night operations;

(l) ERSA normal and emergency procedures.

3. Activities and manoeuvres

Note For paragraph 1 (b), the proficiency check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code NVI.

(a) plan an NVIS operation and determine the serviceability of the aircraft and the night vision goggles (NVG) equipment to be used for the operation;

(b) plan a night VFR flight;

(c) perform pre-flight actions and procedures.

Note An NVIS operation is defined in Civil Aviation Order 82.6.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes NVI and IFF.

(a) complete all relevant checks and procedures;

(b) lift-off, hover and taxi helicopter using NVG;

(c) plan, brief and conduct take-off and departure procedures using NVG;

(d) establish a stable hover, take-off from and climb out from an unlit helicopter landing site (HLS) using NVG.

3.3 En route cruise

Note The relevant competency standards are in unit code NVI.

(a) transit to and from an operational area using NVG;

(b) navigate en route using night VFR or IFR procedures as applicable.

3.4 Check specific activities and manoeuvres

Note The relevant competency standards are in unit codes NVI, IFF and IFL.

(a) perform full and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes, including the following:

(i) 1 recovery using a full instrument panel;

(ii) 1 recovery using a limited instrument panel;

(c) perform cockpit procedures and checks during goggled and de-goggled flight;

(d) maintain control of the aircraft during transition between goggled and de-goggled flight;

(e) using NVG, perform 1 of the following:

(i) land and take off from sloping ground;

(ii) land and take off from a pinnacle;

(iii) land and take off from a ridgeline;

(f) manage abnormal and emergency situations while using NVG;

(g) recover from inadvertent entry into IMC conditions and re-establishing VMC while using NVG;

(h) manage flight during a multi-crew NVIS operation.

3.5 Descent and arrival

Note The relevant competency standards are in unit code NVI.

(a) plan and conduct an arrival and circuit joining procedure;

(b) descend to an unlit HLS while using NVG.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code NVI.

(a) conduct a circuit pattern, approach and landing using NVG;

(b) conduct an approach to, and land on, an unlit HLS using NVG;

(c) conduct a baulked landing using NVG;

(d) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code NVI.

(a) park, shutdown and secure the helicopter;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2 and NVI.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the proficiency check:

(a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;

(b) conduct an NVIS operation;

(c) conduct the operation using NVG;

(d) conducted under the night VFR, including an IFR segment if the check is for the holder of a grade 1 NVIS endorsement;

(e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the proficiency check:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in a helicopter or a flight simulation training device approved for the purpose;

(c) if the check is conducted in an aircraft, it must be certified for the operation.

Appendix 4 Aerial application rating proficiency check

1. Proficiency check requirements

An applicant for an aerial application rating proficiency check must demonstrate the following:

(a) knowledge of the topics listed in clause 2, which are relevant to the endorsement(s) that are being assessed during the check;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS, which are relevant to the endorsements that are being assessed during the check.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of an aerial application rating and the endorsements held by the applicant;

(b) proficiency check requirements;

(c) limitations of GNSS;

(d) wind affect at low level and associated flying conditions;

(e) analysis of actual and forecast weather relevant to application operations;

(f) the effect of mountainous terrain on airflow and associated flying conditions;

(g) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task;

(h) the hazards associated with low flying and how to identify them prior to and during a low-level operation;

(i) the effects of extreme environmental conditions on pilot health and performance;

(j) the effects of fatigue and physical health on pilot performance;

(k) risk assessment techniques;

(l) managing risks at low level;

(m) aircraft performance, including where appropriate for the category of the aircraft used for the check:

(i) maximum rate turning;

(ii) minimum radius turning;

(iii) best angle of climb;

(iv) best rate of climb;

(v) 1 engine inoperative performance (if applicable);

(vi) helicopter manoeuvring (if applicable).

3. Activities and manoeuvres

Note For paragraph 1 (b), the proficiency check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit codes AA1, and AA2.

(a) perform pre-flight actions and procedures;

(b) plan an application operation;

(c) identify hazards and manage risks;

(d) ensure the performance capability of the aircraft being used is adequate for the operation.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

(a) complete all relevant checks and procedures;

(b) plan, brief and conduct take-off, departure procedure.

3.3 En route cruise

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

Conduct appropriate checks and procedures before descending below 500 ft AGL.

3.4 Check specific activities and manoeuvres

Note The relevant competency standards are in unit codes AA1, AA2, and LL-A or LL-H (as applicable).

(a) at low level, do the following:

(i) manoeuvre at various speeds and configurations;

(ii) navigate;

(iii) apply substances;

(iv) jettison load;

(b) for the aeroplane aerial application endorsement, at low level, do the following:

(i) perform steep turns and procedure turns at or below 500 ft AGL;

(ii) recognise and avoid the stall and recover from a simulated low altitude stall;

(c) for a check conducted in a single-engine aeroplane, perform a forced landing from below 500 ft AGL;

(d) manage abnormal and emergency situations during low-level operations;

(e) for the firefighting endorsements (all categories), do the following:

(i) demonstrate a thorough understanding of fire agency procedures, fire traffic management and other aircraft separation procedures that apply to firefighting operations;

(ii) conduct an aerial survey of a fire area;

(iii) apply firebombing substances;

(iv) operate aircraft at maximum permissible weights for fire operations;

(v) manage abnormal and emergency situations during a firebombing operation;

(f) for the helicopter firefighting endorsement, replenish the helicopter load with snorkel or bucket (as applicable).

3.5 Descent and arrival

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

Plan and conduct descent, arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

(a) conduct a low-level circuit, approach and landing (day only);

(b) perform after-landing actions and procedures.

3.7 Shut down and post flight

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes LL-A or LL-H (as applicable), NTS1 and NTS2.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the test;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the proficiency check:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) conducting operations that are relevant to the endorsements being assessed;

(c) the check may be conducted by observation if the check is conducted in a single-seat aircraft;

(d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the aerial application rating proficiency check:

(a) conducted in an aircraft that is suitable for the endorsements being assessed in the test (see paragraph 61.1110 (4) (a));

(b) conducted by day under the VFR.

Appendix 5 Instructor rating proficiency check

1. Proficiency check requirements

An applicant for an instructor rating proficiency check must demonstrate the following:

(a) knowledge of the topics listed in subclause 2.1, which are relevant to the training endorsements that are being assessed during the check;

(b) ability to conduct aeronautical knowledge training mentioned in subclause 2.2, that is applicable to the training endorsements being assessed;

(c) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS, which are relevant to the endorsements that are being assessed during the check.

Note 1 For the purposes of this unit, reference to trainee is a reference to the person who is receiving training that is being delivered by the applicant.

Note 2 For the purposes of this unit, a reference to applicant is a reference to the person who is undertaking this proficiency check.

2. Knowledge requirements

2.1 For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of a pilot instructor rating and the training endorsements included in the proficiency check;

(b) proficiency check requirements;

(c) flight review requirements;

(d) preparing a student for training;

(e) principles and methods of instruction;

(f) aeronautical knowledge;

(g) practical training aspects of the units and elements of competency;

(h) assessment techniques and standards;

(i) common errors experienced by students and methods for resolving them;

(j) determining a student’s ability to conduct a solo flight;

(k) managing a student’s first solo flight;

(l) supervision;

(m) environmental conditions;

(n) managing common threats and errors;

(o) administrative matters which are relevant to the training endorsements held or being assessed;

(p) if the training endorsement authorises the instructor to conduct a flight review, the applicant is required to demonstrate knowledge of conducting flight reviews associated with the endorsement.

2.2 For paragraph 1 (b), and the endorsements being assessed, conduct the following aeronautical knowledge training:

Note The relevant competency standards are in unit FIR1 and the relevant unit for the training endorsement or endorsements included in the check.

(a) **long briefing** — conduct a lesson for at least 1 topic that is relevant to a training endorsement, which is included in the check, by doing the following:

(i) plan the lesson and the delivery method to be used;

(ii) state the training objectives and follow the lesson plan;

(iii) use training aids effectively;

(iv) present accurate technical knowledge;

(v) provide opportunities for the trainee to participate;

(vi) discuss applicable non-technical skills as well as threat and error management issues;

(vii) confirm training objectives are achieved and provide feedback to the trainee;

(b) **Reserved**

3. Activities and manoeuvres

Note For paragraph 1 (b), the proficiency check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight

Note The relevant competency standards are in unit code FIR3.

(a) plan a flight training exercise that achieves an effective, efficient and safe outcome;

(b) perform pre-flight actions and procedures;

(c) **pre-flight briefing** — conduct a pre-flight briefing for a training lesson that is relevant to a training endorsement, which is included in the check, by doing the following:

(i) confirm the trainee is prepared for the training lesson and can recall underpinning knowledge;

(ii) brief the trainee on the training outcomes of the proposed training lesson, including the associated performance criteria;

(iii) brief the trainee on the format of the training lesson, how it will be conducted, and the actions required of the trainee during the training lesson;

(iv) discuss threat and error issues applicable to the proposed flight.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit code FIR3.

(a) complete all relevant checks and procedures;

(b) plan and conduct take-off, departure procedures and climb.

3.3 En route cruise

Note The relevant competency standards are in unit code FIR3.

Maintain straight and level and turn aircraft.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit code FIR3.

(a) implement the hand-over and take-over procedure;

(b) intervene to manage undesired aircraft states;

(c) **Air exercise 1** — conduct flight training for a selected training activity nominated by the flight examiner and perform the following:

(i) demonstrate manoeuvres and provide clear explanations to the trainee;

(ii) direct the trainee performing manoeuvres and tasks;

(iii) monitor and assess the trainee performing manoeuvres and tasks and provide further instruction as required;

(d) **Air exercise 2** — conduct flight training for a selected training activity nominated by the flight examiner and perform the following:

(i) manage pilot in command responsibilities;

(ii) demonstrate and direct manoeuvres and provide clear explanations to the trainee;

(iii) monitor and assess the trainee performing manoeuvres and tasks and provide further instruction as required;

(e) for a training endorsement that is for a multi-crew operation — conduct a multi-crew flight training air exercise by demonstrating and assessing the following:

(i) teamwork and collaborative problem solving;

(ii) non-technical skills that are applicable to both roles of a multi-crew operation;

(iii) standard operating procedures, cockpit discipline and use of automation.

3.5 Descent and arrival

Note The relevant competency standards are in unit code FIR3.

Plan and conduct arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code FIR3.

(a) conduct a normal circuit pattern, approach and landing;

(b) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code FIR3.

(a) park, shutdown and secure the aircraft;

(b) complete post-flight administration;

(c) **post-flight debriefing** — conduct a post-flight debriefing for the training activities included during the test by doing the following:

(i) the trainee is given the opportunity to self-assess their performance against the prescribed performance criteria and the objectives of the training activity;

(ii) the trainee's performance is assessed accurately and discussed effectively with the trainee;

(iii) trainee performance deficiencies are identified, and remedial actions and proposed training are discussed;

(iv) discuss with the trainee any threat and error management issues that were encountered during the flight.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2 and FIR3.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft state;

(i) communicate effectively using appropriate procedures for airspace;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the proficiency check:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) deliver a long briefing chosen by the flight examiner that is relevant to the training endorsements included in the check;

(c) deliver a pre-flight briefing chosen by the flight examiner that is relevant to the training endorsements included in the check;

(d) conduct a flight training operation where the flight examiner performs the role of a trainee pilot and the applicant performs the role of flight instructor;

(e) conduct 2 air exercises that are chosen by the flight examiner;

(f) as directed by the flight examiner, perform general handling manoeuvres that are relevant to the training endorsements, which are included in the check;

(g) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the proficiency check:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an aircraft, or a flight simulation training device that is approved for the purpose, that is suitable for the training endorsements included in the check;

(c) demonstrate competency conducting aeronautical knowledge and flight training for at least 1 training endorsement.

Appendix 6 Examiner rating proficiency check

1. Proficiency check requirements

An applicant for a flight examiner rating proficiency check must demonstrate the following:

(a) knowledge of the topics listed in subclause 2.1, which are relevant to the endorsements that are being assessed during the check;

(b) ability to conduct a pre-flight test and a pre-proficiency check knowledge assessment and briefing as mentioned in subclause 2.2;

(c) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS, which are relevant to the endorsements that are being assessed during the check.

Note 1 To avoid doubt, in this unit, ***FER check*** means the flight examiner rating proficiency check and ***flight test*** means the activity the applicant is conducting and being assessed for the purposes of the FER check.

Note 2 To assist readers correctly interpret this standard, the following terms are used: (a) ***candidate*** means the person who is undertaking a flight test or proficiency check, or the person acting as that person – which could be the flight examiner conducting the FER check; and (b) ***applicant*** means the person who is undertaking the FER check.

2. Knowledge requirements

2.1 For paragraph 1 (a), the topics are the following:

(a) the privileges and limitations of a flight examiner rating and the flight test endorsements the applicant holds;

(b) proficiency check requirements;

(c) flight review requirements;

(d) preparing a candidate for a flight test or proficiency check;

(e) assessment methods;

(f) aeronautical knowledge;

(g) assessment techniques and standards;

(h) common errors demonstrated by candidates;

(i) environmental conditions;

(j) managing common threats and errors;

(k) administrative matters which are relevant to the flight examiner endorsement(s) being checked.

2.2 For paragraph 1 (b), and the endorsements being checked, do the following:

(a) brief the flight examiner conducting the FER check by doing the following:

(i) demonstrate knowledge of the following:

(A) applicable flight test standards;

(B) proficiency check standards (if applicable);

(C) eligibility requirements for a candidate to undertake the flight test;

(ii) provide a flight test plan;

(iii) describe the methods of evidence gathering to be applied;

(iv) describe how the candidate's knowledge is going to be assessed.

(b) brief the candidate as follows:

(i) explain the context of the flight test or proficiency check, the content and performance criteria that will be used during the test or check;

(ii) explain the function of the proficiency check applicant and his or her role in relation to actual emergency procedures or critical flight conditions;

(iii) explain the action that would be taken in the event of a failure assessment.

3. Activities and manoeuvres

Note For paragraph 1 (b), the FER check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-Flight
Reserved

3.2 Ground operations, take-off, departure and climb
Reserved

3.3 En route cruise
Reserved

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes FER2 and FER4.

(a) apply the flight test process correctly;

(b) conduct and manage the flight test effectively;

(c) monitor and record the candidate's performance accurately;

(d) manage any contingencies and any abnormal or emergency situations effectively;

(e) ensure the flight test or proficiency check is completed safely;

(f) evaluate the evidence of the candidate's performance objectively;

(g) make an assessment decision based on an objective evaluation of the evidence.

3.5 Descent and arrival
Reserved

3.6 Circuit, approach and landing
Reserved

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes FER5 and FER6.

(a) **post-flight debriefing for the candidate** — conduct a post-flight debriefing to the person conducting the flight test or proficiency check by doing the following:

(i) advise the candidate of the result of the test or check and provide feedback on his or her performance and, if applicable, provide guidance on further training;

(ii) discuss with the candidate opportunities to overcome competency gaps and advise him or her about the reassessment procedures;

(b) **post-flight debriefing for the training provider** responsible for the training — conduct a post-flight debriefing to the training provider by:

(i) advising them of the result of the test; and

(ii) providing feedback on the candidate's performance; and

(iii) providing information to assist the training provider improve its training course.

(c) complete flight test or proficiency check administration.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2, FIR4 and the relevant units for the training endorsements included in the flight test.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft state.

4. Operational scope and conditions

4.1 The following operational scope applies to the FER check:

(a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;

(b) prepare for and conduct a flight test or proficiency check as determined by the flight examiner conducting the FER check;

(c) deliver a pre-flight briefing that is relevant to the flight examiner endorsements included in the FER check;

(d) deliver a post-flight briefing for the candidate and the training provider.

4.2 The following conditions apply to the FER check:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) the flight must be conducted in an aircraft or flight simulation training device that is approved for the purpose, and is suitable for the flight examiner endorsements included in the FER check.

Schedule 7 Flight review standards

The following Table of Contents and Index of Codes are for guidance only and are not part of the Schedule.

Table of Contents

INDEX OF CODES

Appendix L Aircraft rating flight review

1. Flight review requirements

1.1 The flight review requirements for an applicant who does not hold a commercial, multi-crew pilot or air transport pilot licence are specified in subclause 1.2.

1.2 For subclause 1.1 the applicant must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) for manoeuvres in a class-rated aeroplane — performing operations within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS;

(b) for manoeuvres in a type-rated aeroplane — performing operations within the tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS:

(c) for manoeuvres in a class-rated single-engine helicopter — performing operations within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS;

(d) for manoeuvres in a type-rated helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(e) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 6 in Section 1 of Schedule 8 of this MOS.

1.3 The flight review requirements for an applicant who holds a commercial, multi-crew pilot or air transport pilot licence are specified in subclause 1.4.

1.4 For subclause 1.3, the applicant must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) for manoeuvres in an aeroplane — performing operations within the tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(b) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.

1.5 For subclauses 1.2 and 1.4, a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the topics specified in clause 4 of each unit of competency mentioned in the table in clause 3, Practical flight standards, except where the topic is not relevant for the particular aircraft rating.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
FR-SEAC	Single-engine aeroplane class rating flight review	This unit is only required if the flight review is for the single-engine aeroplane class rating.
FR-MEAC	Multi-engine aeroplane class rating flight review	This unit is only required if the flight review is for the multi-engine aeroplane class rating.
FR-SEAT	Single-engine aeroplane type rating flight review	This unit is only required if the flight review is for the single-engine aeroplane class rating.

Unit code	Unit of competency	Modifications
FR-MEAT	Multi-engine aeroplane type rating flight review	This unit is only required if the flight review is for the single-engine aeroplane class rating.
FR-SEHT	Single-engine helicopter type rating flight review	This unit is only required if the flight review is for the single-engine helicopter class rating or the single-engine helicopter type rating.
FR-MEHT	Single-engine helicopter class rating flight review	This unit is only required if the flight review is for the single-engine helicopter class rating.
FR-SEGC	Single-engine gyroplane class rating flight review	This unit is only required if the flight review is for the single-engine gyroplane class rating.

Appendix N Private instrument rating flight review

1. Flight review requirements

1.1 An applicant for a private instrument rating flight review must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting an IFR operation;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.2 For paragraphs 1.1 (b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics except where the topic is not relevant to the endorsement the applicant holds:

(a) the privileges and limitations of the private IFR rating;

(b) flight review requirements;

(c) private IFR planning and operations;

(d) the interpretation of operational and meteorological information;

(e) night recency requirements;

(f) ground and aircraft lighting requirements;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

(j) conducting instrument approaches;

(k) operational requirements and procedures for all airspace classifications;

(l) operations below LSALT and MSA for day and night operations;

(m) hazardous weather and conditions;

(n) ERSA normal and emergency procedures.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
C2	Pre- and post flight actions and procedures	Nil
PIF	Conduct a private instrument flight rules flight	Element PIF.2 – *Conduct a visual departure* is only required if Element PIF.5 – *Conduct instrument departure,* is not included.
IAP2	Conduct an instrument approach 2D	This unit is only required if the applicant holds a private instrument endorsement prescribed in Part 4 – Approach/arrival endorsements in Table 61.935 of Part 61 of CASR 1998.

Unit code	Unit of competency	Modifications
IAP3	Conduct an instrument approach 3D	This unit is only required if the applicant holds a private instrument endorsement prescribed in Part 4 – Approach/arrival endorsements in Table 61.935 of Part 61 of CASR 1998 that is in the following list: (a) item 22, Approach – RNP APCH3D private instrument endorsement; (b) item 23, Approach – ILS private instrument endorsement.
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4/IFL.4 – *Re-establish visual flight is not required*.

Appendix O Night VFR rating flight review

1. Flight review requirements

1.1 An applicant for a night VFR rating flight review must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting an operation at night under the VFR;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS.

1.2 For paragraphs 1.1 (b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the topics of the following topics except where the topic is not relevant to the flight test:

(a) the privileges and limitations of the NVFR rating;

(b) flight review requirements;

(c) night recency requirements;

(d) NVFR operations;

(e) the interpretation of operational and meteorological information;

(f) ground and aircraft lighting requirements;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

(j) operational requirements and procedures for all airspace classifications;

(k) operations below LSALT for night operations;

(l) hazardous weather and conditions;

(m) ERSA normal and emergency procedures.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Nil
NVR1	Conduct a traffic pattern at night	Nil

Unit code	Unit of competency	Modifications
NVR2	Night VFR – single-engine aircraft	This unit is only required if the flight review is conducted in a single-engine aircraft. The following elements are not required: (a) NVR2.13 – *Conduct a diversion to revised route or alternate aerodrome at night*; (b) NVR2.15 – *Perform a go-round*. The following elements are not required if the applicant completed a Night VFR rating flight review within the previous 24 months and these elements were included in that flight review: (a) NVR2.2 – *Obtain and use current operational documents*; (b) NVR2.3 – *Prepare flight plan for NVFR flight*; (c) NVR2.4 – *Determine operational requirements*; (d) NVR2.5 – *Make flight notification*; (e) NVR2.6 – *Program navigation system*; (f) NVR2.11 – *Manage hazardous weather conditions*; For element NVR2.9 – *Navigate the aircraft in night VFR*, the performance criteria are the following: (a) cockpit and instrument lighting is adjusted to allow reference to documentation, instruments and lookout; (b) fixes aircraft position using navigation systems; (c) tracks are intercepted and maintained to and from stations or navigation positions.

Unit code	Unit of competency	Modifications
NVR3	Night VFR – multi-engine aircraft	This unit is only required if the flight review is conducted in a multi-engine aeroplane. The following elements are not required: (a) NVR3.8 – *Take-off at night at other than departure aerodrome which is remote from ground lighting*; (b) NVR3.9 – *Engine failure after take-off;* (c) NVR3.16 – *Conduct a diversion to revised route or alternate aerodrome at night*; (d) NVR3.18 – *Land at night, with and without the use of aircraft landing lights at other than departure aerodrome which is remote from ground lighting*. The following elements are not required if the applicant completed a Night VFR rating flight review within the previous 24 months and these elements were included in that flight review: (a) NVR3.2 – *Obtain and use current operational documents*; (b) NVR3.3 – *Prepare flight plan for NFVR flight*; (c) NVR3.4 – *Determine operational requirements*; (d) NVR3.5 – *Make flight notifications*; (e) NVR3.6 – *Program navigation system*; (f) NVR3.12 – *Engine failure during cruise*; (g) NVR3.14 – *Manage hazardous weather conditions*; For element NVR3.11 – *Navigate the aircraft in night VFR*, the performance criteria are the following: (a) cockpit and instrument lighting is adjusted to allow reference to documentation, instruments and lookout; (b) fixes aircraft position using navigation systems; (c) tracks are intercepted and maintained to and from stations or navigation positions.

Appendix Q Low-level rating flight review

1. Flight review requirements

1.1 A low-level rating flight review must include an assessment of competency of at least 1 low-level endorsement.

1.2 An applicant for an low-level rating flight review must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting low-level operations;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.3 For paragraphs 1.1(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

(a) the privileges and limitations of the low-level rating and low-level endorsements held by the applicant;

(b) flight review requirements;

(c) operating the aircraft's navigation and operating systems;

(d) applying operating limitations;

(e) weight and balance requirements;

(f) the interpretation of operational and meteorological information;

(g) applying aircraft performance data, including take-off and landing performance data for the class of aircraft;

(h) operational requirements and procedures – all airspace classifications;

(i) airworthiness requirements;

(j) reporting requirements;

(k) ERSA normal and emergency procedures;

(l) recent changes to legislation and procedures;

(m) wind affect at low level and associated flying conditions;

(n) the effect of mountainous terrain on airflow and associated flying conditions;

(o) the hazards of, and managing the risks associated with, low flying;

(p) operating in hilly terrain;

(q) aircraft performance, including:

(i) maximum rate turning;

(ii) minimum radius turning;

(iii) best angle of climb;

(iv) best rate of climb;

(v) 1 engine inoperative performance (if applicable);

(r) the effects of typical and extreme environmental conditions on pilot health and performance that are relevant to aerial application operations;

(s) the effects of fatigue and physical health on pilot performance;

(t) analysis of actual and forecast weather relevant to low-level operations;

(u) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil
LL-A	Aeroplane low-level operations	For this unit, the following elements are not required: (a) LL-A.2 – *Flight component*; (b) LL-A.3 – *Aircraft handing*; (c) LL-A.8 – *Operate at low level in hilly terrain*. If the flight review is conducted in a single-engine aeroplane, element LL-A.7 – *Execute engine failure (simulated) from below 500 ft AGL* (multi-engine aeroplane only) is not required. If the flight review is conducted in a multi-engine aeroplane, element LL-A.6 – *Execute forced landing (simulated) from below 500 ft AGL* (single-engine aeroplane only) is not required.
LL-H	Helicopter low-level operations	For this unit, the following elements are not required: (a) LL-H.2 – *Flight component*; (b) LL-H.3 – *Aircraft handing*; (c) LL-H.7 – *Operate at low level in hilly terrain*. If the flight review is conducted in a single-engine helicopter, element LL-H.6 – *Execute engine failure (simulated) from below 500 ft AGL* (multi-engine aeroplane only) is not required. If the flight review is conducted in a multi-engine helicopter, element LL-H.5 – *Execute autorotative forced landing (simulated) from below 500 ft AGL* (single-engine aeroplane only) is not required.
LL-G	Gyroplane low-level operations	For this unit, the following elements are not required: (a) LL-G.2 – *Flight component*; (b) LL-G.3 – *Aircraft handing*; (c) LL-G.6 – *Operate at low level in hilly terrain*.
LL-M	Aerial mustering operations	Nil
LL-SO	Sling operations	Nil
LL-WR	Winch and rappelling operations	Nil

Schedule 8 Tolerances

The following Table of Contents is for guidance only and is not part of the Schedule.

Table of Contents

SECTION 1: FLIGHT TOLERANCES

Table 1: Aeroplane general flight tolerances – private level

Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) recreational pilot licence;

(b) private pilot licence;

(c) aircraft class rating;

(d) Night VFR rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Taxing aircraft		±1.5 metres of centreline
Nominated heading		±10°
Climb airspeed		-0 / +5 kts
Level off from climb and descent		±150 ft
Straight and level	Altitude	±150 ft
	IAS	±10 kts
Power descent airspeed		±10 kts
Glide		-5 / +10 kts
Turns		Angle of Bank ±5°
Turns onto nominated headings		Heading ±10°
Steep Turn		Heading ±10°
		Height ±150 ft
Final approach airspeed		-0 / +5 kts
Landing	Touchdown	±120 m
	Centreline tracking	±2 m
Asymmetric flight	Heading – initial	±20°
	Heading - sustained	±5°
	IAS	-0 +5 kts
Limited panel instrument flying	Heading	±15°
	IAS	±10 kts or ±M0.02
	Height	±200 ft

Table 2: Aeroplane general flight tolerances – professional level

Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) commercial pilot licence;
(b) multi-crew pilot licence;
(c) air transport pilot licence;
(d) pilot instructor rating;
(e) instrument rating;
(f) private IFR rating;
(g) flight examiner rating;
(h) aerial application rating;
(i) low-level rating;
(j) aircraft type rating.

Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

Flight tolerances

Flight path or manoeuvre		Flight tolerances
Taxing aircraft		±1.5 metres of centreline
Nominated heading		±5°
Climb airspeed		-0 / +5 kts
Level off from climb and descent		±100 ft
Straight and level	Altitude	±100 ft
	IAS	±10 kts or ±M.02 Not below minimum approach speed.
Power descent		±10 kts
Glide		-5 / +10 kts
Turns		Angle of Bank ±5°
Turns onto nominated headings		Heading ±5°
Steep Turn		Heading ±10°
		Height ±100 Ft
Final approach airspeed		-0 / +5 kts
Landing	Touchdown	±60 m For ATPL, within the published touchdown zone relevant to the runway landing distance available.
	Centreline tracking	±2 m
Asymmetric flight	Heading – initial	±20°
	Heading – sustained	±5°
	IAS	-0 +5 kts
Limited panel instrument flying	Heading	±15°
	IAS	±10 kts or ±M0.02

Flight path or manoeuvre		Flight tolerances
	Height	±200 ft

Table 3: Helicopter general flight tolerances – private level

Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) recreational pilot licence;

(b) private pilot licence;

(c) aircraft class rating;

(d) NVFR rating.

Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

Flight tolerances

Flight path or manoeuvre		Flight tolerances
Hover		±1 metre of hover point
Ground taxi/hover taxi and manoeuvring		±1 metre of track
		±5° of nominated heading
		±20% of nominated height
Climbing		-0 +5 kts nominated IAS
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±5 kts
	Heading	±5° of nominated heading
Power descent	IAS	±5 kts
	Heading	±5° of nominated heading
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±5° of heading
Level speed in IMC – U/A recovery		Not less than V_{min} IMC
Final approach airspeed		-0_+10 kts
Landing (normal)		Within a 5 metre diameter circle of nominated point
Multi-engine – 1 engine disengaged	Heading	±5° of nominated heading
	IAS	±10 kts of nominated speed/not below approach speed for configuration
Control helicopter during advanced manoeuvres – steep turns	altitude	±100 ft
	speed	±5 kts
	Exit on specified heading	±15° initially, then ±5°
	Nominated heading	±15° initially, then ±5° thorough to min descent of 500 ft

Flight path or manoeuvre		Flight tolerances
Autorotation – single engine helicopter	Heading	±5° Able to turn into the last known wind direction and maintain heading within tolerance
	IAS	±5 kts From recommended minimum rate of descent airspeed
Advanced manoeuvre – autorotative flight	Descent at nominated heading	±5°
	Manufacturer's recommended speed	±5 kts
	Steep turn altering heading	360° using 45° bank
	Best range speed and minimum descent rate	±5 kts
	Distance from the nominated touchdown or termination point	±25 m
Advanced manoeuvre – power recovery	Rotor RPM	Within limitation
	Nominated minimum descent altitude	+100 /-0 ft
	Climb speed	±5 kts

Table 4: Helicopter general flight tolerances – professional level

Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) commercial pilot licence;
(b) multi-crew pilot licence;
(c) air transport pilot licence;
(d) pilot instructor rating;
(e) private IFR rating;
(f) instrument rating;
(g) flight examiner rating;
(h) aerial application rating;
(i) low-level rating;
(j) aircraft type rating.

Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

Flight tolerances

Flight path or manoeuvre		Flight tolerances
Hover		±0.5 metre of hover point
Ground taxi/hover taxi and manoeuvring		±1 metre of track
		±5° of nominated heading
		±20% of nominated height
Climbing		-0 +5 kts nominated IAS
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±5 kts
	Heading	±5° of nominated heading
Power descent	IAS	±5 kts
	Heading	±5° of nominated heading
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±5° of heading
Level speed in IMC – U/A recovery		Not less than V_{min} IMC
Final approach airspeed		-0, +10 kts
Landing (normal)		Within a 5 metre diameter circle of nominated point
Multi-engine – 1 engine disengaged	Heading	±5° of nominated heading
	IAS	±10 kts of nominated speed/not below approach speed for configuration
Control helicopter during advanced manoeuvres – steep turns	Altitude	±100 ft
	Speed	±5 kts

Flight path or manoeuvre		Flight tolerances
	Exit on specified heading	±15° initially, then ±5°
	Nominated heading	±15° initially, then ±5° thorough to min descent of 500 ft
Autorotation – single engine helicopter	Heading	±5° Able to turn into the last known wind direction and maintain heading within tolerance
	IAS	±5 kts From recommended minimum rate of descent airspeed
Advanced manoeuvre – autorotative flight	Descent at nominated heading	±5°
	Manufacturer's recommended speed	±5 kts
	Steep turn altering heading	360° using 45° bank
	Best range speed and minimum descent rate	±5 kts
	Distance from the nominated touchdown or termination point	±25 m
Advanced manoeuvre – power recovery	Rotor RPM	Within limitation
	Nominated minimum descent altitude	+100 /-0 ft
	Climb speed	±5 kts

Table 5: Instrument approach tolerances

Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) instrument rating;

(b) multi-crew pilot licence;

(c) air transport pilot licence.

Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

Flight tolerances

Parameter	Tolerance
2D approach Lateral Path Tracking	± 5° of nominated track using azimuth guidance
	± ½ scale deflection of nominated track using lateral course deviation indicator guidance
	Within the RNP value specified for the published minimum altitude
	± 2nm of a DME or GNSS arc
3D Approach Lateral Path Tracking	As above for the lateral path guidance being used
3D Approach Vertical Path	± ½ scale deflection or +/_ 75 ft for RNP BARO VNAV procedure
	For an RNP LPV transients associated with aircraft configuration changes above +1/2 scale are acceptable Transients associated with aircraft configuration changes above +75 ft are acceptable
Minimum Altitude	+100 ft, -0 ft at published minima descent altitude Missed approach initiated not below decision altitude

Table 6: Gyroplane class rating tolerances – private

1 Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) recreational pilot licence;

(b) private pilot licence;

(c) aircraft class rating;

(d) NVFR rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Ground taxi/hover taxi and manoeuvring		±1.5 metres of track/centreline
		±10° of nominated heading
Climbing	Best rate	-0 +5 kts of nominated airspeed
	Best angle	±5 kts of nominated airspeed
	Heading	±5° of nominated heading
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±10 kts
	Heading	±10° of nominated heading
Power descent Airspeed/Autorotation	IAS	±10 kts
	Heading	±10° of nominated heading
	Rate of descent	±150 ft/min
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±10° of heading
Final approach airspeed		±5 kts
Touchdown		±2 metres of centreline
Landing (normal)		±50 metres of selected touchdown point

Table 7: Gyroplane class rating tolerances – professional

Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) commercial pilot licence;

(b) pilot instructor rating;

(c) instrument rating;

(d) private IFR rating;

(e) flight examiner rating;

(f) aerial application rating;

(g) low-level rating;

(h) aircraft type rating.

Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

Flight tolerances

Flight Path or Manoeuvre		Flight tolerances
Ground taxi and manoeuvring		±1.5 metres of track/centreline
		±10° of nominated heading
Climbing	Best rate	-0 +5kts of nominated airspeed
	Best angle	±5 kts of nominated airspeed
	Heading	±5° of nominated heading
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±5 ts
	Heading	±5° of nominated heading
Power descent Airspeed/Autorotation	IAS	±10 kts
	Heading	±10° of nominated heading
	Rate of descent	±150 ft/min
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±10° of heading
Final approach airspeed		-±5 kts
Touchdown		±2 metres of centreline
Landing (normal)		Within a 100 metre of selected touchdown point

Table 8: Aerobatics

Applicability

1.1 The flight tolerances in this subsection apply to the aerobatics endorsements.

Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

Flight tolerances

Manoeuvres	Parameter	Tolerances
Looping manoeuvres	Nominated line feature	±10°
	Nominated airspeed	±10 kts
	Entry and recovery heights	±100 ft
Rolling manoeuvres	Nominated airspeed	±10 kts
	Direction	±10°
	Altitude	±100 ft
Stall turn-hammerhead	Nominated air speed	±10 kts
	Nominated line feature 180°	±15°

SECTION 2: ENGLISH LANGUAGE PROFICIENCY RATING SCALES

Applicability

1.1 The following rating scale applies to Aviation English language proficiency assessments:

(a) Level 6 – expert level;

(b) Level 5 – extended;

(c) Level 4 – operational.

Requirements

2.1 Applicants are assessed for aviation English language proficiency against the rating scales in clause 3 below.

Rating scales

3.1 Level 6 – Expert

3.1.2 The person must communicate effectively face-to-face using clear and precise English so that each of the following is the case for the person:

(a) pronunciation, stress, rhythm and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding;

(b) both basic and complex grammatical structures and sentence patterns are consistently well-controlled;

(c) vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics;

(d) vocabulary is idiomatic, nuanced and sensitive to register;

(e) able to speak at length with a natural, effortless flow;

(f) varies speech flow for stylistic effect, e.g. to emphasise a point;

(g) uses appropriate discourse markers and connectors spontaneously;

(h) comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties;

(i) interacts with ease in nearly all situations;

(j) is sensitive to verbal and non-verbal cues and responds to them appropriately.

3.1.3 The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:

(a) uses plain English effectively;

(b) receives appropriate responses to transmissions;

(c) responds to transmissions and takes appropriate action;

(d) identifies and manages communication errors and misunderstandings promptly and effectively;

(e) seeks clarification in the time available if the message is unclear or if there is uncertainty about the message;

(f) reacts appropriately to a variety of regional accents;

(g) communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.

3.2 Level 5 – Extended

3.2.1 The person must communicate effectively face-to-face using clear and precise English, so that each of the following is the case for the person:

(a) stress, rhythm and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding;

(b) basic grammatical structures and sentence patterns are consistently well-controlled. Complex structures are attempted but with errors which sometimes interfere with meaning;

(c) vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic;

(d) able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors;

(e) comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and accent) or registers;

(f) interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately;

(g) responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming or clarifying.

3.2.2 The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:

(a) uses plain English effectively;

(b) receives appropriate responses to transmissions;

(c) responds to transmissions and takes appropriate action;

(d) identifies and manages communication errors and misunderstandings promptly and effectively;

(e) seeks clarification in the time available if message is unclear or uncertainty exists;

(f) reacts appropriately to a variety of regional accents;

(g) communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.

3.3 Level 4 – Operational

3.3.1 The person must communicate effectively face-to-face using clear and precise English, so that each of the following is the case for the person:

(a) stress, rhythm and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding;

(b) basic grammatical structures and sentence patterns are used creatively and are usually well-controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning;

(c) vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances;

(d) produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting;

(e) comprehension is mostly accurate on common, concrete and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies;

(f) responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming or clarifying.

3.3.2 The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:

(a) uses plain English effectively;

(b) receives appropriate responses to transmissions;

(c) responds to transmissions and takes appropriate action;

(d) identifies and manages communication errors and misunderstandings promptly and effectively;

(e) seeks clarification in the time available if message is unclear or uncertainty exists;

(f) reacts appropriately to a variety of regional accents;

(g) communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.

Schedule 9 CPL(H) training for paragraph 61.615 (1B) (b) (non-integrated training courses)

1 For paragraph 61.615 (1B) (b), the minimum requirements for an applicant for the CPL(H) who has not completed an integrated training course are as follows:

(a) at least 105 hours of flight training must be completed in no more than 2 types or models of helicopter;

(b) for paragraph (a):

(i) the first 15 hours must be completed in 1 of the types or models of helicopter mentioned in paragraph (a);

(ii) at least 20 hours must be completed in each type or model of helicopter mentioned in paragraph (a);

(iii) at least 40 hours must be completed as dual flight training in any of the types or models of helicopter mentioned in paragraph (a);

(iv) at least 25 hours must be completed as pilot in command (but not as cross-country flight time) in any of the types or models of helicopter mentioned in paragraph (a);

(v) the final 30 hours of flight training actually undertaken must be completed within the 3 months immediately before the flight test.

Note Additional flight training may be undertaken, including tethered helicopter flight training and flight training in additional types of helicopter.

2 Subject to clause 3, for paragraph 1 (a), a type or model of a helicopter means the single-engine helicopter, or 1 of the single-engine helicopters, mentioned by name in a single cell of column 2 of Schedule 14 of the *Prescription of aircraft and ratings — CASR Part 61 Instrument,* of the Edition that is in force at the time of the particular flight training (the ***relevant Prescription instrument***).

Note 1 The *Prescription of aircraft and ratings — CASR Part 61 (Edition 5) Instrument 2018* is the Edition of the prescription instrument that is in force immediately before the end of 31 August 2018. It is a legislative instrument, freely available on the Federal Register of Legislation. If and when a prescription instrument is superceded by a later edition, the earlier edition remains freely available on the Federal Register of Legislation.

Note 2 Although, for Schedule 14 of the relevant Prescription instrument, more than 1 type or model of helicopter in a single cell of column 2 may attract the same type rating on a pilot licence, each type or model of helicopter mentioned in a single cell of column 2 is to be considered a different type or model of helicopter for clause 1.

3 Despite subsection 2, the 2 helicopter types or models mentioned in the first cell of column 2 of Schedule 14 of the relevant Prescription instrument for the Sikorsky Aircraft Corp may be treated interchangeably as a single type or model.

Note These are the Hughes 269 (all piston engine models) and the Schweizer 300 (all piston engine models).

Note to Part 61 Manual of Standards (MOS)

The Part 61 Manual of Standards (MOS) (in force under the *Civil Aviation Safety Regulations 1998*) as shown in this compilation comprises Part 61 Manual of Standards amended as indicated in the Tables below.

Table of Manual of Standards and Amendments

Year and number	Date of registration on FRLI	Date of commencement	Application, saving or transitional provisions
Part 61 MOS 2014	21 August 2014 (*see* F2014L01102)	1 September 2014	—
Part 61 MOS 2016 Amendment No. 1	25 May 2015 (*see* F2016L00831)	26 May 2016	—
Part 61 MOS 2018 Amendment No. 1	17 July 2018 (*see* F2018L01036)	17 July 2018	—
Part 61 MOS 2018 Amendment No. 2	10 August 2018 (*see* F2018L01104)	1 September 2018*	—
Part 61 MOS 2021 Amendment No. 1	15 January 2021 (*see* F2021L00049)	16 January 2021	—
Part 61 MOS 2021 Amendment No. 2	17 May 2021 (see F2021L00588)	18 May 2021	—

*Immediately after commencement of *Civil Aviation Safety Amendment (Flight Crew Licensing Measures No. 1) Regulations 2018*, which commenced immediately before the end of 31 August 2018.

Table of Amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
s. 2	rep. *Legislation Act 2003*, s. 48C
s. 4	rs. F2018L01036
subs. 5.5	ad. F2018L01036
subs. 5.6	ad. F2018L01036
s. 12	rs. F2018L01036
s. 13	rs. F2018L01036
s. 15	ad. F2018L01104
Schedule 1, Appendix G.8	am. F2018L01104
Schedule 1, Appendix H.1	am. F2018L01104
Schedule 1, Appendix H.2	am. F2018L01104
Schedule 1, Appendix H.2A	ad. F2018L01104
Schedule 1, Appendix I.1	am. F2018L01104
Schedule 1, Appendix I.2	am. F2018L01104
Schedule 1, Appendix I.2A	ad. F2018L01104
Schedule 2, Section 4	am. F2021L00049, F2021L00588
Schedule 2, Section 5	am. F2021L00049
Schedule 2, Section 6	am. F2021L00049
Schedule 3, Appendix 1	am. F2021L00049, F2021L00588
Schedule 5	am. MOS 61 2016 No. 1
Schedule 5	rs. F2018L01036

Table of Amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
Schedule 5, Section G	am. F2021L00049
Schedule 5, Section H	am. F2021L00049
Schedule 5, Section I	am. F2021L00049
Schedule 5, Section L	am. F2021L00049
Schedule 5, Section Q	am. F2021L00049
Schedule 5, Section R	am. F2021L00049
Schedule 6	rs. F2018L01036
Schedule 9	ad. F2018L01104