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

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Appendix G.4   RPL Airship category rating flight test

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