

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.