



I, SHANE PATRICK CARMODY, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 61.035 of the *Civil Aviation Safety Regulations 1998*.

Shane Carmody
Director of Aviation Safety

October 2017

Part 61 Manual of Standards Amendment Instrument 2017 (No. 1)

1 Name of instrument

This instrument is the *Part 61 Manual of Standards Amendment Instrument 2017 (No. 1)*.

2 Commencement

This instrument commences on the day after registration.

3 Amendment of the Part 61 Manual of Standards

- (1) Schedule 1 amends the Part 61 Manual of Standards Instrument 2014.
- (2) If an amendment in Schedule 1 contains matter that is expressly described as being for guidance only, then, despite the matter being in the amendment, the matter is not part of the amendment.

Note Subsection 3 (2) is intended to allow the Tables of Contents for new Schedules 5 and 6 (as contained in amendment number 4 of this MOS Amendment Instrument) to retain their status as guidance material only which may be varied editorially, including for any subsequent compilation.

Schedule 1 Amendments

[1] After subsection 5.4

insert

- 5.5 Unless the contrary intention appears, a reference in this instrument to a numbered provision that commences with the number 61 is a reference to the provision of that number in Part 61 of CASR 1998.

[2] Section 12

substitute

12 Flight tests — competency standards

- 12.1 The competency standards for a flight test for a flight crew licence with an aircraft category rating, a flight crew rating on a licence, or an endorsement on a rating are as set out in the Appendix in Schedule 5 that is for the licence, rating or endorsement flight test.

Note See the Table of Contents at the front of Schedule 5 to find the reference to any particular flight test.

- 12.2 For subsection 12.1, the competency standards for a flight test mentioned in an Appendix in Schedule 5 comprise the following:
- (a) the flight test requirements mentioned in the Appendix for the test;
 - (b) the knowledge requirements mentioned in the Appendix for the test;
 - (c) the activities and manoeuvres mentioned in the Appendix for the test, but:
 - (i) subject to the operational scope and conditions mentioned in the Appendix for the test; and
 - (ii) within the flight tolerances mentioned in the table in Section 1 of Schedule 8 that is for the category of aircraft (where applicable) and for the licence, rating or endorsement;

Note For subparagraph (c) (ii), the aircraft category is identified in the title of the relevant table in Schedule 8, and the licence, rating or endorsement is identified in the “Applicability” clause of the relevant table.

- 12.3 For paragraph 12.2 (c), when conducting a flight test and determining whether an applicant has or has not demonstrated the competency required for an activity or manoeuvre, the flight examiner must take into account the competency standards in each unit coded unit of competency mentioned in a Note as being relevant to the activity or manoeuvre.

Note For flight training, the applicant must have achieved competency in each relevant unit of competency, in accordance with subsection 8.5 of this MOS. For a flight test, the applicant must demonstrate competency across the representative sample of these units of competency prescribed in the activities and manoeuvres mentioned in the Appendix in Schedule 5 for the test. In assessing the applicant, the flight examiner must take into account the standards under Schedule 2 for the units of competency that are relevant to those representative activities and manoeuvres.

- 12.4 For subsection 12.3, the unit codes refer to the document in Schedule 2 which has the same unit code.

Note 1 See the Table of Contents at the front of Schedule 2 for an alphabetical list of unit codes.

Note 2 For a flight test, the competency required of a person by a unit of competency does not require specific testing of the underpinning knowledge in Schedule 2.

[3] Section 13

substitute

13 Proficiency checks — competency standards

- 13.1 The competency standards for a proficiency check for a flight crew rating on a licence, or an endorsement on a rating are as set out in the Appendix in Schedule 6 that is for the rating proficiency check.

Note See the Table of Contents at the front of Schedule 6 to find the reference to any particular proficiency check.

- 13.2 For subsection 13.1, the competency standards for a proficiency check mentioned in an Appendix in Schedule 6 comprise the following:
- (a) the proficiency check requirements mentioned in the Appendix for the check;
 - (b) the knowledge requirements mentioned in the Appendix for the check;
 - (c) the activities and manoeuvres mentioned in the Appendix for the check, but:

- (i) subject to the operational scope and conditions mentioned in the Appendix for the check; and
- (ii) within the flight tolerances mentioned in the table in Section 1 of Schedule 8 that is for the category of aircraft (where applicable) and for the flight crew rating;

Note For subparagraph (c) (ii), the aircraft category is identified in the title of the relevant table in Schedule 8, and the rating is identified in the “Applicability” clause of the relevant table.

- 13.3 For paragraph 13.2 (c), when conducting a proficiency check and determining whether an applicant has or has not demonstrated the competency required for an activity or manoeuvre, the flight examiner must take into account the competency standards in each unit coded unit of competency mentioned in a Note as being relevant to the activity or manoeuvre.

Note For flight training, the applicant must have achieved competency in each relevant unit of competency, in accordance with subsection 8.5 of this MOS. For a proficiency check, the applicant must demonstrate competency across the representative sample of these units of competency prescribed in the activities and manoeuvres mentioned in the Appendix in Schedule 6 for the check. In assessing the applicant, the flight examiner must take into account the standards under Schedule 2 for the units of competency that are relevant to those representative activities and manoeuvres.

- 13.4 For subsection 13.3, the unit codes refer to the document in Schedule 2 which has the same unit code.

Note 1 See the Table of Contents at the front of Schedule 2 for an alphabetical list of unit codes.

Note 2 For a proficiency check, the competency required of a person by a unit of competency does not require specific testing of the underpinning knowledge in Schedule 2.

[4] Schedules 5 and 6*substitute***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 cargo and passengers;
- (g) aircraft speed limitations;
- (h) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1.1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the 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 the aeroplane;
- (c) plan and conduct the 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 the aeroplane;
- (b) navigate from the circuit area to the training area and return;
- (c) operate safely in the 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) an incipient spin;
- (b) conduct steep level turns of at least 45° angle of bank;
- (c) perform full panel instrument flying;
- (d) using the 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 an 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) 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 codes A1 and C2.

- (a) park the aeroplane;
- (b) shut down the aeroplane;
- (c) secure the aeroplane;
- (d) 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, and other airspace if required for the purpose of the operation;
- (e) operating at a non-towered aerodrome ;
- (f) emergencies and abnormal situations 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 can 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 cargo and passengers;
- (g) aircraft speed limitations;
- (h) aircraft systems.

3. Activities and manoeuvres

Note For paragraph 1.1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the 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 the helicopter;
- (c) taxi the helicopter;
- (d) air transit the helicopter;
- (e) plan, brief and conduct the 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 from the circuit area to the training area and return;
- (c) operate safely in the 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;
 - (iv) perform sideways and backwards flight;
- (b) conduct steep level turns of at least 45° angle of bank;
- (c) perform an autorotative flight manoeuvre;
- (d) land on and lift-off from sloping ground;
- (e) land, manoeuvre, and take-off in a confined area;
- (f) execute a limited power take-off, approach and landing;
- (g) perform a forced landing;
- (h) manage an engine failure during hover or taxi;
- (i) manage a tail rotor malfunction in flight and at the hover (simulated);
- (j) manage at least one 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) shut down the helicopter;
- (b) secure the helicopter;
- (c) 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 other airspace if required for the purpose of the operation;
- (e) operating at a non-towered aerodromes;
- (f) emergencies and abnormal situations 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 V.F.R.;
- (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 tail wind 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 representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the 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 the aeroplane;
- (c) plan, brief and conduct the take-off and departure procedures;
- (d) conduct a crosswind 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 the aeroplane 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) an incipient spin;
- (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 and simulated emergency landing;
- (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):
 - (iii) an aircraft system malfunction;
 - (iv) engine or cabin fire;
 - (v) 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 an 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 the aeroplane;
- (b) shut down the aeroplane;
- (c) secure the aeroplane;
- (d) 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 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 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 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
 - (ii) operating at a non-towered aerodrome;
- (e) if controlled airspace or a towered aerodrome are unavailable in the area where the test is conducted, operating in controlled airspace or at a towered aerodrome may be simulated as applicable. 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 can 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 cargo and passengers;
- (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 representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the 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 the helicopter;
- (c) taxi the helicopter;
- (d) air transit the helicopter;
- (e) plan, brief and conduct the 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.

Note For clarity, the applicant is required to demonstrate a constant heading climb and a climbing turn. The performance configuration is from the available options as long as one of the manoeuvre is in the cruise configuration and climbing is demonstrated in one of the other performance configurations.

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 the helicopter;
- (b) navigate the helicopter 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 sideways and backwards flight;
- (c) conduct steep level turns of at least 45° angle of bank;
- (d) perform full panel instrument flying;
- (e) using the 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 Shutdown and post-flight

Note The relevant competency standards are in unit code C2.

- (a) shutdown the helicopter;
- (b) secure the helicopter;
- (c) 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 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 private local area operation;
- (d) operating in Class G airspace, and other airspace if required for the purpose of the operation;
- (e) operating at a non-towered aerodromes;
- (f) emergencies and abnormal situations 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 V.F.R.;
- (d) the flight must include:
 - (i) operating in Class G airspace; and
 - (ii) operating at a non-towered aerodrome;
- (e) if controlled airspace or a towered aerodrome are unavailable in the area where the test is conducted, operating in controlled airspace or at a towered 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 tail wind 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 cargo and passengers;
- (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 representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the 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 the aeroplane;
- (c) plan, brief and conduct the take-off and departure procedures;
- (d) conduct a crosswind 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 the aeroplane 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) an incipient spin;
- (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) one recovery using a full instrument panel;
 - (ii) one recovery using a limited instrument panel;
- (e) manage an engine failure after take-off;
- (f) conduct a precautionary search and simulated emergency landing;
- (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) manage an engine failure as follows:
 - (i) if the test is conducted in a single-engine aeroplane, perform a forced landing; and
 - (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 an 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 the 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 the aeroplane;
- (b) shut down the aeroplane;
- (c) secure the aeroplane;

- (d) 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 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 one 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 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 one 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
 - (ii) operating at a non-towered aerodrome;
- (e) if controlled airspace or a towered aerodrome are unavailable in the area where the test is conducted, operating in controlled airspace or at a towered 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 can 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 cargo and passengers;
- (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 representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the 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 the helicopter;
- (c) taxi the helicopter;
- (d) air transit the 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.

Note For clarity, the applicant is required to demonstrate a constant heading climb and a climbing turn. The performance configuration is from the available options as long as one of the manoeuvres is in the cruise configuration and climbing is demonstrated in one of the other performance configurations.

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 the helicopter;
- (b) navigate the helicopter en route;
- (c) navigate a 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) one recovery using a full instrument panel;
 - (ii) one 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; and
 - (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 one 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 Shutdown and post-flight

Note The relevant competency standards are in unit code C2.

- (a) shutdown the helicopter;
- (b) secure the helicopter;
- (c) 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 operation;
- (d) operating in Class G airspace, and other airspace if required for the purpose of the operation;
- (e) operating at non-towered aerodromes;
- (f) emergencies and abnormal situations 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 V.F.R.;
- (d) the flight must include:
 - (i) operating in Class G airspace; and
 - (ii) operating at a non-towered aerodrome;
- (e) if controlled airspace or a towered aerodrome are unavailable in the area where the test is conducted, operating in controlled airspace or at a towered 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 tail wind 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 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 cargo and passengers;
- (l) aircraft loading system;
- (m) aircraft performance and landing calculations;
- (n) pilot maintenance authorisations;
- (o) aircraft speed limitations;
- (p) aircraft systems;
- (q) if the flight test is conducted in an FSTD, the criteria for:
 - (i) perform the pre-flight inspection
 - (ii) conducting the post-flight actions and 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 representative only and 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 the pre-flight actions and procedures;
- (c) perform the 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 of the relevant checks and procedures;
- (b) taxi the aeroplane or ground manoeuvre from the co-pilot seat;
- (c) plan, brief and conduct the 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 the aeroplane 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) operate the aeroplane in the cruise for 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 failure;
 - (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 and set the correct QNH;
- (d) conduct a 2D instrument approach operation;
- (e) prepare for conducting a 3D instrument approach operation and set the correct QNH;
- (f) conduct a 3D instrument approach operation;
- (g) conduct a missed approach procedures 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) Conduct all of the following:
 - (i) park the aeroplane;
 - (ii) shutdown the aeroplane;
 - (iii) secure the aeroplane;
 - (iv) 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) 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;
- (o) operate at controlled aerodromes;
- (p) operate at non-towered aerodromes;
- (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 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) operate in controlled airspace;

- (e) emergencies and abnormal situations 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 an FSTD 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 two 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 one 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 sectors in controlled airspace and at a controlled aerodrome.

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 cargo and passengers;
- (l) aircraft loading system;
- (m) aircraft performance and landing calculations;
- (n) pilot maintenance authorisations;
- (o) aircraft speed limitations;
- (p) aircraft systems;
- (q) if the flight test is conducted in an FSTD, the criteria for:
 - (i) performing a pre-flight inspection
 - (ii) conducting the post-flight actions and 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 representative only and 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 pre-flight inspection (only if flight test is conducted in an aeroplane).

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 the aeroplane or perform ground manoeuvres from the co-pilot seat;
- (c) plan, brief and conduct the 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 aeroplane 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) one recovery using a full instrument panel;
 - (ii) one 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 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 failure;
 - (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 and set the correct QNH;
- (d) conduct a 2D approach operation;
- (e) prepare for conducting a 3D instrument approach operation and set the correct QNH;
- (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) Conduct all of the following:

- (i) park the aeroplane;
- (ii) shutdown the aeroplane;
- (iii) secure the aeroplane;
- (iv) 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;
- (o) operate at controlled aerodromes;
- (p) operate at non-towered aerodromes;
- (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 an IFR simulated commercial operation;
- (d) operate in controlled airspace;
- (e) emergencies and abnormal situations 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 an FSTD 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 two 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 one 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 sectors in controlled airspace and at a controlled aerodrome.

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 clause 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 cargo and passengers;
- (l) aircraft loading system;
- (m) aircraft performance and landing calculations;
- (n) pilot maintenance authorisations;
- (o) aircraft speed limitations;
- (p) aircraft systems;
- (q) if the flight test is conducted in an FSTD, the criteria for:
 - (i) completing a pre-flight inspection;
 - (ii) conducting a post flight actions and 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 representative only and 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 the pre-flight actions and procedures;
- (c) perform the 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 of the 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 the helicopter 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) one recovery using a full instrument panel;
 - (ii) one 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 in one of the following situations:
 - (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 one of the following situations:
 - (A) after take-off;
 - (B) cruise flight;
 - (C) approach and landing;
 - (ii) for a flight test in a multi-engine helicopter, one engine inoperative in one 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 one 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 and conduct a holding procedure or sector 3 entry;
 - (iii) prepare for conducting a 2D instrument approach operation and set the correct QNH;

- (iv) conduct a 2D instrument approach operation;
- (v) prepare for conducting a 3D instrument approach operation and set the correct QNH;
- (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) shutdown the helicopter;
- (b) secure the helicopter;
- (c) 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 controlled aerodromes;
- (p) operate at non-towered aerodromes;
- (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 passengers and the carriage of cargo;

- (t) 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) 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) emergencies and abnormal situations 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 an FSTD approved for the purpose, which is configured and equipped for multi-crew operations;
- (c) except as provided in paragraph (e), conducted by day under the VFR;
- (d) the flight must include the following:
 - (i) operating in Class G airspace;
 - (ii) operating at a non-towered and controlled aerodrome;
- (e) 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 two 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 one missed approach procedure commencing at the MDA or DA as applicable, or a higher altitude if appropriate for safety or operational reasons;
- (f) the flight must include sectors in controlled airspace and at a controlled aerodrome.

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 representative only and 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 pre-flight inspection;
- (c) refuel the 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 the aeroplane;

- (c) plan, brief and conduct take-off and departure procedures;
- (d) conduct a crosswind 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 the aeroplane;
- (b) navigate from the aerodrome circuit area to the training area and return;
- (c) operate safely in the local area;
- (d) operate the aeroplane in the cruise configuration for 1 of the following conditions:
 - (i) turbulence;
 - (ii) approach configuration;
 - (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) an incipient spin;
- (b) conduct steep level turns of at least 45° angle of bank;
- (c) perform full panel instrument flying;
- (d) for full instrument panel flying, 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 an 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) 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 codes A1 and C2.

- (a) park the aeroplane;
- (b) shut down the aeroplane;
- (c) secure the aeroplane;
- (d) 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 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 that is covered by the single-engine aeroplane class rating;
- (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 can be taken from the applicant's training records.

Appendix L.2 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 representative only and 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 pre-flight inspection;
- (c) refuel the 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 of the relevant checks and procedures;

- (b) taxi the aeroplane;
- (c) plan, brief and conduct the take-off and departure procedures;
- (d) conduct a crosswind 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 one other configuration;
- (b) conduct steep level turns of at least 45° angle of bank;
- (c) perform full panel instrument flying;
- (d) for full instrument panel flying, 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 one engine inoperative;
- (h) conduct a missed approach with one 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 an 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 the 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 the aeroplane;
- (b) shut down the aeroplane;
- (c) secure the aeroplane;
- (d) 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 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 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 that is covered by the multi-engine aeroplane class rating;
- (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 can be taken from the applicant's training records.

Appendix L.3 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 paragraphs 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 representative only and 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 the pre-flight actions and procedures;
- (b) perform the 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 the take-off and the following as applicable:
 - (i) for VFR operations, VFR departure procedures;
 - (ii) for IFR operations, a published instrument departure;
- (d) conduct a crosswind take-off;
- (e) conduct climbs on a constant heading 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 the aeroplane;
- (b) operate the aeroplane in the cruise configuration for one of the following conditions:
 - (i) turbulence;
 - (ii) approach configuration;
 - (iii) high speed;
- (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) recover from at least 2 unusual attitude manoeuvres;
- (c) conduct steep level turns of at least 45° angle of bank;
- (d) perform full panel instrument flying;
- (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) for 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) conduct 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 the aeroplane;
- (b) shut down the aeroplane;
- (c) secure the aeroplane;
- (d) 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 are simulated and limited to those described in the AFM;
- (c) for subclause 1.2, the flight has two 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 complete an instrument proficiency check in a single-engine aeroplane.

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 that is covered by the type rating;
- (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 can be taken from the applicant's training records;
- (e) for subclause 1.2, the flight test includes conducting an IFR operation and the following activities and manoeuvres:
 - (i) for the departure element, 1 of the following:
 - (A) standard instrument departure;
 - (B) visual departure to LSALT;
 - (C) radar vectored departure;
 - (ii) for the arrival and approach element, one of the following:
 - (A) a standard arrival procedure or a
 - (iii) for approach procedure element, the following:
 - (A) a 2D instrument approach operation;
 - (B) a 2D missed approach operation from the MDA or higher altitude if that is required for safety or operational reasons.

Appendix L.4 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 representative only and 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 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 the aeroplane;
- (c) plan, brief and conduct take-off and departure procedures;
- (d) conduct crosswind take-off;
- (e) conduct climbs on a constant heading 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) 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 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 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 one that has been applied in subclause 3.4.

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 descents and descending turns;
- (b) for 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 the aeroplane;
- (b) shut down the aeroplane;

- (c) secure the aeroplane;
- (d) 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 are simulated and limited to those described in the AFM;
- (c) for subclause 1.2, the flight has two 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 complete an instrument proficiency check in a multi-engine aeroplane.

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 that is covered by the type rating;
- (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 can be taken from the applicant's training records;
- (e) for subclause 1.2, the flight test includes conducting an IFR operation including a 2D instrument approach operation.

Appendix L.5 Cruise relief co-pilot type rating flight test

1. Flight test requirements

An applicant for a cruise relief co-pilot 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.

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 representative only and 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.

- (a) 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.

- (a) complete all of the relevant checks and procedures;
- (b) plan, brief and conduct the take-off and departure procedures;
- (c) conduct climbs on a constant heading 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 approach to the stall and recovery manoeuvres, 1 of which must be in the approach configuration and 1 in any other configuration;
- (b) recover from at least 2 unusual attitude manoeuvres;
- (c) manage an engine failure in flight;
- (d) conduct an approach to land with 1 engine inoperative;
- (e) conduct a missed approach to land with 1 engine inoperative;
- (f) manage a malfunction of any aircraft system other than one that has been applied in subclause 3.4.

3.5 Descent and arrival

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

- (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 code TR-CR.

- (a) conduct a normal circuit pattern, approach and landing;
- (b) conduct a cross-wind landing;
- (c) conduct 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 the aeroplane;
- (b) shut down the aeroplane;
- (c) secure the aeroplane;
- (d) 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 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 that is covered by the type rating;
- (c) 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 can be taken from the applicant's training records;

Appendix L.6 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 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 representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the 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 the relevant checks and procedures;
- (b) lift-off and hover the helicopter;
- (c) taxi the helicopter;
- (d) air transit the helicopter;
- (e) plan, brief and conduct the take-off and departure procedures;
- (f) conduct climbs on a constant heading and climbing turns, including a cruise climb and any 1 of the following:
 - (i) maximum rate climb (V_y);
 - (ii) maximum (best) angle climb (V_x).

Note For clarity, the applicant is required to demonstrate a constant heading climb and a climbing turn. The performance configuration is from the available options as long as one of the manoeuvres is in the cruise configuration and climbing is demonstrated in one of the other performance configurations.

3.3 En route cruise

Note The relevant competency standards are in unit code H5.

- (a) maintain straight and level flight, and turn the helicopter;
- (b) navigate from the circuit area to the training area and return;
- (c) operate safely in the 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 sideways 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) manage 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 one 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.

3.7 Shutdown and post-flight

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

- (a) park the helicopter;
- (b) shutdown the helicopter;
- (c) secure the helicopter;
- (d) 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 it not an assessable item unless it is used by the applicant;
- (b) emergencies and abnormal situations 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 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 tail wind conditions may be taken from the applicant's training records if the conditions are insufficient.

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 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) flight planning;
- (g) weight and balance limitations;

- (h) aircraft performance data, including take-off and landing performance data.

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

3.2 Ground operations, take-off, departure and climb

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

- (a) complete all the relevant checks and procedures;
- (b) lift-off and hover the helicopter;
- (c) taxi the helicopter;
- (d) air transit the helicopter;
- (e) plan, brief and conduct a take-off and departure procedures;
- (f) conduct a maximum performance take-off;
- (g) conduct climbs on a constant heading and climbing turns, including a cruise climb and 1 of the following:
 - (i) maximum rate climb (V_y);
 - (ii) maximum (best) angle climb (V_x).

Note – for clarity, the applicant is required to demonstrate a constant heading climb and a climbing turn. The performance configuration is from the available options as long as one of the manoeuvres is in the cruise configuration and climbing is demonstrated in one of the other performance configurations.

3.3 En route cruise

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

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

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 sideways 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 limited power take-off, approach and landing;
- (g) manage forced landing from level flight;
- (h) manage engine failure during hover or taxi;
- (i) manage a control or tail rotor malfunction in flight and at the hover;
- (j) manage at least one 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.

3.7 Shut-down and post-flight

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

- (a) park the helicopter;
- (b) shutdown the helicopter;
- (c) secure helicopter;
- (d) 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 it not an assessable item unless it is used by the applicant;
- (b) emergencies and abnormal situations 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;
- (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 tail wind conditions may be taken from the applicant's training records if the conditions are insufficient.

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

1. Flight test requirements

An applicant for a multi 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 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 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 representative only and 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 the pre-flight actions and procedures;
- (b) perform the pre-flight inspection;
- (c) refuel the helicopter (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

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

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

Note For clarity, the applicant is required to demonstrate a constant heading climb and a climbing turn. The performance configuration is from the available options as long as one of the manoeuvres is in the cruise configuration and climbing is demonstrated in one of the other performance configurations.

3.3 En route cruise

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

- (a) maintain straight and level flight, and turn the 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 sideways and backwards flight;
- (c) conduct steep level turns of at least 45° angle of bank;
- (d) land on and lift-off from sloping ground;
- (e) execute a limited power take-off, approach and landing;

- (f) manage an engine failure – at least 1 from take-off, cruise flight or approach and landing;
- (g) manage an engine failure during hover or taxi;
- (h) manage a control or tail rotor malfunction in flight and at the hover;
- (i) manage at least one 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 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 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 Shutdown and post-flight

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

- (a) park the helicopter;
- (b) shutdown the helicopter;
- (c) secure the helicopter;
- (d) 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 it 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 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 by day;
- (c) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross wind and tail wind conditions may be taken from the applicant's training records if the conditions are insufficient.

Appendix L.9 Single-engine gyroplane class rating – *Reserved*

Appendix L.10 Airship class rating flight test – *Reserved*

Appendix L.19 Cruise relief aeroplane type 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 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 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 representative only and 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 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 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 one 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 2D instrument approach operations for 2 different kinds of instrument approach procedures and for each procedure, do the following:
 - (i) prepare for the operation and set the correct QNH;
 - (ii) conduct the operation;
- (d) for an IAP 3D endorsement:
 - (i) prepare for a 3D instrument approach operation and set the correct QNH; and
 - (ii) conduct a 3D instrument approach operation;
- (e) conduct a missed approach procedure for a 2D instrument approach operation;
- (f) for an IAP 3D endorsement, conduct a missed approach procedure for a 3D instrument approach operation.

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 the aircraft;

- (b) shutdown the aircraft;
- (c) secure the aircraft;
- (d) 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 CASR Part 61.

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 in an appropriate aircraft or flight simulator approved for the purpose;
- (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;
 - (B) controlled airspace; and
 - (ii) at the following:
 - (A) at a non-towered;
 - (B) a controlled aerodrome;
- (e) emergencies and abnormal situations, which 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) if the flight test is for the grant of an instrument rating, the applicant must demonstrate competency conducting at least two different kinds of 2D instrument approach procedures in the same relevant kind of aircraft;
- (c) for paragraph (b), at least one 2D approach procedure must be conducted using azimuth guidance unless:
 - (i) the aircraft is not capable of providing azimuth guidance; and
 - (ii) the applicant has completed training that covers the range of variables prescribed in paragraph 3(g) of Unit IAP2 – *Conduct an instrument approach 2D*; and
 - (iii) the examiner is satisfied the applicant’s training achievement records indicate that competency has been achieved during training;
- (d) if the flight test is for the grant of an additional aircraft category/class instrument endorsement, the applicant must 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, the applicant must demonstrate competency conducting an ILS or GLS instrument approach procedure;
- (f) demonstrating competency conducting instrument approach operations includes conducting a missed approach procedure for at least one approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;
- (g) 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;
- (h) the flight must include:
 - (i) operating in Class G airspace; and
 - (ii) operating at a non-towered aerodrome;
- (i) if controlled airspace or a towered aerodrome are unavailable in the area where the test is conducted, operating in controlled airspace or at a towered aerodrome may be simulated as applicable.

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 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) 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 representative only and 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 the aircraft en route using the applicable ground-based and satellite-based navigation systems;
- (b) perform ground-based and satellite-based navigation system integrity checks;
- (c) 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;
- (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 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 one 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 an aircraft of the applicable category, with one engine inoperative:
 - (i) conduct an instrument approach; and
 - (ii) conduct one 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) conduct a missed approach 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 a particular Approach/arrival endorsement — using the applicable published procedure, conduct the following:
 - (i) an instrument approach procedure;
 - (ii) the applicable missed approach procedure;
 - (iii) 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 the aircraft;
- (b) shutdown the aircraft;
- (c) secure the aircraft;
- (d) 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 Reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61 880 (9) of CASR Part 61.

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 in an appropriate aircraft or a flight simulator that is approved for the purpose;
- (c) a flight test for the grant of a private IFR rating —

- (i) must cover the requirements for the grant of the following:
 - (A) one of the aircraft category and class private instrument endorsements mentioned in Part 1 of Table 61.935;
 - (B) one 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 one 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;
 - (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;
 - (B) controlled airspace; and
 - (ii) at the following:
 - (A) a non-towered;
 - (B) a controlled aerodrome;
- (f) emergencies and abnormal situations, which 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) demonstrating competency conducting instrument approaches includes conducting a missed approach procedure for at least one approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;
- (c) 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;
- (d) the flight must include:
 - (i) operating in Class G airspace; and
 - (ii) operating at a non-towered aerodrome;
- (e) if controlled airspace or a towered aerodrome are unavailable in the area where the test is conducted, operating in controlled airspace or at a towered 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 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) night VFR procedures for all airspace classifications;
- (k) departure and approach procedures;

- (l) operations below LSALT and MSA for day and night operations;
- (m) GNSS and PBN standards;
- (n) hazardous weather conditions;
- (o) ERSA normal and emergency procedures;
- (p) 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 representative only and 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 aircraft en route using visual tracking and visual position fixes;
- (b) navigate aircraft 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 procedure and join the circuit.

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 approach;
- (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) a night VFR operation in an appropriate aircraft or a flight simulator that is approved for the purpose;
- (c) conduct a night departure, en route sectors, a night VFR arrival, visual approach and landing;

- (d) conducting 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, which 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) 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;
- (c) 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
- (d) if controlled airspace or a towered aerodrome are unavailable in the area where the test is conducted, operating in controlled airspace or at a towered 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 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 representative only and 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 the pre-flight actions and procedures.

Note an NVIS operation is defined in Section 82.6 of the Civil Aviation Order

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 a take-off and departure 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 aircraft 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, including the following:
 - (i) 1 recovery using a full instrument panel;
 - (ii) 1 recover 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 one 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) 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) shut down and secure aircraft and complete post-flight administration;
- (b) 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 it not an assessable item unless it is used by the applicant;
- (b) an NVIS operation conducted in an appropriate aircraft or a flight simulator that is approved for the purpose;
- (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, which 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) 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 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 affect 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) assessing the geographical characteristics of an area of flying operations 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;
 - (ii) minimum radius turning;
 - (iii) best angle of climb;
 - (iv) best rate of climb;
 - (v) one engine inoperative performance (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 representative only and 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) perform pre-flight actions and procedures;
- (b) plan a low-level operation to ensure a safe outcome including the following:
 - (i) identify hazards;
 - (ii) manage risks;
 - (iii) determine the performance capability of the aircraft;
- (c) consult and brief all stakeholders about the proposed operation.

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 a take-off and departure.

3.3 En route cruise

Note The relevant competency standards are in unit codes A3, H5, LL-A, LL-H and NAV.

- (a) conduct appropriate checks and procedures before descending below 500ft 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 an incipient spin; and
 - (B) perform a forced landing;
 - (vi) for a test that is conducted in a multi-engine aeroplane, manage an engine failure;
 - (vii) recover from high energy and low energy unusual attitudes;
- (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;
- (h) for the helicopter aerial mustering endorsement, do the following:
 - (i) plan a stock mustering operation;
 - (ii) manoeuvre the helicopter in all planes below 500ft 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;

- (v) conduct post flight activities;
- (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 operations;
 - (iii) manage abnormal and emergency situations during a winch or rappelling operation;
 - (iv) manage abnormal and emergency situations during a winch or rappelling operations;
 - (v) conduct post flight activities.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes A3, H5 and NAV.

- (a) 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 low level circuit patterns, approaches and landings;
- (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, shut down 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 LL-A, LL-H, NTS1 and NTS2.

- (a) conduct a low level operation;
- (b) maintain an effective lookout;
- (c) maintain situational awareness;
- (d) assess situations and make appropriate decisions;
- (e) set priorities and manage tasks;
- (f) maintain effective communication and interpersonal relationships;
- (g) recognise and manage threats;
- (h) recognise and manage errors;
- (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 it not an assessable item unless it is used by the applicant;
- (b) a low-level operation conducted in an appropriate aircraft;
- (c) conducted under the VFR;
- (d) emergencies and abnormal situations, which 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) for a flight test that is for the grant of an additional low-level endorsement, the applicant must demonstrate competency as prescribed in paragraph 3.4 of this Appendix that is relevant to the additional endorsement covered by the flight test.

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 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 aeroplane aerial application endorsement;
- (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 test:
 - (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).

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 representative only and 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 the pre-flight actions and procedures;
- (b) plan the application operation to ensure a safe outcome;
- (c) identify hazards and manage risks;
- (d) ensure the performance capability of the aircraft being used is adequate for the operation;
- (e) consult with and brief stakeholders.

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).

- (a) Conduct appropriate checks and procedures before descending below 500ft 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):
 - (i) recover from high energy and low energy unusual attitude conditions;
 - (ii) at low level, do the following:
 - (A) perform straight flight, steep turns and procedure turns;

- (B) demonstrate the use of escape routes;
- (C) identify and operate within the vicinity of powerlines and wires;
- (D) manage wind effects, sloping and hilly terrain, false horizons and sun glare;
- (E) if the test is conducted in a single-engine aircraft, perform a forced landing;
- (F) if the test is conducted in a multi-engine aircraft, manage an engine failure;
- (G) manage abnormal and emergency situations other than engine failure conditions;
- (H) navigate at low level;
- (iii) fly to, assess, land and take-off from an operational airstrip or HLS;
- (iv) fly between an operational airstrip or HLS and an application area;
- (v) conduct an aerial survey of an application area;
- (vi) conduct operations over and under power lines;
- (vii) apply substances;
- (viii) use GNSS swath guidance equipment effectively and safely;
- (ix) conduct application operations at low level in hilly terrain;
- (x) jettison a load safely;
- (b) for an aeroplane aerial application endorsement, at low level, do the following:
 - (i) conduct maximum rate turns and minimum radius turns;
 - (ii) recover from the approach to a stall in level flight and turning conditions;
 - (iii) for single-engine aeroplanes, recover from incipient spin;
 - (iv) conduct application operations at a certified or registered aerodrome (if available);
- (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, 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;
 - (xiv) jettison load safely;
 - (xv) replenish helicopter load with snorkel or bucket (helicopter only)
 - (xvi) manage known helicopter risks during firefighting operations (helicopter only)
- (e) 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).

- (a) 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 the aircraft;
- (b) shut down the aircraft;
- (c) secure the aircraft;
- (d) 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) conducting operations that are relevant to the endorsements being assessed;
- (c) emergencies and abnormal situations 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 (refer 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 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 FIR1 and the relevant unit for the training endorsement or endorsements included in the test.

- (a) **long briefing** — conduct a lesson for at least one topic that is relevant to a training endorsement, which is included in the flight test, 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;
- (b) confirm the training objectives have been 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 representative only and 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;
- (a) perform pre-flight actions and procedures;
- (b) **pre-flight briefing** — conduct a pre-flight brief 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 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.

3.3 En route cruise

Note The relevant competency standards are in unit code FIR3.

- (a) maintain straight and level and conduct turns.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes FIR2, FIR3 and FIR9.

- (a) **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;

- (b) **Air exercise 2** — 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;
- (c) implement the hand-over and take-over procedure;
- (d) intervene to manage undesired aircraft states;
- (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, non-normal and emergency events.

3.5 Descent and arrival

Note The relevant competency standards are in unit code FIR3.

- (a) 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, shut down and secure the aircraft;
- (b) complete post-flight administration;
- (c) **post-flight briefing** — conduct a post-flight brief for the training activities included during the test by doing the following:
 - (i) give the trainee the opportunity to self-assess their performance against the prescribed performance criteria and the objectives of the training activity;
 - (ii) assess the trainee's performance accurately and undertake an effective discussion about the performance with the trainee;
 - (iii) identify trainee performance deficiencies, determine appropriate remedial actions and discuss proposed training;
 - (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 two 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 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 must be conducted in an aircraft that is suitable for the training endorsements included in the flight test;
- (c) for the grant of a flight instructor rating — demonstrate competency conducting aeronautical knowledge and flight training for at least one 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) scope and under the conditions mentioned in clause 4, to the competency standards 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 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;
- (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) managing common threats and errors;
- (n) environmental conditions;
- (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.

- (a) **long briefing** — conduct a lesson for at least one topic that is relevant to a training endorsement, which is included in the flight test, 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;
- (b) confirm the training objectives have been 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 representative only and 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) **pre-flight briefing** — conduct a pre-flight brief 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 issues applicable to the proposed flight.
- (b) plan a flight training exercise that achieves an effective, efficient and safe outcome;
- (c) perform the pre-flight actions and procedures.

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 stations;
- (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, non-normal and emergency events are covered.

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 briefing** — conduct a post-flight brief for the training activities included during the test by doing the following:
 - (i) give the trainee the opportunity to self-assess their performance against the prescribed performance criteria and the objectives of the training activity;
 - (ii) assess the trainee’s performance accurately and undertake an effective discussion about the performance with the trainee;
 - (iii) identify trainee performance deficiencies, determine appropriate remedial actions and discuss proposed training;
 - (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.

- (a) 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 include in the flight test;
- (c) conduct an FSTD training activity where the flight examiner performs the role of a trainee pilot and the applicant performs the role of simulator instructor;
- (d) conduct two air exercises that are chosen by the flight examiner;

- (e) 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 one 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 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 ‘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 do 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) prepare 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 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 representative only and 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) complete post-flight administration;
- (b) **post-flight briefing for the candidate** — conduct a post-flight brief 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;
- (c) post-flight briefing for the training provider responsible for the training — conduct a post-flight brief 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.

4. 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.

5. Operational scope and conditions

5.1 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 includes in the FER test;
- (d) deliver a post-flight briefing for the candidate and the training provider.

5.2 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 or approved flight simulation training device that is suitable for the flight examiner endorsements included in the FER test.

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.

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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 under section 12 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 representative only and 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 one 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;
- (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 one 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 for an instrument approach procedure and do the following:
 - (i) prepare for the operation and set the correct QNH;
 - (ii) conduct the operation;
- (d) for an IAP 3D endorsement (if required):
 - (i) prepare for a 3D instrument approach operation and set the correct QNH; and
 - (ii) conduct a 3D instrument approach 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 CASR Part 61.

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 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, which 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 one 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 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 under section 12 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 representative only and 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 one 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;
- (c) reserved;
- (d) reserved;
- (e) reserved.

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 for an instrument approach procedure and do the following:
 - (i) prepare for the operation and set the correct QNH;
 - (ii) conduct the operation;
- (d) for an IAP 3D endorsement (if required):
 - (i) prepare for a 3D instrument approach operation and set the correct QNH;
and
 - (ii) conduct a 3D instrument approach 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 CASR Part 61.

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, which 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 one 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 under section 12 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 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 representative only and 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 the pre-flight actions and procedures.

Note an NVIS operation is defined in Section 82.6 of the Civil Aviation Order

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 a take-off and departure 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 the operational area using NVG;
- (b) navigate an aircraft 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 recover 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 one 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) 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) shut down the helicopter;

- (b) secure the helicopter;
- (c) 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 it not an assessable item unless it is used by the applicant;
- (b) an NVIS operation conducted in an appropriate aircraft or a flight simulator that is approved for the purpose;
- (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, which 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) 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 under section 12 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).

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 representative only and 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 the pre-flight actions and procedures;
- (b) plan the application operation to ensure a safe outcome;
- (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).

- (a) conduct appropriate checks and procedures before descending below 500ft 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) conduct steep, maximum rate turns and minimum radius turns;
 - (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 the 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).

- (a) 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 the aircraft;
- (b) shut down the aircraft;
- (c) secure the aircraft;
- (d) 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 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 (refer 61.1115 (2));
- (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 under section 12 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 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 test.

- (a) **long briefing** — conduct a lesson for at least one topic that is relevant to a training endorsement, which is included in the flight test, 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.

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 representative only and 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 brief 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 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.

- (a) maintain straight and level and conduct turns.

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) 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;
- (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, non-normal and emergency events.

3.5 Descent and arrival

Note The relevant competency standards are in unit code FIR3.

- (a) 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, shut down and secure the aircraft;
- (b) complete post-flight administration.
- (c) **post-flight briefing** — conduct a post-flight brief for the training activities included during the test by doing the following:
 - (i) give the trainee the opportunity to self-assess their performance against the prescribed performance criteria and the objectives of the training activity;
 - (ii) assess the trainee's performance accurately and undertake an effective discussion about the performance with the trainee;
 - (iii) identify trainee performance deficiencies, determine appropriate remedial actions and discuss proposed training;
 - (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 include 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 two 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 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) the flight must be conducted in an aircraft that is suitable for the training endorsements included in the check;
- (c) demonstrate competency conducting aeronautical knowledge and flight training for at least one 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 under section 12 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 ‘applicant’ means the person who is undertaking the FER check.

2. Knowledge requirements

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

- (a) the privileges and limitations of a flight examiner rating and the flight test endorsements the applicant holds;
- (b) the authority given by the rating and the endorsements held by the applicant and the applicable operational requirements;
- (c) proficiency check and flight review requirements;
- (d) preparing an applicant for a flight test or proficiency check;
- (e) assessment methods;
- (f) aeronautical knowledge;
- (g) practical training aspects of the units and elements of competency;
- (h) assessment techniques and standards;
- (i) common errors demonstrated by students;
- (j) environmental conditions;
- (k) managing common threats and errors;
- (l) 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:

- (i) **brief the flight examiner** conducting the FER check by do the following:
 - (A) demonstrate knowledge of the following:
 - (B) applicable flight test standards;
 - (C) proficiency check standards (if applicable);
 - (D) eligibility requirements for a candidate to undertake the flight test;
 - (E) prepare a flight test plan;
 - (F) describe the methods of evidence gathering to be applied;
 - (G) describe how the candidate’s knowledge is going to be assessed.
- (ii) **brief the candidate** as follows:
 - (A) explain the context of the flight test or proficiency check, the content and performance criteria that will be used during the test or check;
 - (B) explain the function of the flight examiner and his or her role in relation to actual emergency procedures or critical flight conditions;

- (C) 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 representative only and 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) complete post-flight administration;
- (b) **post-flight briefing for the candidate** — conduct a post-flight brief 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;
- (c) **post-flight briefing for the training provider** responsible for the training — conduct a post-flight brief 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.

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;
- (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 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 includes 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 approved flight simulation training device that is suitable for the flight examiner endorsements included in the FER check.
-