Australian Government
Civil Aviation Safety Authority

I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, make this instrument under paragraph 28BA (1) (b) and subsection 98 (4A) of the *Civil Aviation Act 1988*.

[Signed Bruce Byron]
Bruce Byron
Director of Aviation Safety and
Chief Executive Officer

19 December 2008

Civil Aviation Order 82.0 Amendment Order (No. 1) 2008

1 Name of instrument

This instrument is the *Civil Aviation Order 82.0 Amendment Order (No. 1) 2008*.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of Civil Aviation Order 82.0

Schedule 1 amends Civil Aviation Order 82.0.

Schedule 1 Amendments

[1] After subsection 3D

insert

3E Condition for use of flight crew with MP(A)L

3E.1 Each certificate is subject to the condition that the holder must supply CASA with written reports in accordance with this subsection.

3E.2 The reports are in relation to each pilot who holds an initial multi-crew pilot (aeroplane) licence (***MP(A)L***) that was issued by CASA less than 24 months before the pilot conducts any operation under the certificate.

Federal Register of Legislative Instruments F2008L04372

3E.3 The reports must be compiled immediately after the first and each subsequent check of the pilot by the holder's CAR 217 organisation.

3E.4 Each report must be supplied to CASA not later than 30 days after completion of the check to which it relates.

3E.5 Each report must clearly identify the holder, the CAR 217 organisation and the relevant pilot.

3E.6 Each report must contain for each pilot the data specified in the form in Appendix 7.

Note The data to be collected corresponds to that mentioned in ICAO documents attached to State letter AN 12/50-07/37.

3E.7 The holder must ensure that, before the first check of each pilot by the holder's CAR 217 organisation, the pilot is informed in writing that the reports are made to CASA under this Order to monitor the quality and effectiveness of the MP(A)L.

3E.8 In this subsection:

CAR 217 organisation means the operator's training and checking organisation for regulation 217 of the *Civil Aviation Regulations 1988*.

[2] New Appendix 7

after Appendix 6, insert

Federal Register of Legislative Instruments F2008L04372

Appendix 7

MP(A)L Line Check — ICAO Evaluation Form

Operator[1]:			Aircraft type[2]:	
Pilot's name			Pilot's ARN	
Line check [3] Initial ☐ Second ☐ Repeat Failure ☐				
Overall grade: ☐ Satisfactory ☐ Unsatisfactory				
Leg[4] 1: From: _____ To: _____	Leg 2: From: _____ To: _____		Organisation responsible for the pilot's MP(A)L training: _____	
Task grade: 0 = Incomplete/unobserved 1 = Unsatisfactory 2 = Debrief required 3 = Standard 4 = Excellent *Grade all activities performed*	**Reason codes** A = Airspeed AM = Automation E = Execution H = Heading K =Knowledge P = Procedure		S = SOP[5] R = Radio communication C = Communications D = Decision making T = Teamwork W = Workload management/planning skills	
TASK or PHASE OF FLIGHT	**Leg 1** ☐ PF ☐ PNF	**Leg 2** ☐ PF ☐ PNF	**Reason Code**	**Comments**
AIRCRAFT GROUND AND PRE-FLIGHT OPERATIONS				
1. Flight preparation				
2. Briefings				
3. Starting engines				
4. Taxi operations				
TAKE-OFF				
1. Pretake-off/line-up				
2. Take-off roll				
3. Rotation/lift-off				

[1] ICAO 3-letter code of the operator
[2] ICAO aircraft type designator
[3] Line check results are recorded for the initial and second line check after the graduation as MPL pilot. In case of a re-check after a failed check, tick the "Repeat after failure" checkbox as well as the appropriate "Initial" or "Second" check box.
[4] A minimum of 2 sectors is required, 1 as PF and the other as PNF. Enter 4-letter ICAO codes for the departure and arrival aerodromes.
[5] SOP = Standard operating procedures used by the operator.

Federal Register of Legislative Instruments F2008L04372

CLIMB				
1. Relevant checklists				
2. Airspeed control				
3. Departure procedure				
CRUISE				
1. Monitor flight progress				
2. FMS/Navigation				
DESCENT				
1. Descent planning				
2. Checklists and descent profile/speed				
3. Holding (if applicable)				
APPROACH				
1. Approach briefing				
2. Precision approach				
3. Non-precision approach				
4. Visual approach				
LANDING				
1. Flare/touchdown				
2. Normal landing				
3. Crosswind landing				
AFTER LANDING and POST-FLIGHT OPERATIONS				
1. Taxi operations				
2. Relevant checklists				
3. Parking procedure				
ATC communications: ☐ Satisfactory ☐ Unsatisfactory				
Comments				

Data[6] on initial operational line training on type before first successful line check	
Number of sectors_____	Number of hours _____
Handflown landings_____	Handflown landing (x/w>10kts)[7] _____

[6] This data is required but only for the initial line training after MPL graduation.

[7] Insert the total number of hand-flown landings and, among those, the number of handflown crosswind landings (>10 kts crosswind component) performed by the MPL pilot as PF during line training.

Federal Register of Legislative Instruments F2008L04372

Additional comments

Federal Register of Legislative Instruments F2008L04372