Schedule 4 Aeronautical examinations

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

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SECTION 1 FLIGHT CREW LICENCE AND ASSOCIATED CATEGORY RATINGS

APPENDIX 1.0 RECREATIONAL PILOT LICENCE (RPL)

RPL – Aeroplane Category Rating

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

RPL – Helicopter Category Rating

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

RPL – Gyroplane Category Rating

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

RPL – NAVIGATION ENDORSEMENT

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

RPL – Powered-Lift Category Rating – *Reserved*

RPL – Airship Category Rating – *Reserved*

APPENDIX 1.1 PRIVATE PILOT LICENCE (PPL)

PPL – Aeroplane Category Rating

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

PPL – Helicopter Category Rating

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

PPL – Gyroplane Category Rating

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

PPL – Powered-Lift Category Rating – *Reserved*

PPL – Airship Category Rating – *Reserved*

APPENDIX 1.2 COMMERCIAL PILOT LICENCE (CPL)

CPL – All Aircraft Category Ratings

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

CPL – Aeroplane Category Rating

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

CPL – Helicopter Category Rating

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

CPL – Gyroplane Category Rating

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

CPL – Powered-Lift Category Rating – *Reserved*

CPL – Airship Category Rating – *Reserved*

APPENDIX 1.3 MULTI-CREW PILOT LICENCE (MPL)

MPL – Aeroplane Category Ratings

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

APPENDIX 1.4 AIR TRANSPORT PILOT LICENCE (ATPL)

ATPL – All Aircraft Category Ratings

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

ATPL – Aeroplane Category Rating

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

ATPL – Helicopter Category Rating

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

ATPL – Powered-Lift Category Rating – *Reserved*

APPENDIX 1.5 FLIGHT ENGINEER LICENCE

Flight Engineer Licence

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

Section 2 Operational Ratings

APPENDIX 2.1 PRIVATE IFR RATING

Private IFR Rating

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

APPENDIX 2.2 INSTRUMENT RATING

Instrument Rating

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

APPENDIX 2.3 AERIAL APPLICATION RATING

Aerial application – Aeroplane endorsement

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

Aerial application– Helicopter endorsement

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

Aerial application– Gyroplane endorsement

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

APPENDIX 2.4 FLIGHT OR SIMULATOR INSTRUCTOR RATING

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

SECTION 3 FOREIGN LICENCE CONVERSION

APPENDIX 3.1 COMMERCIAL PILOT LICENCE (CPL) OVERSEAS CONVERSION EXAMINATIONS

All Aircraft Category Ratings

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

Aeroplane Category Rating

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

Helicopter Category Rating

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

Gyroplane Category Rating

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

Powered-Lift Category Rating – *Reserved*

Airship Category Rating – *Reserved*

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

All Aircraft Category Ratings

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

Aeroplane Category Rating

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

Helicopter Category Rating

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

Powered-lift Category Rating – *Reserved*

SECTION 4 AUSTRALIAN DEFENCE FORCE (ADF) CONVERSION

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

All Aircraft Category Ratings

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

Aeroplane Category Rating

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

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

Helicopter Category Rating

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

Powered-lift Category Rating – *Reserved*

Schedule 5 Flight test standards

The following Table of Contents and Index of Codes are for guidance only and are 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

1.1 An applicant for a recreational pilot licence with aeroplane category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane, within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements A2.3 and A4.2, if sufficient cross-wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

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

(b) applicability of drug and alcohol regulations;

(c) VFR aircraft instrument requirements;

(d) emergency equipment requirements;

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

(f) managing cargo and passengers;

(g) aircraft speed limitations;

(h) refuelling.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in the aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	For element C2.1 – *Pre-flight actions and procedures*, the following criteria are not required if they are not applicable to the aircraft being used for the flight test: (a) 2.1(b)(i) MEL; (b) 2.1(b)(vi) global navigation system.
C4	Manage fuel	For element C4.2 – *Manage fuel system*, the following criteria are not required: (a) 2.2(f) accurately maintain fuel log; (c) 2.2(m) configure the aircraft correctly. For element C4.3 – *Refuel aircraft,* is not required.
C5	Manage passengers and cargo	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

Unit code	Unit of competency	Modifications
A1	Control aeroplane on the ground	For element A1.1 – *Start and stop engine*, with respect to paragraph 2.1(c), the test must include at least one of the following simulated emergencies: (a) engine fire on start; (b) engine fire on shut down; (c) inoperative magneto; (d) live magneto.
A2	Take-off aeroplane	Nil
A3	Control aeroplane in normal flight	For element A3.1 – *Climb aeroplane*, with respect to paragraph 2.1(d), replace the list of climbing manoeuvres with the following: (i) cruise climb and one of the following: (A) best angle of climb; or (B) best rate of climb. For element A3.6 – *Perform circuits and landings*, the Range of Variables is amended as follows: (i) paragraph 3(f)(iii) – *glide approach and landing* is not required; (ii) paragraph (3)(g)(iv) – *shortened circuit pattern is not required*.
A4	Land an aeroplane	For element A4.1 – *Land aeroplane*, the Range of Variables in subclause 3(f) – *approach and landing configurations:* paragraph (3)(f)(iii) – *glide is* not required.
A5	Aeroplane advanced manoeuvres	For element A5.1 – *Enter and recover from a stall*, include either subparagraph 2.1(c)(iii) or subparagraph 2.1(c)(iv)(D). For element A5.3 – *Turn aeroplane steeply*, paragraph 2.3(c) is not required.
A6	Manage abnormal situations – single-engine aeroplanes	Nil
IFF	Instrument flight full panel	Nil

Appendix G.2 RPL Helicopter category rating flight test

1. Flight test requirements

1.1 An applicant for a recreational pilot licence with helicopter category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in a helicopter, within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements H2.2 and H3.1, if sufficient wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

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

(b) applicability of drug and alcohol regulations;

(c) VFR aircraft instrument requirements;

(d) emergency equipment requirements;

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

(f) managing cargo and passengers;

(g) aircraft speed limitations.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C5	Manage passengers and cargo	Nil
C1	Communicating in the aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	For element C2.1 – *Pre-flight actions and procedures*, the following criteria are not required if they are not applicable to the aircraft being used for the flight test: (a) 2.1(b)(i) MEL; (b) 2.1(b)(vi) global navigation system.
C4	Manage fuel	For element C4.2 – *Manage fuel system*, the following criteria are not required: (a) 2.2(f) accurately maintain fuel log; (b) 2.2(g) state endurance at any point during flight; (c) 2.2(m) configure the aircraft correctly.
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
H1	Control helicopter on the ground – stationary	For element H1.1 – *Start and stop engine*, with respect to paragraph 2.1(f), the test must include at least one of the following simulated emergencies: (a) engine fire on start; (b) engine fire on shut down; (c) inoperative magneto; (d) live magneto.

Unit code	Unit of competency	Modifications
H2	Control helicopter in lift-off, hover and landing	Nil
H3	Taxi helicopter	Nil
H4	Take-off helicopter and approach to hover	Nil
H5	Control helicopter in normal flight	For element H5.1 – *Climb helicopter*, with respect to paragraph 2.1(a), replace the list of climbing manoeuvres with the following: (i) maintain IAS for cruise climb, and one of the following: (A) maintain IAS for best angle of climb (VX); (B) maintain IAS for best rate of climb (VY).
H6	Control helicopter during advanced manoeuvres	Element H6.6 – *Land on and take off from a pinnacle or ridge line* is not required.
H7	Manage abnormal situations and emergencies – helicopter	Nil

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

1.1 An applicant for a private pilot licence with aeroplane category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane, within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements A2.3 and A4.2, if sufficient cross-wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

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

(b) applicability of drug and alcohol regulations;

(c) VFR aircraft instrument requirements;

(d) emergency equipment requirements;

(e) requirements for landing areas/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) PPL maintenance authorisations;

(m) aircraft speed limitations;

(n) aircraft systems.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in the aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil
C3	Operate aeronautical radio	Nil
C4	Manage fuel	For element C4.2 – *Manage fuel system*, the following criterion is not required: 2.2(m) – *Configure the aircraft correctly* etc. For element C4.3 – *Refuel aircraft*, the following criterion is not required: 2.3(c) – *Correctly load and unload fuel*.
C5	Manage passengers and cargo	Nil
NTS1	Non-technical skills 1 {Manage Flight}	Nil
NTS2	Non-technical skills 2 {Threat and error management (TEM)}	Nil

Unit code	Unit of competency	Modifications
NAV	Navigate aircraft	Nil
A1	Control aeroplane on the ground	For element A1.1 – *Start and stop engine*, with respect to paragraph 2.1(c), the test must include at least one of the following simulated emergencies: (a) engine fire on start; (b) engine fire on shut down; (c) inoperative magneto; (d) live magneto.
A2	Take off	Nil
A3	Control aeroplane in normal flight	For element A3.1 – *Climb aeroplane*, paragraph 2.1(d), replace the list of climbing manoeuvres with the following: (i) cruise climb and one of the following: (A) best angle of climb; or (B) best rate of climb. For element A3.2 – *Maintain straight and level flight*, with respect to paragraph 2.2(d), replace the list of straight and level manoeuvres with the following: (i) at slow speed; (ii) at normal speed; (iii) during acceleration and deceleration; (iv) with flaps selected; (v) and one of the following: (A) maximum range; (B) maximum endurance; (C) high speed cruise.
A4	Land an aeroplane	Nil
A5	Aeroplane advanced manoeuvres	For element A5.1 – *Enter and recover from a stall*, with respect to paragraph 2.1(c), replace the list of manoeuvres with the following: (i) incipient stall; (ii) stall without power applied; (iii) stall from straight and level; (iv) stall in the approach configuration; (v) stall while turning; (vi) and at least one of the following: (A) stall with full power applied; (B) stall while climbing; (C) stall while descending.
A6	Manage abnormal situations – single-engine aeroplanes	Nil
IFF	Instrument flight full panel	Nil
RNE	Radio navigation – en route	Nil
ONTA	Operate at non-towered aerodrome	Nil

Unit code	Unit of competency	Modifications
OGA	Operate in Class G airspace	Nil
CTR	Operate at a controlled aerodrome	Nil
CTA	Operate in controlled airspace	Nil

Appendix H.2 PPL Helicopter category rating flight test

1. Flight test requirements

1.1 An applicant for a private pilot licence with helicopter category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in a helicopter, within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements H2.2 and H3.1, if sufficient wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

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

(b) applicability of drug and alcohol regulations;

(c) VFR aircraft instrument requirements;

(d) emergency equipment requirements;

(e) requirements for landing areas/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) PPL maintenance authorisations;

(m) aircraft speed limitations;

(n) aircraft systems.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil
C3	Operate aeronautical radio	Nil
C4	Manage fuel	For element C4.2 – *Manage fuel system*, the following criterion is not required: 2.2(m) – *Configure the aircraft correctly* etc. For element C4.3 – *Refuel aircraft*, the following criterion is not required: 2.3(c) – *Correctly load and unload fuel*.
C5	Manage passengers and cargo	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
NAV	Navigate aircraft	Nil

Unit code	Unit of competency	Modifications
H1	Control helicopter on the ground – stationary	Nil
H2	Control helicopter in lift-off, hover and landing	Nil
H3	Taxi helicopter	Nil
H4	Take-off helicopter and approach to hover	Nil
H5	Control helicopter in normal flight	For element H5.1 – *Climb helicopter*, paragraph 2.1(a), replace the list of climbing profiles with the following: (i) maintain IAS for cruise climb, and one of the following: (A) maintain IAS for best angle of climb (VX); (B) maintain IAS for best rate of climb (VY)
H6	Control helicopter during advanced manoeuvres	Element H6.6 – *Land on and take off from a pinnacle or ridge line* is not required.
H7	Manage abnormal situations and emergencies – helicopter	Nil
IFF	Instrument flight full panel	Unit IFF is not required if flight test is conducted under the provisions of regulation 202.277A.
RNE	Radio navigation – en route	Nil.
ONTA	Operate at non-towered aerodrome	Nil
OGA	Operate in Class G airspace	Nil
CTR	Operate at a controlled aerodrome	Nil
CTA	Operate in controlled airspace	Nil

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

1.1 An applicant for a commercial pilot licence with aeroplane category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane, within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements A2.3 and A4.2, if sufficient cross-wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

1.4 The aircraft used for a flight test for the aeroplane category rating must have the following characteristics:

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

(b) a powerplant with one of the following:

(i) turbine engine with propeller; or

(ii) piston engine with variable pitch propeller.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

(a) the privileges and limitations of the 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) day VFR commercial aircraft instrument requirements;

(h) emergency equipment requirements;

(i) requirements for landing areas/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 flight test aeroplane;

(p) aircraft performance and landing calculations;

(q) CPL maintenance authorisations;

(r) aircraft speed limitations;

(s) aircraft systems.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in the aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil

Unit code	Unit of competency	Modifications
C3	Operate aeronautical radio	Nil
C4	Manage fuel	For element C4.3 – *Refuel aircraft*, the following criterion is not required: 2.3(c) – *Correctly load and unload fuel*.
C5	Manage passengers and cargo	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
NAV	Navigate aircraft	Nil
A1	Control aeroplane on the ground	Nil
A2	Take-off aeroplane	Nil
A3	Control aeroplane in normal flight	Nil
A4	Land aeroplane	Element A4.4 – *Perform recovery from missed landing* is not required.
A5	Aeroplane advanced manoeuvres	For element A5.1 – *Enter and recover from a stall*, replace the list of manoeuvres in paragraph 2.1(c) with the following: (i) incipient stall; (ii) stall without power applied; (iii) stall from straight and level; (iv) stall in the approach configuration; (v) stall while turning; (vi) and at least one of the following: (A) stall with full power applied; (B) stall while climbing; (C) stall while descending.
A6	Manage abnormal situations – single-engine aeroplanes	Nil
IFF	Instrument flight full panel	Nil
IFL	Limited instrument panel manoeuvres	Nil
RNE	Radio navigation – en route	Nil
ONTA	Operate at non-towered aerodrome	Nil
OGA	Operate in Class G airspace	Nil
CTR	Operate at a controlled aerodrome	Nil
CTA	Operate in controlled airspace	Nil

Appendix I.2CPL Helicopter category rating flight test

1. Flight test requirements

1.1 An applicant for a commercial pilot licence with helicopter category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in a helicopter, within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements H2.2 and H3.1, if sufficient wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

(a) the privileges and limitations of the 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) day VFR commercial aircraft instrument requirements;
(h) emergency equipment requirements;
(i) requirements for landing areas/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) CPL maintenance authorisations;
(q) aircraft speed limitations;
(r) aircraft systems.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in the aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil
C3	Operate aeronautical radio	Nil
C4	Manage fuel	For element C4.3 – *Refuel aircraft*, the following criterion is not required: 2.3(c) – *Correctly load and unload fuel*.
C5	Manage passengers and cargo	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

Unit code	Unit of competency	Modifications
NAV	Navigate aircraft	Nil
H1	Control helicopter on the ground	Nil
H2	Control helicopter in lift-off, hover and landing	Nil
H3	Taxi helicopter	Nil
H4	Take-off helicopter and approach to hover	Nil
H5	Control helicopter in normal flight	For paragraph 2.1(d) of element H5.1 – *Climb helicopter*, replace the list of climbing profiles with the following: (i) maintain IAS for cruise climb, and one of the following: (A) maintain IAS for best angle of climb (VX); (B) maintain IAS for best rate of climb (VY).
H6	Control helicopter during advanced manoeuvres	Element H6.6 – *Land on and take-off from a pinnacle or ridge line* is not required.
H7	Manage abnormal situations and emergencies – helicopter	Nil
IFF	Instrument flight full panel	Unit IFF is not required if flight test is conducted under the provisions of regulation 202.277B.
IFL	Limited instrument panel manoeuvres	Nil
RNE	Radio navigation – en route	Nil
ONTA	Operate at non-towered aerodrome	Nil
OGA	Operate in Class G airspace	Nil
CTR	Operate at a controlled aerodrome	Nil
CTA	Operate in controlled airspace	Nil

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

Appendix I.4CPL Gyroplane category rating flight test – *Reserved*

Appendix I.5CPL 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

1.1 An applicant for a multi-crew pilot licence with aeroplane category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane, within the flight tolerances specified in tables 2 and 5 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements A2.3 and A4.2, if sufficient cross-wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

1.4 The aircraft used for a flight test must be a multi-crew turbine-powered aeroplane.

1.5 The applicant must perform the functions of co-pilot.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

(a) the privileges and limitations of the 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 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) maintenance authorisations;

(o) aircraft speed limitations;

(p) aircraft systems.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in the aviation environment	Nil
C2	Perform pre- and post-light actions and procedures	Element C2.2 – *Perform pre-fight inspection* is not required.
C3	Operate aeronautical radio	Nil
C5	Manage passengers and cargo	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element IFL.4 – *re-establish visual flight* is not

Unit code	Unit of competency	Modifications
		required.
NAV	Navigate aircraft	Nil
RNE	Radio navigation – en route	Nil
MCO	Manage flight during multi-crew operations	Nil
CIR	Conduct an IFR flight	Nil
TR-MEA	Type rating multi-engine aeroplane	Nil
IAP2	Conduct an instrument approach 2D	Nil
IAP3	Conduct an instrument approach 3D	Nil

SECTION K AIR TRANSPORT PILOT LICENCE (ATPL)

Appendix K.1 ATPL Aeroplane category rating flight test

1. Flight test requirements

1.1 An applicant for an air transport pilot licence with aeroplane category rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane, within the flight tolerances specified in tables 2 and 5 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 For Schedule 2 elements A2.3 and A4.2, if sufficient cross-wind conditions do not exist at the time of the flight test then, providing the examiner is satisfied the applicant's achievement records indicate that competency has been achieved during training, the element may be excluded from the flight test.

1.4 The aircraft used for a flight test must be a multi-crew turbine-powered aeroplane.

1.5 The applicant must perform the functions of pilot in command.

1.6 The applicant must demonstrate her or his competency in the units of competency mentioned in clause 3, performing instrument approach operations for at least 3 different kinds of procedures, including an approach using azimuth guidance, a 2D instrument approach operation and an ILS or GLS instrument approach of a published DA.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

(a) the privileges and limitations of the 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 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) maintenance authorisations;

(o) aircraft speed limitations and systems;

(p) If the flight test is conducted in an FSTD, the criteria prescribed in elements C2.2 and C2.3.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C2	Perform pre- and post-flight actions and procedures	For this unit, if the flight test is conducted in an FSTD, elements C2.2 and C2.3 are not required.
C3	Operate aeronautical radio	Nil
C5	Manage passengers and cargo	For this unit, the Range of Variables in subclause 3(b) is amended to include approved FSTD.
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

Unit code	Unit of competency	Modifications
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element IFL.4 – *re-establish visual flight is not required*.
RNE	Radio navigation – en route	Nil
MCO	Manage flight during multi-crew operations	Nil
CIR	Conduct an IFR flight	Nil
TR – MEA	Type rating multi-engine aeroplane	Nil
IAP2	Conduct an instrument approach 2D	Nil
IAP3	Conduct an instrument approach 3D	Nil

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 her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in a helicopter, within the flight tolerances specified in tables 4 and 5 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft used for a flight test must be a multi-crew turbine-powered helicopter.

1.4 The applicant must perform the functions of pilot in command.

1.5 If the applicant is the holder of an instrument rating, then the applicant must demonstrate her or his competency in the units of competency mentioned in clause 3, performing instrument approach operations for at least 3 different kinds of procedures, including an approach using azimuth guidance, a 2D instrument approach operation and an ILS or GLS instrument approach of a published DA.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

(a) the privileges and limitations of the 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 aerodromes and helicopter landing sites;

(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) maintenance authorisations;

(o) aircraft speed limitations and systems.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C2	Perform pre- and post-flight actions and procedures	Nil
C3	Operate aeronautical radio	Nil
C5	Manage passengers and cargo	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element IFL.4 – *re-establish visual flight* is not required.
RNE	Radio navigation – en route	Nil
MCO	Manage flight during multi-crew operations	Nil

Unit code	Unit of competency	Modifications
TR-SEH	Type rating single-engine helicopter	This unit is not required if the flight test is conducted in a multi-engine helicopter.
TR-MEH	Type rating multi-engine helicopter	This unit is not required if the flight test is conducted in a single-engine helicopter.
CIR	Conduct an IFR flight	This unit is only required if the applicant holds an instrument rating and one of the following endorsements: (a) single-engine helicopter instrument endorsement; (b) multi-engine helicopter instrument endorsement.
IAP2	Conduct an instrument approach 2D	This unit is only required if the applicant holds an instrument rating and one of the following endorsements: (a) single-engine helicopter instrument endorsement; (b) multi-engine helicopter instrument endorsement.
IAP3	Conduct an instrument approach 3D	This unit is only required if the applicant holds an instrument rating and one of the following endorsements: (a) single-engine helicopter instrument endorsement; (b) multi-engine helicopter instrument endorsement.

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

SECTION L AIRCRAFT RATINGS AND ENDORSEMENTS

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 must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane, within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the single-engine aeroplane class rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to single-engine aeroplanes:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
C2	Perform pre- and post-flight actions and procedures	Nil
C4	Manage fuel	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
A1	Control aeroplane on the ground	Nil
A2	Take-off aeroplane	Nil
A3	Control aeroplane in normal flight	Element A3.7 – *local area airspace,* is not required.
A4	Land aeroplane	Nil
A5	Aeroplane advanced manoeuvres	Nil
A6	Manage abnormal situations – single-engine aeroplanes	Nil
IFF	Instrument flight full panel	Nil

Appendix L.2 Multi-engine aeroplane class rating flight test

1. Flight test requirements

1.1 An applicant for a multi-engine aeroplane class rating must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane, within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the multi-engine aeroplane class rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to multi-engine aeroplanes:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
C2	Perform pre- and post-flight actions and procedures	Nil
C4	Manage fuel	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
A1	Control aeroplane on the ground	Nil
A2	Take-off aeroplane	Nil
A3	Control aeroplane in normal flight	Element A3.7 – *local area airspace,* is not required.
A4	Land aeroplane	Nil
A5	Aeroplane advanced manoeuvres	Nil
IFF	Instrument flight full panel	Nil
AME	Operate multi-engine aeroplane	Nil

Appendix L.3 Single-engine aeroplane type rating flight test

1. Flight test requirements

1.1 An applicant for a type rating for a single-engine aeroplane must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane covered by the type rating, within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the type rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
TR-SEA	Type rating single-engine aeroplane	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

Appendix L.4 Multi-engine aeroplane type rating flight test

1. Flight test requirements

1.1 An applicant for a type rating for a multi-engine aeroplane must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane covered by the type rating, within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the type rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
TR-MEA	Type rating multi-engine aeroplane	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

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

1. Flight test requirements

1.1 An applicant for a cruise relief co-pilot type rating must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane covered by the type rating, within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the type rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
TR-CR	Type rating cruise relief aeroplane	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

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 must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in a helicopter, within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the single-engine helicopter class rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to single-engine helicopters:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
C2	Perform pre- and post-flight actions and procedures	Nil
C4	Manage fuel	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
H1	Control helicopter on the ground – stationary	Nil
H2	Control helicopter in lift-off, hover and landing	Nil
H3	Taxi helicopter	Nil
H4	Take-off helicopter and approach to hover	Nil
H5	Control helicopter in normal flight	Nil
H6	Control helicopter during advanced manoeuvres	Nil
H7	Manage abnormal situations and emergencies – helicopter	Nil

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

1. Flight test requirements

1.1 An applicant for a type rating for a single-engine helicopter must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in a helicopter covered by the type rating, within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the type rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
TR-SEH	Type rating single-engine helicopter	Nil

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

1. Flight test requirements

1.1 An applicant for a type rating for a multi-engine helicopter must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing manoeuvres in an aeroplane covered by the type rating, within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the type rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
TR-MEH	Type rating multi-engine helicopter	Nil

Appendix L.9 Single-engine gyroplane class rating

1. Flight test requirements

1.1 An applicant for a single-engine gyroplane class rating must demonstrate her or his competency by performing manoeuvres in a gyroplane, within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.

1.2 For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for the flight test must be covered by the single-engine gyroplane class rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, applicable to single-engine helicopters:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
C2	Perform pre- and post-flight actions and procedures	Nil
C4	Manage fuel	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
GSE	Single-engine gyroplane	Nil

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

Appendix L.19 Cruise relief aeroplane type rating – *Reserved*

SECTION M INSTRUMENT RATINGS

Appendix M.1 Instrument rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of an instrument rating must include a test of competency for the purposes of granting the following instrument endorsements:

(a) 1 aircraft class/category endorsement;

(b) the IAP 2D instrument approach endorsement.

1.2 A flight test that is for the grant of an additional instrument endorsement must include a test of competency in all of the units and elements, which are prescribed in this Appendix.

1.3 An applicant for an instrument rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) except as provided for in subclause 1.7, for the grant of an instrument rating — performing instrument approach operations for at least 2 different kinds of procedures, including at least 1 approach using azimuth guidance;

(b) for the grant of subsequent endorsements — performing an instrument approach operation for at least 1 kind of procedure using azimuth guidance;

(c) if the flight test includes the 3D instrument approach endorsement — performing an ILS or GLS instrument approach;

(d) for instrument approaches — performing the approach to a published DA;

(e) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;

(f) for manoeuvres in an aeroplane — performing within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(g) for manoeuvres in a helicopter — performing within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

1.4 For paragraphs 1.3(e), (f) and (g), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 An aircraft that is used for an instrument rating flight test must be certificated for flight under the IFR and be appropriate for each endorsement covered by the flight test.

1.6 For an instrument rating flight test that is for the grant of an additional aircraft category or class endorsement, the applicant must demonstrate her or his competency in element CIR.8 conducting a 2D instrument approach operation in at least 1 kind of procedure;

1.7 The requirement in paragraph 1.3(a) to demonstrate competency performing an instrument approach operation using azimuth guidance is not required if:

(a) the aircraft is not capable of providing azimuth guidance; and

(b) 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

(c) the examiner is satisfied the applicant's training achievement records indicate that competency has been achieved during training.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics:

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

(b) proficiency check requirements;

(c) IFR and approach recency requirements;

(d) night recency requirements;

(e) NVFR operations;

(f) IFR flight and duty limitations;

(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. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element IFL.4 – *re-establish visual flight* is not required.
CIR	Conduct an IFR flight	For element CIR.3 – *Conduct a published instrument departure (all engines),* is only required if a SID or other published procedure is available. For a test in a single-engine aircraft, Elements CIR.4 – *Conduct an instrument departure (1 engine inoperative) – simulated IMC* and CIR.9 – *Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – simulated IMC* are not required. For element CIR.6 – *Perform a descent and arrival under the IFR,* where a published standard arrival procedure is not available, competency must be demonstrated conducting a standard IFR descent and arrival procedure.
IAP2	Conduct an instrument approach 2D	If the flight test is for the grant of an instrument rating, for the Range of Variables, at least 3 of the *approaches* in paragraph 3(j) must be included. If the flight test is for the grant of an additional aircraft category or class endorsement, for the Range of Variables, at least 1 *approach* in paragraph 3(j) must be included.
IAP3	Conduct an instrument approach 3D	This unit is only required if the flight test is also for the grant of an IAP 3D instrument endorsement.

SECTION N PRIVATE INSTRUMENT RATINGS

Appendix N.1 Private instrument rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a private instrument rating must include a test of competency for the purpose of granting the following private instrument endorsements:

(a) 1 aircraft class/category endorsement;

(b) at least 1 navigation endorsement.

1.2 A flight test that is for the grant of an additional private instrument endorsement must include a test of competency in all of the units and elements, which are prescribed in this Appendix.

1.3 An applicant for a private instrument rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) performing en route navigation and holding under the IFR using the navigation system that is for each navigation endorsement included in the test;

(b) if the flight test includes a departure endorsement — performing a take-off and departure other than a standard instrument departure, under the IFR in an aircraft that is covered by the navigation endorsement;

(c) if the flight test includes an approach/arrival endorsement — performing an approach or arrival under the IFR using the navigation system that is covered by the approach/arrival endorsement;

(d) if the flight test includes an approach/arrival category specific endorsement — performing an approach or arrival under the IFR in a multi-engine aircraft of the category that is covered by the category, using the navigation system that is covered by the approach/arrival category specific endorsement;

(e) if the flight test includes a night endorsement — performing an operation at night under the IFR in an aircraft of the category covered by the night endorsement;

(f) for instrument approaches, performing the approach to the published DA;

(g) for instrument approach operations — performing within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;

(h) for manoeuvres in an aeroplane — performing within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(i) for manoeuvres in a helicopter — performing within the flight tolerances specified in table 4 of Schedule 8 of this MOS;

1.4 For paragraphs 1.3(g), (h) and (i), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The aircraft that is used for a private instrument rating flight test must be certificated for flight under the IFR and be appropriate for each endorsement covered by the flight test.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics except where the topic is not relevant to the flight test:

(a) the 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) NVFR recency requirements;

(e) NVFR operations;

(f) interpreting operational and meteorological information;

(g) IFR planning;

(h) take-off minima;

(i) holding and alternate requirements;

(j) IFR procedures – all airspace classifications;

(k) departure and approach instrument procedures;

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

(m) GNSS;

(n) circling approaches;

(o) *ERSA* normal and emergency procedures.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	This unit is not required if the flight test is for the grant of an additional private instrument endorsement.
IFL	Limited instrument panel manoeuvres	This unit is not required if the flight test is for the grant of an additional private instrument endorsement. Element IFL.4 – *re-establish visual flight* is not required.
PIF	Conduct a private IFR flight	Nil
CIR	Conduct an IFR flight	This unit is only required if the flight test is for the grant of any of the following: (a) departure endorsement; (b) approach/arrival endorsement; (c) approach/arrival endorsement – category specific. For element CIR.3 – *perform an instrument departure* is only required if the flight test is for the grant of a departure endorsement. For element CIR.6 – *perform a descent and arrival under the IFR* is only required if the flight test is for the grant of the STAR private instrument endorsement. For a test in a single-engine aircraft, Element CIR.9 – *Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – simulated IMC* is not required.
NVR1	Conduct a traffic pattern at night	This unit is only required if the following apply: (a) the flight test is for the grant of the night private instrument endorsement; (b) the applicant is not the holder of an NVFR rating with the applicable NVFR endorsement.
IAP2	Conduct an instrument approach 2D	This unit is required only if the flight test is for the grant of a 2D Approach/arrival private instrument endorsement. If the flight test is for the grant of an additional aircraft category or class private instrument endorsement, the applicant must demonstrate her or his competency performing the 2D approach operations that he or she is authorised to conduct.
IAP3	Conduct an instrument approach 3D	This unit is required only if the flight test is for the grant of a 3D approach/arrival private instrument endorsement.

SECTION O NIGHT VFR RATINGS

Appendix O.1 Night VFR rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a night VFR rating must include a test of competency for the purpose of granting at least 1 night VFR endorsement.

1.2 A night VFR rating flight test that is for the grant of an additional night VFR endorsement must include a test of competency in all of the units and elements which are prescribed in this Appendix.

1.3 An applicant for a night VFR rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) performing an operation at night under the VFR;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(d) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.

1.4 For subclause 1.3(b), (c) and (d), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The aircraft that is used for a night VFR flight test must be certificated for flight under the night VFR and be of the appropriate category and class.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics except where the topic is not relevant to the flight test:

(a) the 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) NVFR operations;

(e) interpreting operational and meteorological information;

(f) ground and aircraft lighting requirements;

(g) NVFR planning;

(h) use of instrument and navigation systems;

(i) take-off minima;

(j) holding and alternate requirements;

(k) NVFR procedures for all airspace classifications;

(l) departure and approach procedures;

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

(n) hazardous weather and conditions;

(o) GNSS;

(p) ERSA normal and emergency procedures.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil

Unit code	Unit of competency	Modifications
IFL	Limited instrument panel manoeuvres	Nil
NVR1	Conduct a traffic pattern at night	Nil
NVR2	Night VFR – single-engine aircraft	This unit is not required if the flight test is for the grant of the multi-engine aeroplane Night VFR endorsement.
NVR3	Night VFR – multi-engine aircraft	This unit is not required if the flight test is for the grant of the single-engine aeroplane Night VFR endorsement.

SECTION P NIGHT VISION IMAGING SYSTEM (NVIS) RATINGS

Appendix P.1 Night vision imaging system rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a night vision imaging system rating must include a test of competency for the purpose of granting at least 1 night vision imaging system endorsement.

1.2 A night vision imaging system rating flight test that is for the grant of an additional night vision imaging system endorsement must include a test of competency in all of the units and elements prescribed in this Appendix.

1.3 An applicant for a night vision imaging system flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) performing an operation at night under the VFR using vision imaging equipment;

(b) performing manoeuvres within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.4 For paragraphs 1.3(a) and (b), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The aircraft used for a night vision imaging system flight test and grade 2 night vision imaging system endorsement must be certificated for flight under the IFR.

1.6 The aircraft used for a night vision imaging system flight test and grade 1 night vision imaging system endorsement must be certificated for flight at night under the VFR.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics except where the topic is not relevant to the flight test:

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

(b) proficiency check review requirements;

(c) night recency requirements;

(d) NVFR and IFR operations as applicable to the endorsement covered by the flight test;

(e) interpreting operational and meteorological information;

(f) ground and aircraft lighting requirements;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

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

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

(l) ERSA normal and emergency procedures.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Nil
NVI	Night vision imaging system operation	Nil

SECTION Q LOW-LEVEL RATINGS

Appendix Q.2 Low-level rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a low-level rating must include a test of competency for the purpose of granting at least 1 general low-level endorsement.

1.2 A low-level rating flight test that is for the grant of an additional endorsement must include a test of competency in the applicable units, which are prescribed in this Appendix, that are relevant to the endorsement which the flight test is for.

1.3 An applicant for a low-level rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) performing low-level operations in an aircraft of the category that is covered by the general low-level endorsement;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(d) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS

1.4 For paragraphs 1.3(b), (c) and (d), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The aircraft used for a low-level rating flight test must be of the appropriate category and class and be capable of being operated at low-level for the kind of operations covered by the endorsements the flight test is for.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, except where the topic is not relevant to the flight test:

(a) the privileges and limitations of a low-level rating and each of the endorsements covered by the test;

(b) the authority given by the rating;

(c) risk assessment techniques;

(d) wind affect at low level and associated flying conditions;

(e) the effect of mountainous terrain on airflow and associated flying conditions;

(f) the hazards associated with low flying and how to identify them prior to and during a low-level operation;

(g) managing risks at low level;

(h) the limitations of GNSS;

(i) aircraft performance, including:

(i) maximum rate turning;

(ii) minimum radius turning;

(iii) best angle of climb;

(iv) best rate of climb;

(v) 1 engine inoperative performance (if applicable);

(j) the effects of extreme environmental conditions on pilot health and performance;

(k) the effects of fatigue and physical health on pilot performance;

(l) analysis of actual and forecast weather relevant to low-level operations;

(m) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
LL-A	Aeroplane low-level operations	This unit is only required if the flight test is conducted in an aeroplane.
LL-H	Helicopter low-level operations	This unit if only required if the flight test is conducted in a helicopter.
LL-G	Gyroplane low-level operations	This unit is only required if the flight test is conducted in a gyroplane.
LL-M	Aerial mustering operations	This unit is only required if the flight test is for the grant of an aerial mustering endorsement.
LL-SO	Sling operations	This unit is only required if the flight test is for the grant of a sling operations endorsement.
LL-WR	Winch and rappelling operations	This unit is only required if the flight test is for the grant of winch and rappelling operations endorsement.

SECTION R AERIAL APPLICATION RATINGS

Appendix R.1 Aerial application rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of an aerial application rating must include a test of competency for the purpose of granting at least 1 aerial application endorsement.

1.2 A flight test for an aerial application rating that is for the grant of an additional endorsement must include a test of competency in the applicable units, which are prescribed in this Appendix, that are relevant to the endorsement the flight test is for.

1.3 An applicant for an aerial application rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) performing low-level operations in an aircraft of the category that is covered by the aerial application endorsement;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(d) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.

1.4 For paragraphs 1.3(b), (c) and (d), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 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.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, except where the topic is not relevant to the flight test:

(a) the privileges and limitations of an aerial application rating and the endorsements included in the flight test;

(b) the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;

(c) proficiency check and flight review requirements;

(d) risk assessment techniques;

(e) wind affect at low level and associated flying conditions;

(f) the effect of mountainous terrain on airflow and associated flying conditions;

(g) the hazards associated with low flying and how to identify them prior to and during a low-level operation;

(h) managing risks at low level;

(i) the limitations of GNSS;

(j) aircraft performance, including:

(i) maximum rate turning;

(ii) minimum radius turning;

(iii) best angle of climb;

(iv) best rate of climb;

(v) 1 engine inoperative performance (if applicable);

(k) the effects of extreme environmental conditions on pilot health and performance;

(l) the effects of fatigue and physical health on pilot performance;

(m) analysis of actual and forecast weather relevant to low-level operations;

(n) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
LL-A	Aeroplane low-level operations	This unit is required if the flight test is for the grant of an aeroplane aerial application endorsement or aeroplane firefighting endorsement.
LL-H	Helicopter low-level operations	This unit is required if the flight test is for the grant of a helicopter aerial application endorsement or helicopter firefighting endorsement.
LL-G	Gyroplane low-level operations	This unit is required if the flight test is for the grant of a gyroplane aerial application endorsement.
AA1	Aeroplane aerial application operation	This unit is required if the flight test is for the grant of an aeroplane aerial application endorsement.
AA2	Helicopter aerial application operation	This unit is required if the flight test is for the grant of a helicopter aerial application endorsement.
AA3	Gyroplane aerial application operation	This unit is required if the flight test is for the grant of a gyroplane aerial application endorsement.
AA4	Aeroplane firefighting operation	This unit is required if the flight test is for the grant of an aeroplane firefighting endorsement.
AA5	Helicopter firefighting operation	This unit is required if the flight test is for the grant of a helicopter firefighting endorsement.
AA6	Night aerial application operation	This unit is required if the flight test is for the grant of a night aeroplane or helicopter or gyroplane aerial application endorsement.

SECTION T PILOT INSTRUCTOR RATINGS

Appendix T.1 Flight instructor rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a flight instructor rating must include a test of competency for the purpose of granting of at least 1 training endorsement.

1.2 A fight instructor rating flight test that is for the grant of an additional training endorsement must include a test of competency in the applicable units, which are prescribed in this Appendix, that are relevant to the endorsement the flight test is for.

1.3 An applicant for a flight instructor rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting aeronautical knowledge training that is relevant to the training endorsement covered by the flight test;

(b) assessing competence that is relevant to the training endorsement covered by the flight test;

(c) conducting flight training that is relevant to the training endorsement covered by the flight test;

(d) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(e) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(f) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.4 For paragraphs 1.3(d), (e) and (f), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The aircraft used for a flight instructor rating flight test must be of the appropriate category and be capable of being operated for the kind of operations that are covered each training endorsement the flight test is for.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, except where the topic is not relevant to the flight test:

(a) the privileges and limitations of a flight instructor rating and the training endorsements included in the flight test;

(b) the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;

(c) proficiency check and flight review requirements;

(d) standardisation and proficiency requirements of Part 141 and Part 142 operators;

(e) preparing a student for training;

(f) principles and methods of instruction;

(g) for each training endorsement covered by the flight test, each of the following:

(i) aeronautical knowledge;

(ii) practical training aspects of the units and elements of competency;

(iii) assessment techniques and standards;

(iv) common errors experienced by students and methods for resolving them;

(v) determining a student's ability to conduct a solo flight;

(vi) managing a student's first solo flight;

(vii) supervision;

(viii) managing common threats and errors;

(ix) environmental conditions;

(x) if applicable, the flight review requirements and considerations that are relevant to the rating associated with the training endorsement;

(h) administrative matters which are relevant to the training endorsement.

2.2 If the training endorsement authorises the instructor to conduct a flight review, the applicant is required to demonstrate her or his knowledge of conducting a flight review.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
FIR1	Conduct aeronautical knowledge training	Only element FIR1.2 – *Conduct aeronautical knowledge training* is required for this unit.
FIR3	Conduct flight training	This unit is required only if the flight test is being conducted in an aircraft. The following elements are not required for this unit: (a) FIR3.6 – *Complete post-training administration;* (d) FIR3.7 – *Review training.*
FIR9	Multi-crew training endorsement	This unit is only required if the training endorsement applies to a multi-crew operation.

Appendix T.2 Simulator instructor rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a simulator instructor rating must include a test of competency for the purpose of granting at least one training endorsement.

1.2 A simulator instructor rating flight test that is for the grant of an additional training endorsement must include a test of competency in the applicable units, which are prescribed in this Appendix, that are relevant to the endorsement the flight test is for.

1.3 An applicant for a simulator instructor rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting aeronautical knowledge training that is relevant to the training endorsement covered by the flight test;

(b) assessing competence that is relevant to the training endorsement covered by the flight test;

(c) conducting flight training that is relevant to the training endorsement covered by the flight test;

(d) for manoeuvres in a flight simulation training device (FSTD) that is for an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(e) for manoeuvres in an FSTD that is for a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.4 For paragraphs 1.3(d), (e) and (f), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The FSTD used for a flight instructor rating flight test must be appropriate and capable of being operated for the kind of operations that are covered by each training endorsement the flight test is for.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, except where the topic is not relevant to the flight test:

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

(b) the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;

(c) proficiency check and flight review requirements;

(d) standardisation and proficiency requirements 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) for each training endorsement covered by the flight test, the following:

(i) aeronautical knowledge;

(ii) practical training aspects of the units and elements of competency;

(iii) assessment techniques and standards;

(iv) common errors experienced by students and methods for resolving them;

(v) supervision;

(vi) managing common threats and errors;

(vii) environmental conditions;

(viii) if applicable, the flight review requirements and considerations that are relevant to the rating associated with the training endorsement;

(i) administrative matters which are relevant to the training endorsement.

2.2 If the training endorsement authorises the instructor to conduct a flight review, the applicant is required to demonstrate her or his knowledge of conducting a flight review.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
SIR	Conduct training in an approved flight simulation training device	Nil
FIR1	Conduct aeronautical knowledge training	Only element FIR1.2 – *Conduct aeronautical knowledge training* is required for this unit.
FIR9	Multi-crew training endorsement	This unit is only required if the training endorsement applies to a multi-crew operation.

SECTION U FLIGHT EXAMINER RATINGS

Appendix U.0 Flight examiner rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a flight examiner rating must include a test of competency for the purpose of granting at least 1 flight test endorsement.

1.2 A fight examiner rating flight test that is for the grant of an additional flight test endorsement must include a test of competency in the applicable units, which are prescribed in this Appendix, that are relevant to the endorsement the flight test is for.

1.3 An applicant for a flight examiner rating flight test must demonstrate her or his competency conducting a flight test that is relevant to the flight test endorsement covered by the flight test.

1.4 Reserved.

1.5 The aircraft used for a flight examiner rating flight test must be of the appropriate category and capable of being operated for the kind of operations that are covered by each flight test endorsement the flight test is for.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, except where the topic is not relevant to the flight test:

(a) the privileges and limitations of a flight examiner rating and the flight test endorsements included in the flight test;

(b) the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;

(c) proficiency check and flight review requirements;

(d) preparing an applicant for a flight test;

(e) assessment methods;

(f) for the flight test endorsement covered by the flight test, the following:

(i) aeronautical knowledge;

(ii) practical training aspects of the units and elements of competency;

(iii) assessment techniques and standards;

(iv) common errors demonstrated by students;

(v) managing common threats and errors;

(vi) environmental conditions;

(g) administrative matters which are relevant to the flight test endorsement.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
FER	Conduct a flight test	Nil

Appendix U.12 English language assessment endorsement – *Reserved*

SECTION V FLIGHT ENGINEER LICENCES

Appendix V.1 Flight engineer licence flight test

1. Flight test requirements

1.1 An applicant for a flight engineer licence must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing operations in a type of aeroplane covered by the type rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, applicable to the type of aircraft:

(a) the privileges and limitations of the licence;

(b) flight review and proficiency check requirements.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
C3	Operate aeronautical radio	Nil
C2	Pre- and post-flight actions and procedures	This unit is limited to performance criteria that are relevant to a flight engineer competency.
TR-FE	Type rating flight engineer – all categories	Nil

SECTION W FLIGHT ENGINEER TYPE RATING

Appendix W.2 Flight engineer type rating flight test

1. Flight test requirements

1.1 An applicant for a flight engineer type rating must demonstrate her or his competency, in the units of competency mentioned in clause 3, by performing operations in a type of aeroplane covered by the type rating.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, applicable to the type of aircraft:

(a) the 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. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
C2	Pre- and post-flight actions and procedures	This unit is limited to performance criteria that are relevant to a flight engineer competency.
TR-FE	Type rating flight engineer – all categories	Nil

SECTION X FLIGHT ENGINEER INSTRUCTOR RATINGS

Appendix X.0 Flight engineer instructor rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a flight engineer instructor rating must include a test of competency for the purpose of granting of at least 1 flight engineer training endorsement.

1.2 A flight engineer instructor rating flight test that is for the grant of an additional flight engineer training endorsement must include a test of competency in the applicable units, which are prescribed in this Appendix, that are relevant to the endorsement the flight test is for.

1.3 An applicant for a flight engineer instructor rating flight test must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting aeronautical knowledge training that is relevant to the flight engineer training endorsement covered by the flight test;

(b) assessing competence that is relevant to the flight engineer training endorsement covered by the flight test;

(c) conducting flight training that is relevant to the flight engineer training endorsement covered by the flight test;

(d) for manoeuvres in an FSTD that is for an aeroplane — performing within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(e) for manoeuvres in an FSTD that is for a helicopter — performing within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.4 For paragraphs 1.3(d), (e) and (f), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The FSTD used for a flight engineer instructor rating flight test must be appropriate for the kinds of operations that are covered by each flight engineer training endorsement the flight test is for.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, except where the topic is not relevant to the flight test:

(a) the privileges and limitations of a flight engineer instructor rating and the flight engineer training endorsements included in the flight test;

(b) the authority given by the rating and the endorsement included in the flight test, and the applicable operational requirements;

(c) proficiency check and flight review requirements;

(d) preparing a student for training;

(e) principles and methods of instruction;

(f) using FSTDs for training and assessment, including limitations and advantages;

(g) for each flight engineer training endorsement covered by the flight test, the following:

(i) aeronautical knowledge;

(ii) practical training aspects of the units and elements of competency;

(iii) assessment techniques and standards;

(iv) common errors experienced by students and methods for resolving them;

(v) determining a student's ability to conduct a solo flight;

(vi) managing a student's first solo flight;

(vii) supervision;

(viii) managing common threats and errors;

(ix) environmental conditions;

(x) if applicable, the flight review requirements and considerations that are relevant to the rating associated with the flight engineer training endorsement;

(h) administrative matters which are relevant to the flight engineer training endorsement.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
SIR	Conduct training in an approved flight simulation training device	Nil
FIR1	Conduct aeronautical knowledge training	Only element FIR1.2 – *Conduct aeronautical knowledge training* is required for this unit.
FIR9	Multi-crew training endorsement	Omit this unit unless the training endorsement applies to a multi-crew operation.

SECTION Y FLIGHT ENGINEER EXAMINER RATINGS

Appendix Y.0 Flight engineer examiner rating flight test

1. Flight test requirements

1.1 A flight test that is for the grant of a flight engineer examiner rating must include a test of competency for the purpose of granting of at least 1 flight engineer examiner endorsement.

1.2 A fight engineer examiner rating flight test that is for the grant of an additional flight engineer examiner endorsement must include a test of competency in the applicable units, which are prescribed in this Appendix, that are relevant to the endorsement the flight test is for.

1.3 An applicant for a flight engineer examiner rating flight test must be demonstrate her or his competency, in the units of competency mentioned in clause 3, conducting a flight test that is relevant to the flight engineer examiner endorsement covered by the flight test.

1.4 For paragraph 1.3(b), a sustained deviation outside the applicable flight tolerance is not permitted.

1.5 The aircraft or FSTD used for a flight engineer examiner rating flight test must be of the appropriate category and capable of being operated for the kind of operations that are covered by each flight engineer examiner endorsement the flight test is for.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of each of the following topics, except where the topic is not relevant to the flight test:

(a) the privileges and limitations of a flight engineer examiner rating and the flight engineer examiner endorsements included in the flight test;

(b) the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;

(c) proficiency check and flight review requirements;

(d) assessment methods;

(e) for the flight engineer examiner endorsement covered by the flight test, the following:

(i) aeronautical knowledge;

(ii) practical training aspects of the units and elements of competency;

(iii) assessment techniques and standards;

(iv) common errors demonstrated by students;

(v) managing common threats and errors;

(vi) environmental conditions;

(f) administrative matters which are relevant to the flight engineer examiner endorsement.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
FER	Conduct a flight test	Nil

Appendix Y.4 English language assessment endorsement – *Reserved*

Schedule 6 Proficiency check standards

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

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Appendix 1 Instrument proficiency check – aeroplane category

1. Proficiency check requirements

1.1 An applicant for an instrument proficiency check for the aeroplane category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting at least 2 instrument approach operations, including at least one 2D operation;

(b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;

(c) performing manoeuvres in an aeroplane within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.

1.2 For paragraphs 1.1(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR and a suitable means of simulating instrument meteorological conditions must be used.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics as applicable to the operations she or he conducts:

(a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;

(b) IFR flight and duty limitations as applicable;

(c) the interpretation of operational meteorological information;

(d) take-off minima;

(e) holding and alternate requirements;

(f) IFR procedures for all airspace classifications;

(g) departure and approach instrument procedures;

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

(i) GNSS, including PBN standards;

(j) circling approaches;

(k) ERSA normal and emergency procedures;

(l) IFR planning;

(m) adverse weather operations;

(n) equipment requirements.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – *Re-establish visual flight* is not required.
CIR	Conduct an IFR flight	For element CIR.3 – *Conduct a published instrument departure (all engines),* is only required if a SID or other published procedure is available. For a test in a single-engine aircraft, Elements CIR.4 – *Conduct an instrument departure (1 engine inoperative) – simulated IMC* and CIR.9 – *Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – simulated IMC* are not required.

Unit code	Unit of competency	Modifications
IAP2	Conduct an instrument approach 2D	For this unit, the following paragraphs apply: (a) for the following elements: (i) element IAP2.3 – conducts a holding pattern; (ii) element IAP2.5 – conducts a missed approach; demonstration of competency is only required for 1 of the approaches in paragraph 3(j) of the range of variables; (b) for element IAP2.3 – conducts a holding pattern, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.
IAP3	Conduct an instrument approach 3D	This unit is not required. *Note: If the applicant holds the IAP 3D instrument endorsement and this unit is not included in the check, limitations apply to exercising the privileges of that endorsement – refer to regulation 61.900.*

Appendix 1A Instrument proficiency check — aeroplane category (co-pilot)

1. Proficiency check requirements

1.1 This proficiency check standard applies to the following:

(a) the holder of a continued authorisation that is equivalent to an instrument rating for the aeroplane category if the authorisation is subject to the condition that the holder is not authorised to act as pilot in command under the IFR licence;

(b) the holder of an instrument rating for the aeroplane category granted on the basis of regulation 202.272 or 202.274 if the rating is subject to the condition that the holder is not authorised to act as pilot in command under the IFR.

1.2 An applicant for an instrument proficiency check for the aeroplane category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting at least 2 instrument approach operations, including at least one 2D operation;

(b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;

(c) performing manoeuvres in an aeroplane within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.

1.3 For paragraphs 1.2(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

1.4 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR and a suitable means of simulating instrument meteorological conditions must be used.

1.5 An instrument proficiency check completed in accordance with this appendix does not meet the requirements for the removal of the condition about acting as pilot in command under the IFR as specified in regulation 61.887 or subregulation 202.266(5).

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics as applicable to the operations she or he conducts:

(a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;

(b) IFR flight and duty limitations as applicable;

(c) the interpretation of operational meteorological information;

(d) take-off minima;

(e) holding and alternate requirements;

(f) IFR procedures for all airspace classifications;

(g) departure and approach instrument procedures;

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

(i) GNSS, including PBN standards;

(j) circling approaches;

(k) ERSA normal and emergency procedures;

(l) IFR planning;

(m) adverse weather operations;

(n) equipment requirements.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – *Re-establish visual flight* is not required.

Unit code	Unit of competency	Modifications
CIR	Conduct an IFR flight	For element CIR.1 – *Plan a flight under the IFR*, paragraphs 2.1(c) and (d) are not required. For element CIR.2 – *Perform an instrument departure*, paragraphs 2.1(b) and (b) are not required. For element CIR.3 – *Conduct a published instrument departure (all engines),* is only required if a SID or other published procedure is available. Element CIR.4 – *Conduct an instrument departure (1 engine inoperative) – Simulated IMC,* is not required. Element CIR.9 – *Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – Simulated IMC,* is not required.
IAP2	Conduct an instrument approach 2D	For this unit, the following paragraphs apply: (c) for the following elements: (i) element IAP2.3 – conducts a holding pattern; (ii) element IAP2.5 – conducts a missed approach; demonstration of competency is only required for 1 of the approaches in paragraph 3(j) of the range of variables; (d) for element IAP2.3 – conducts a holding pattern, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.
IAP3	Conduct an instrument approach 3D	This unit is not required. *Note: If the applicant holds the IAP 3D instrument endorsement and this unit is not included in the check, limitations apply to exercising the privileges of that endorsement – refer to regulation 61.900.*

Appendix 2 Instrument proficiency check — helicopter category

1. Proficiency check requirements

1.1 An applicant for an instrument proficiency check for the helicopter category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting at least 2 instrument approach operations, including at least one 2D operation;

(b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;

(c) performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.2 For paragraphs 1.1(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

1.3 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topic as applicable to the operations she or he conducts:

(a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;

(b) IFR flight and duty limitations as applicable;

(c) the interpretation of operational meteorological information;

(d) take-off minima;

(e) holding and alternate requirements;

(f) IFR procedures of all airspace classifications;

(g) departure and approach instrument procedures;

(h) operations below LSALT/MSA for day and night operations;

(i) GNSS, including PBN standards;

(j) circling approaches;

(k) ERSA normal and emergency procedures;

(l) IFR planning;

(m) adverse weather operations;

(n) equipment requirements.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – *Re-establish visual flight* is not required.
CIR	Conduct an IFR flight	For element CIR.3 – *Conduct a published instrument departure (all engines),* is only required if a SID or other published procedure is available. (e) For a test in a single-engine aircraft, Elements CIR.4 – *Conduct an instrument departure (1 engine inoperative) – simulated IMC* and CIR.9 – *Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – simulated IMC* are not required.

Unit code	Unit of competency	Modifications
IAP2	Conduct an instrument approach 2D	For this unit, the following paragraphs apply: (a) for the following elements: (i) element IAP2.3 – *Conducts a holding pattern*; (ii) element IAP2.5 – *Conducts a missed approach*; demonstration of competency is only required for 1 of the *approaches* in paragraph 3(j) of the range of variables; (b) for element IAP2.3 – *Conducts a holding pattern*, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.
IAP3	Conduct an instrument approach 3D	This unit is not required. *Note: If the applicant holds the IAP 3D instrument endorsement and this unit is omitted, limitations apply to the exercise of privileges of that endorsement – refer to regulation 61.900.*

Appendix 2A Instrument proficiency check — helicopter category (co-pilot)

1. Proficiency check requirements

1.1 This proficiency check standard applies to the following:

(a) the holder of a continued authorisation that is equivalent to an instrument rating for the helicopter category if the authorisation is subject to the condition that the holder is not authorised to act as pilot n command under the IFR licence;

(b) the holder of an instrument rating for the helicopter category granted on the basis of regulation 202.272 or 202.274 if the rating is subject to the condition that the holder is not authorised to act as pilot in command under the IFR.

1.2 An applicant for an instrument proficiency check for the helicopter category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting at least 2 instrument approach operations, including at least one 2D operation;

(b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;

(c) performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.3 For paragraphs 1.2(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

1.4 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR.

1.5 An instrument proficiency check completed in accordance with this appendix does not meet the requirements for the removal of the condition about acting as pilot in command under the IFR as specified in regulation 61.887 or subregulation 202.266(5).

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topic as applicable to the operations she or he conducts:

(a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;

(b) IFR flight and duty limitations as applicable;

(c) the interpretation of operational meteorological information;

(d) take-off minima;

(e) holding and alternate requirements;

(f) IFR procedures of all airspace classifications;

(g) departure and approach instrument procedures;

(h) operations below LSALT/MSA for day and night operations;

(i) GNSS, including PBN standards;

(j) circling approaches;

(k) ERSA normal and emergency procedures;

(l) IFR planning;

(m) adverse weather operations;

(n) equipment requirements.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – *Re-establish visual flight* is not required.

Unit code	Unit of competency	Modifications
CIR	Conduct an IFR flight	For element CIR.1 – *Plan a flight under the IFR*, paragraphs 2.1(c) and (d) are not required. For element CIR.2 – *Perform an instrument departure*, paragraphs 2.1(b) and (b) are not required. For element CIR.3 – *Conduct a published instrument departure (all engines),* is only required if a SID or other published procedure is available. Element CIR.4 – *Conduct an instrument departure (1 engine inoperative) – Simulated IMC,* is not required. Element CIR.9 – *Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – Simulated IMC,* is not required.
IAP2	Conduct an instrument approach 2D	For this unit, the following paragraphs apply: (c) for the following elements: (iii) element IAP2.3 – *Conducts a holding pattern*; (iv) element IAP2.5 – *Conducts a missed approach*; demonstration of competency is only required for 1 of the *approaches* in paragraph 3(j) of the range of variables; (d) for element IAP2.3 – *Conducts a holding pattern*, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.
IAP3	Conduct an instrument approach 3D	This unit is not required. *Note: If the applicant holds the IAP 3D instrument endorsement and this unit is omitted, limitations apply to the exercise of privileges of that endorsement – refer to regulation 61.900.*

Appendix 3 Night vision imaging system proficiency check

1. Proficiency check requirements

1.1 An applicant for a night vision imaging system proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) performing an operation at night under the VFR using vision imaging equipment;

(b) performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.2 For paragraph 1.1(b), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topic except where the topic is not relevant to the proficiency check:

(a) the privileges and limitations of the night vision imaging system rating and night vision imaging system endorsements;

(b) proficiency check requirements;

(c) night recency requirements;

(d) NVFR and IFR operations as applicable to night vision imaging system endorsements;

(e) interpreting operational and meteorological information;

(f) ground and aircraft lighting requirements;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

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

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

(l) ERSA normal and emergency procedures.

1. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Nil
NVI	Night vision imaging system operation	Nil

Appendix 4 Aerial application proficiency check

1. Proficiency check requirements

1.1 An aerial application proficiency check must include a test of competency of at least 1 aerial application endorsement.

1.2 An applicant for an aerial application proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) performing low-level operations;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.3 For paragraphs 1.2(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

1.4 The aircraft used for an aerial application proficiency check must be capable of being operated for the kind of operations that are covered by the endorsements which are included in the check.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, except where the topic is not relevant to the aerial application endorsements the applicant holds:

(a) the privileges and limitations of an aerial application rating and the aerial application endorsements held by the applicant;

(b) the authority given by the rating and the endorsements and the applicable operational requirements;

(c) proficiency check and flight review requirements;

(d) risk assessment techniques;

(e) wind affect at low level and associated flying conditions;

(f) the effect of mountainous terrain on airflow and associated flying conditions;

(g) the hazards associated with low flying and how to identify them prior to and during a low-level operation;

(h) operating in hilly terrain;

(i) managing risks at low level and when conducting aerial application operations;

(j) aircraft performance, including:

(i) maximum rate turning;

(ii) minimum radius turning;

(iii) best angle of climb;

(iv) best rate of climb;

(v) 1 engine inoperative performance (if applicable);

(k) conducting aerial survey of treatment area;

(l) conducting operations at an operational airstrip;

(m) conducting operations at, or in the vicinity of, certified or registered aerodromes;

(n) the effects of typical and extreme environmental conditions on pilot health and performance that are relevant to aerial application operations;

(o) the effects of fatigue and physical health on pilot performance;

(p) analysis of actual and forecast weather relevant to low-level operations;

(q) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
AA1	Aeroplane aerial application operation	This unit is required only if the applicant holds an aeroplane aerial application endorsement and the proficiency check is being conducted in an aeroplane. The following elements are not required: (a) AA1.1 – *Pre-flight action*; (b) AA1.2 – *Fly to, assess, land and take-off from an operational strip*; (c) AA1.3 – *Fly between operational airstrip and application area*; (d) AA1.4 – *Conduct operations at a certified or registered aerodrome*; (e) AA1.5 – *Conduct an aerial survey of a treatment area*; (e) AA1.8 – *Manoeuvre and navigate at low level*; (f) AA1.11 – *Conduct operations over and under powerlines*; (g) AA1.13 – *Operate aircraft safely and effectively using GNSS swath guidance equipment*; (h) AA1.14 – *Operate at low level in hilly terrain*.
AA2	Helicopter aerial application operation	This unit is required only if the applicant holds a helicopter aerial application endorsement and the proficiency check is being conducted in a helicopter. The following elements are not required: (a) AA2.1 – *Pre-flight actions*; (b) AA2.2 – *Planning and risk management*; (c) AA2.3 – *Fly to, assess, land and take-off from an operational HLS*; (d) AA2.4 – *Fly between operational HLS and application area*; (e) AA2.5 – *Conduct an aerial survey of a treatment area*; (f) AA2.7 – *Conduct operations over and under powerlines*; (g) AA2.9 – *Operate helicopter safely and effectively using GNSS swath guidance and equipment*; (h) AA2.10 – *Manage known helicopter risks during application operations*; (i) AA2.11 – *Operate at low level in hilly terrain*.

Unit code	Unit of competency	Modifications
AA4	Aeroplane firefighting operation	This unit is required only if the applicant holds an aeroplane firefighting endorsement and the proficiency check is being conducted in an aeroplane. The following elements are not required: (a) AA4.1 – *Applies human factors*; (b) AA4.2 – *Pre-flight actions*; (c) AA4.4 – *Demonstrates understanding of generic fire agency procedures*; (d) AA4.5 – *Planning and risk management*; (e) AA4.6 – *Fly to, assess, land and take-off from an operational strip*; (f) AA4.7 – *Fly between operational airstrip and application area*; (g) AA4.8 – *Conduct operations at a certified or registered aerodrome*; (h) AA4.12 – *Operate at low level in hilly terrain*; (i) AA4.13 – *Operate in high winds, high density altitude and high turbulence*; (j) AA4.14 – *Low-visibility operations*.
AA5	Helicopter firefighting operation	This unit is required only if the applicant holds a helicopter firefighting endorsement and the proficiency check is being conducted in a helicopter. The following elements are not required: (a) AA5.1 – *Applies human factors*; (b) AA5.2 – *Pre-flight actions*; (c) AA5.4 – *Demonstrates understanding of generic fire agency procedures*; (d) AA5.5 – *Planning and risk management*; (e) AA5.6 – *Fly to, assess, land and take-off from an operational HLS*; (f) AA5.7 – *Fly between operational HLS and application area*; (g) AA5.8 – *Conduct operations at a certified or registered aerodrome*; (h) AA5.14 – *Manage known helicopter risks during firebombing operations*; (i) AA5.15 – *Low-visibility operations*; (j) AA5.16 – *Operate at low level in hilly terrain*; (k) AA4.17 – *Operate in high winds, high density altitude and high turbulence*.

Appendix 5 Instructor proficiency check

1. Proficiency check requirements

1.1 An instructor proficiency check must include a test of competency of at least 1 training endorsement.

1.2 An applicant for an instructor proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting aeronautical knowledge training;

(b) conducting flight training;

(c) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(d) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(e) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 4 of Schedule 7 of this MOS.

1.3 For paragraphs 1.2(c), (d) and (e), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, appropriate to the training endorsements the applicant holds:

(a) the privileges and limitations of a flight instructor rating and the training endorsements the applicant holds;

(b) the authority given by the rating and the endorsements the applicant holds;

(c) proficiency check and flight review requirements;

(d) preparing a student for training;

(e) principles and methods of instruction;

(f) for the training endorsement(s) held by the applicant, the following:

(i) aeronautical knowledge;

(ii) practical training aspects of the units and elements of competency;

(iii) assessment techniques and standards;

(iv) common errors experienced by students and methods for resolving them;

(v) determining a student's ability to conduct a solo flight;

(vi) managing a student's first solo flight;

(vii) supervision;

(viii) managing common threats and errors;

(ix) environmental conditions;

(x) if applicable, the flight review requirements and considerations that are relevant to the rating associated with the training endorsement;

(g) administrative matters which are relevant to the training endorsements held by the applicant.

2.2 For subclause 2.1, the demonstration of knowledge in the prescribed topics does not have to cover all of the training endorsements the applicant holds.

2.3 If the applicant is authorised to conduct a flight review, the applicant is required to demonstrate her or his knowledge of conducting a flight review.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

Unit code	Unit of competency	Modifications
FIR1	Conduct aeronautical knowledge training	Only element FIR1.2 – *Conduct aeronautical knowledge training* is required for this unit.
FIR3	Conduct flight training	This unit is required only if the proficiency check is being conducted in an aircraft. For element FIR3.1 – *Plan flight training*, the following elements are not required: (j) FIR3.6 – *Complete post-training administration;* (k) FIR3.7 – *Review training.*
FIR9	Multi-crew training endorsement	This unit is only required if the training endorsement applies to a multi-crew operation.
SIR	Conduct training in an approve flight simulation training device	This unit is required only if the proficiency check is being conducted in an approved flight simulation training device. The following elements are not required: (a) SIR.6 – *Complete post-training administration;* (b) SIR.7 – *Review training.*

Appendix 6 Examiner proficiency check

2. Proficiency check requirements

1.1 An examiner proficiency check must include a test of competency of at least 1 examiner endorsement.

1.2 An applicant for an examiner instructor proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting a flight test or proficiency check;

(b) administering a flight test or proficiency check;

(c) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(d) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(e) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.

1.3 For paragraphs 1.2(c), (d) and (e), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics, except where the topic is not relevant to the proficiency check:

(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) for the flight test endorsement endorsement(s) held by the applicant, the following:

(i) aeronautical knowledge;

(ii) practical training aspects of the units and elements of competency;

(iii) assessment techniques and standards;

(iv) common errors demonstrated by students;

(v) managing common threats and errors;

(vi) environmental conditions;

(g) administrative matters which are relevant to the flight test endorsement.

2.2 For subclause 2.1, the demonstration of knowledge in the prescribed topics does not have to cover all of the training endorsements the applicant holds.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
FER	Conduct a flight test	Nil

Schedule 7 Flight review standards

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

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Appendix L Aircraft rating flight review

1. Flight review requirements

1.1 The flight review requirements for an applicant who does not hold a commercial, multi-crew pilot or air transport pilot licence are specified in subclause 1.2.

1.2 For subclause 1.1 the applicant must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) for manoeuvres in a class-rated aeroplane — performing operations within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS;

(b) for manoeuvres in a type-rated aeroplane — performing operations within the tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS:

(c) for manoeuvres in a class-rated single-engine helicopter — performing operations within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS;

(d) for manoeuvres in a type-rated helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(e) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 6 in Section 1 of Schedule 8 of this MOS.

1.3 The flight review requirements for an applicant who holds a commercial, multi-crew pilot or air transport pilot licence are specified in subclause 1.4.

1.4 For subclause 1.3, the applicant must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) for manoeuvres in an aeroplane — performing operations within the tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(b) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.

1.5 For subclauses 1.2 and 1.4, a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the topics specified in clause 4 of each unit of competency mentioned in the table in clause 3, Practical flight standards, except where the topic is not relevant for the particular aircraft rating.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
FR-SEAC	Single-engine aeroplane class rating flight review	This unit is only required if the flight review is for the single-engine aeroplane class rating.
FR-MEAC	Multi-engine aeroplane class rating flight review	This unit is only required if the flight review is for the multi-engine aeroplane class rating.
FR-SEAT	Single-engine aeroplane type rating flight review	This unit is only required if the flight review is for the single-engine aeroplane class rating.

Unit code	Unit of competency	Modifications
FR-MEAT	Multi-engine aeroplane type rating flight review	This unit is only required if the flight review is for the single-engine aeroplane class rating.
FR-SEHT	Single-engine helicopter type rating flight review	This unit is only required if the flight review is for the single-engine helicopter class rating or the single-engine helicopter type rating.
FR-MEHT	Single-engine helicopter class rating flight review	This unit is only required if the flight review is for the single-engine helicopter class rating.
FR-SEGC	Single-engine gyroplane class rating flight review	This unit is only required if the flight review is for the single-engine gyroplane class rating.

Appendix N Private instrument rating flight review

1. Flight review requirements

1.1 An applicant for a private instrument rating flight review must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting an IFR operation;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.2 For paragraphs 1.1(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics except where the topic is not relevant to the endorsement the applicant holds:

(a) the privileges and limitations of the private IFR rating;

(b) flight review requirements;

(c) private IFR planning and operations;

(d) the interpretation of operational and meteorological information;

(e) night recency requirements;

(f) ground and aircraft lighting requirements;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

(j) conducting instrument approaches;

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

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

(m) hazardous weather and conditions;

(n) ERSA normal and emergency procedures.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
C2	Pre- and post flight actions and procedures	Nil
PIF	Conduct a private instrument flight rules flight	Element PIF.2 – *Conduct a visual departure* is only required if Element PIF.5 – *Conduct instrument departure,* is not included.
IAP2	Conduct an instrument approach 2D	This unit is only required if the applicant holds a private instrument endorsement prescribed in Part 4 – Approach/arrival endorsements in Table 61.935 of Part 61 of CASR 1998.

Unit code	Unit of competency	Modifications
IAP3	Conduct an instrument approach 3D	This unit is only required if the applicant holds a private instrument endorsement prescribed in Part 4 – Approach/arrival endorsements in Table 61.935 of Part 61 of CASR 1998 that is in the following list: (a) item 22, Approach – RNP APCH3D private instrument endorsement; (b) item 23, Approach – ILS private instrument endorsement.
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4/IFL.4 – *Re-establish visual flight is not required*.

Appendix O Night VFR rating flight review

1. Flight review requirements

1.1 An applicant for a night VFR rating flight review must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting an operation at night under the VFR;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS.

1.2 For paragraphs 1.1(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the topics of the following topics except where the topic is not relevant to the flight test:

(a) the privileges and limitations of the NVFR rating;

(b) flight review requirements;

(c) night recency requirements;

(d) NVFR operations;

(e) the interpretation of operational and meteorological information;

(f) ground and aircraft lighting requirements;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

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

(k) operations below LSALT for night operations;

(l) hazardous weather and conditions;

(m) ERSA normal and emergency procedures.

3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Nil
NVR1	Conduct a traffic pattern at night	Nil

Unit code	Unit of competency	Modifications
NVR2	Night VFR – single-engine aircraft	This unit is only required if the flight review is conducted in a single-engine aircraft. The following elements are not required: (a) NVR2.13 – *Conduct a diversion to revised route or alternate aerodrome at night*; (b) NVR2.15 – *Perform a go-round*. The following elements are not required if the applicant completed a Night VFR rating flight review within the previous 24 months and these elements were included in that flight review: (l) NVR2.2 – *Obtain and use current operational documents*; (m) NVR2.3 – *Prepare flight plan for NVFR flight*; (n) NVR2.4 – *Determine operational requirements*; (o) NVR2.5 – *Make flight notification*; (p) NVR2.6 – *Program navigation system*; (q) NVR2.11 – *Manage hazardous weather conditions*; For element NVR2.9 – *Navigate the aircraft in night VFR*, the performance criteria are the following: (a) cockpit and instrument lighting is adjusted to allow reference to documentation, instruments and lookout; (b) fixes aircraft position using navigation systems; (c) tracks are intercepted and maintained to and from stations or navigation positions.

Unit code	Unit of competency	Modifications
NVR3	Night VFR – multi-engine aircraft	This unit is only required if the flight review is conducted in a multi-engine aeroplane. The following elements are not required: (a) NVR3.8 – *Take-off at night at other than departure aerodrome which is remote from ground lighting*; (b) NVR3.9 – *Engine failure after take-off;* (c) NVR3.16 – *Conduct a diversion to revised route or alternate aerodrome at night*; (d) NVR3.18 – *Land at night, with and without the use of aircraft landing lights at other than departure aerodrome which is remote from ground lighting*. The following elements are not required if the applicant completed a Night VFR rating flight review within the previous 24 months and these elements were included in that flight review: (a) NVR3.2 – *Obtain and use current operational documents*; (b) NVR3.3 – *Prepare flight plan for NFVR flight*; (c) NVR3.4 – *Determine operational requirements*; (d) NVR3.5 – *Make flight notifications*; (e) NVR3.6 – *Program navigation system*; (f) NVR3.12 – *Engine failure during cruise*; (g) NVR3.14 – *Manage hazardous weather conditions*; For element NVR3.11 – *Navigate the aircraft in night VFR*, the performance criteria are the following: (a) cockpit and instrument lighting is adjusted to allow reference to documentation, instruments and lookout; (b) fixes aircraft position using navigation systems; (c) tracks are intercepted and maintained to and from stations or navigation positions.

Appendix Q Low-level rating flight review

1. Flight review requirements

1.1 A low-level rating flight review must include an assessment of competency of at least 1 low-level endorsement.

1.2 An applicant for an low-level rating flight review must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:

(a) conducting low-level operations;

(b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;

(c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.

1.3 For paragraphs 1.1(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.

2. Knowledge requirements

2.1 The applicant is required to demonstrate her or his knowledge of the following topics:

(a) the privileges and limitations of the low-level rating and low-level endorsements held by the applicant;

(b) flight review requirements;

(c) operating the aircraft's navigation and operating systems;

(d) applying operating limitations;

(e) weight and balance requirements;

(f) the interpretation of operational and meteorological information;

(g) applying aircraft performance data, including take-off and landing performance data for the class of aircraft;

(h) operational requirements and procedures – all airspace classifications;

(i) airworthiness requirements;

(j) reporting requirements;

(k) ERSA normal and emergency procedures;

(l) recent changes to legislation and procedures;

(m) wind affect at low level and associated flying conditions;

(n) the effect of mountainous terrain on airflow and associated flying conditions;

(o) the hazards of, and managing the risks associated with, low flying;

(p) operating in hilly terrain;

(q) aircraft performance, including:

(i) maximum rate turning;

(ii) minimum radius turning;

(iii) best angle of climb;

(iv) best rate of climb;

(v) 1 engine inoperative performance (if applicable);

(r) the effects of typical and extreme environmental conditions on pilot health and performance that are relevant to aerial application operations;

(s) the effects of fatigue and physical health on pilot performance;

(t) analysis of actual and forecast weather relevant to low-level operations;

(u) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task.

3. Practical flight standards

Unit code	Unit of competency	Modifications
C1	Communicating in aviation environment	Nil
C2	Perform pre- and post-flight actions and procedures	Nil
LL-A	Aeroplane low-level operations	For this unit, the following elements are not required: (a) LL-A.2 – *Flight component*; (b) LL-A.3 – *Aircraft handing*; (c) LL-A.8 – *Operate at low level in hilly terrain*. If the flight review is conducted in a single-engine aeroplane, element LL-A.7 – *Execute engine failure (simulated) from below 500 ft AGL* (multi-engine aeroplane only) is not required. If the flight review is conducted in a multi-engine aeroplane, element LL-A.6 – *Execute forced landing (simulated) from below 500 ft AGL* (single-engine aeroplane only) is not required.
LL-H	Helicopter low-level operations	For this unit, the following elements are not required: (a) LL-H.2 – *Flight component*; (b) LL-H.3 – *Aircraft handing*; (c) LL-H.7 – *Operate at low level in hilly terrain*. If the flight review is conducted in a single-engine helicopter, element LL-H.6 – *Execute engine failure (simulated) from below 500 ft AGL* (multi-engine aeroplane only) is not required. If the flight review is conducted in a multi-engine helicopter, element LL-H.5 – *Execute autorotative forced landing (simulated) from below 500 ft AGL* (single-engine aeroplane only) is not required.
LL-G	Gyroplane low-level operations	For this unit, the following elements are not required: (a) LL-G.2 – *Flight component*; (b) LL-G.3 – *Aircraft handing*; (c) LL-G.6 – *Operate at low level in hilly terrain*.
LL-M	Aerial mustering operations	Nil
LL-SO	Sling operations	Nil
LL-WR	Winch and rappelling operations	Nil

Schedule 8 Tolerances

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

Table of Contents

SECTION 1: FLIGHT TOLERANCES

Table 1: Aeroplane general flight tolerances – private level

1. Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) recreational pilot licence;

(b) private pilot licence;

(c) aircraft class rating;

(d) Night VFR rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Taxing aircraft		±1.5 metres of centreline
Nominated heading		±10°
Climb airspeed		-0 / +5 kts
Level off from climb and descent		±150 ft
Straight and level	Altitude	±150 ft
	IAS	±10 kts
Power descent airspeed		±10 kts
Glide		-5 / +10 kts
Turns		Angle of Bank ±5°
Turns onto nominated headings		Heading ±10°
Steep Turn		Heading ±10°
		Height ±150 ft
Final approach airspeed		-0 / +5 kts
Landing	Touchdown	±120 m
	Centreline tracking	±2 m
Asymmetric flight	Heading – initial	±20°
	Heading - sustained	±5°
	IAS	-0 +5 kts
Limited panel instrument flying	Heading	±15°
	IAS	±10 kts or ±M0.02
	Height	±200 ft

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Table 2: Aeroplane general flight tolerances – professional level

1. Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) commercial pilot licence;
(b) multi-crew pilot licence;
(c) air transport pilot licence;
(d) pilot instructor rating;
(e) instrument rating;
(f) private IFR rating;
(g) flight examiner rating;
(h) aerial application rating;
(i) low-level rating;
(j) aircraft type rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Taxing aircraft		±1.5 metres of centreline
Nominated heading		±5°
Climb airspeed		-0 / +5 kts
Level off from climb and descent		±100 ft
Straight and level	Altitude	±100 ft
	IAS	±10 kts or ±M.02 Not below minimum approach speed.
Power descent		±10 kts
Glide		-5 / +10 kts
Turns		Angle of Bank ±5°
Turns onto nominated headings		Heading ±5°
Steep Turn		Heading ±10°
		Height ±100 Ft
Final approach airspeed		-0 / +5 kts
Landing	Touchdown	±60 m For ATPL, within the published touchdown zone relevant to the runway landing distance available.
	Centreline tracking	±2 m
Asymmetric flight	Heading – initial	±20°
	Heading – sustained	±5°
	IAS	-0 +5 kts
Limited panel instrument flying	Heading	±15°

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Flight path or manoeuvre		Flight tolerances
	IAS	±10 kts or ±M0.02
	Height	±200 ft

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Table 3: Helicopter general flight tolerances – private level

1. Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) recreational pilot licence;

(b) private pilot licence;

(c) aircraft class rating;

(d) NVFR rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Hover		±1 metre of hover point
Ground taxi/hover taxi and manoeuvring		±1 metre of track
		±5° of nominated heading
		±20% of nominated height
Climbing		-0 +5 kts nominated IAS
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±5 kts
	Heading	±5° of nominated heading
Power descent	IAS	±5 kts
	Heading	±5° of nominated heading
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±5° of heading
Level speed in IMC – U/A recovery		Not less than V_{min} IMC
Final approach airspeed		-0_+10 kts
Landing (normal)		Within a 5 metre diameter circle of nominated point
Multi-engine – 1 engine disengaged	Heading	±5° of nominated heading
	IAS	±10 kts of nominated speed/not below approach speed for configuration
Control helicopter during advanced manoeuvres – steep turns	altitude	±100 ft
	speed	±5 kts
	Exit on specified heading	±15° initially, then ±5°
	Nominated heading	±15° initially, then ±5° thorough to min descent of 500 ft

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Flight path or manoeuvre		Flight tolerances
Autorotation – single engine helicopter	Heading	±5° Able to turn into the last known wind direction and maintain heading within tolerance
	IAS	±5 kts From recommended minimum rate of descent airspeed
Advanced manoeuvre – autorotative flight	Descent at nominated heading	±5°
	Manufacturer's recommended speed	±5 kts
	Steep turn altering heading	360° using 45° bank
	Best range speed and minimum descent rate	±5 kts
	Distance from the nominated touchdown or termination point	±25 m
Advanced manoeuvre – power recovery	Rotor RPM	Within limitation
	Nominated minimum descent altitude	+100 /-0 ft
	Climb speed	±5 kts

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Table 4: Helicopter general flight tolerances – professional level

1. Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) commercial pilot licence;
(b) multi-crew pilot licence;
(c) air transport pilot licence;
(d) pilot instructor rating;
(e) private IFR rating;
(f) instrument rating;
(g) flight examiner rating;
(h) aerial application rating;
(i) low-level rating;
(j) aircraft type rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Hover		±0.5 metre of hover point
Ground taxi/hover taxi and manoeuvring		±1 metre of track
		±5° of nominated heading
		±20% of nominated height
Climbing		-0 +5 kts nominated IAS
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±5 kts
	Heading	±5° of nominated heading
Power descent	IAS	±5 kts
	Heading	±5° of nominated heading
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±5° of heading
Level speed in IMC – U/A recovery		Not less than V_{min} IMC
Final approach airspeed		-0, +10 kts
Landing (normal)		Within a 5 metre diameter circle of nominated point
Multi-engine – 1 engine disengaged	Heading	±5° of nominated heading
	IAS	±10 kts of nominated speed/not below approach speed for configuration

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Flight path or manoeuvre		Flight tolerances
Control helicopter during advanced manoeuvres – steep turns	Altitude	±100 ft
	Speed	±5 kts
	Exit on specified heading	±15° initially, then ±5°
	Nominated heading	±15° initially, then ±5° thorough to min descent of 500 ft
Autorotation – single engine helicopter	Heading	±5° Able to turn into the last known wind direction and maintain heading within tolerance
	IAS	±5 kts From recommended minimum rate of descent airspeed
Advanced manoeuvre – autorotative flight	Descent at nominated heading	±5°
	Manufacturer's recommended speed	±5 kts
	Steep turn altering heading	360° using 45° bank
	Best range speed and minimum descent rate	±5 kts
	Distance from the nominated touchdown or termination point	±25 m
Advanced manoeuvre – power recovery	Rotor RPM	Within limitation
	Nominated minimum descent altitude	+100 /-0 ft
	Climb speed	±5 kts

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Table 5: Instrument approach tolerances

1. Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) instrument rating;

(b) multi-crew pilot licence;

(c) air transport pilot licence.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Parameter	Tolerance
2D approach Lateral Path Tracking	± 5° of nominated track using azimuth guidance
	± ½ scale deflection of nominated track using lateral course deviation indicator guidance
	Within the RNP value specified for the published minimum altitude
	± 2nm of a DME or GNSS arc
3D Approach Lateral Path Tracking	As above for the lateral path guidance being used
3D Approach Vertical Path	± ½ scale deflection or +/_ 75 ft for RNP BARO VNAV procedure
	For an RNP LPV transients associated with aircraft configuration changes above +1/2 scale are acceptable Transients associated with aircraft configuration changes above +75 ft are acceptable
Minimum Altitude	+100 ft, -0 ft at published minima descent altitude Missed approach initiated not below decision altitude

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Table 6: Gyroplane class rating tolerances – private

1 Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) recreational pilot licence;

(b) private pilot licence;

(c) aircraft class rating;

(d) NVFR rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Ground taxi/hover taxi and manoeuvring		±1.5 metres of track/centreline
		±10° of nominated heading
Climbing	Best rate	-0 +5 kts of nominated airspeed
	Best angle	±5 kts of nominated airspeed
	Heading	±5° of nominated heading
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±10 kts
	Heading	±10° of nominated heading
Power descent Airspeed/Autorotation	IAS	±10 kts
	Heading	±10° of nominated heading
	Rate of descent	±150 ft/min
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±10° of heading
Final approach airspeed		±5 kts
Touchdown		±2 metres of centreline
Landing (normal)		±50 metres of selected touchdown point

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Table 7: Gyroplane class rating tolerances – professional

1. Applicability

1.1 The flight tolerances in this subsection apply to the following licences and ratings:

(a) commercial pilot licence;
(b) pilot instructor rating;
(c) instrument rating;
(d) private IFR rating;
(e) flight examiner rating;
(f) aerial application rating;
(g) low-level rating;
(h) aircraft type rating.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Flight Path or Manoeuvre		Flight tolerances
Ground taxi and manoeuvring		±1.5 metres of track/centreline
		±10° of nominated heading
Climbing	Best rate	-0 +5kts of nominated airspeed
	Best angle	±5 kts of nominated airspeed
	Heading	±5° of nominated heading
Level off from climb and descent		±100 ft of nominated altitude
Straight and level	Altitude	±100 ft
	IAS	±5 ts
	Heading	±5° of nominated heading
Power descent Airspeed/Autorotation	IAS	±10 kts
	Heading	±10° of nominated heading
	Rate of descent	±150 ft/min
Turns	Angle of bank	Angle of bank ±5°
	Altitude	±100 ft of nominated altitude
Exit turn onto a heading	Initial	±15° of heading
	Sustained	±10° of heading
Final approach airspeed		-±5 kts
Touchdown		±2 metres of centreline
Landing (normal)		Within a 100 metre of selected touchdown point

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Table 8: Aerobatics

1. Applicability

1.1 The flight tolerances in this subsection apply to the aerobatics endorsements.

2. Requirements

2.1 A person is required to perform flight manoeuvres within the flight tolerances mentioned in this table to be assessed as competent in the associated unit of competency.

3. Flight tolerances

Manoeuvres	Parameter	Tolerances
Looping manoeuvres	Nominated line feature	±10°
	Nominated airspeed	±10 kts
	Entry and recovery heights	±100 ft
Rolling manoeuvres	Nominated airspeed	±10 kts
	Direction	±10°
	Altitude	±100 ft
Stall turn-hammerhead	Nominated air speed	±10 kts
	Nominated line feature 180°	±15°

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SECTION 2: ENGLISH LANGUAGE PROFICIENCY RATING SCALES

1. Applicability

1.1 The following rating scale applies to Aviation English language proficiency assessments:

(a) Level 6 – expert level;

(b) Level 5 – extended;

(c) Level 4 – operational.

2. Requirements

2.1 Applicants are assessed for aviation English language proficiency against the rating scales in clause 3 below.

3. Rating scales

3.1 Level 6 – Expert

3.1.2 The person must communicate effectively face-to-face using clear and precise English so that each of the following is the case for the person:

(a) pronunciation, stress, rhythm and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding;

(b) both basic and complex grammatical structures and sentence patterns are consistently well-controlled;

(c) vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics;

(d) vocabulary is idiomatic, nuanced and sensitive to register;

(e) able to speak at length with a natural, effortless flow;

(f) varies speech flow for stylistic effect, e.g. to emphasise a point;

(g) uses appropriate discourse markers and connectors spontaneously;

(h) comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties;

(i) interacts with ease in nearly all situations;

(j) is sensitive to verbal and non-verbal cues and responds to them appropriately.

3.1.3 The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:

(a) uses plain English effectively;

(b) receives appropriate responses to transmissions;

(c) responds to transmissions and takes appropriate action;

(d) identifies and manages communication errors and misunderstandings promptly and effectively;

(e) seeks clarification in the time available if the message is unclear or if there is uncertainty about the message;

(f) reacts appropriately to a variety of regional accents;

(g) communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.

3.2 Level 5 – Extended

3.2.1 The person must communicate effectively face-to-face using clear and precise English, so that each of the following is the case for the person:

(a) stress, rhythm and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding;

(b) basic grammatical structures and sentence patterns are consistently well-controlled. Complex structures are attempted but with errors which sometimes interfere with meaning;

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(c) vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic;

(d) able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors;

(e) comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and accent) or registers;

(f) interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately;

(g) responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming or clarifying.

3.2.2 The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:

(a) uses plain English effectively;

(b) receives appropriate responses to transmissions;

(c) responds to transmissions and takes appropriate action;

(d) identifies and manages communication errors and misunderstandings promptly and effectively;

(e) seeks clarification in the time available if message is unclear or uncertainty exists;

(f) reacts appropriately to a variety of regional accents;

(g) communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.

3.3 Level 4 – Operational

3.3.1 The person must communicate effectively face-to-face using clear and precise English, so that each of the following is the case for the person:

(a) stress, rhythm and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding;

(b) basic grammatical structures and sentence patterns are used creatively and are usually well-controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning;

(c) vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances;

(d) produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting;

(e) comprehension is mostly accurate on common, concrete and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies;

(f) responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming or clarifying.

3.3.2 The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:

(a) uses plain English effectively;

(b) receives appropriate responses to transmissions;

(c) responds to transmissions and takes appropriate action;

(d) identifies and manages communication errors and misunderstandings promptly and effectively;

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(e) seeks clarification in the time available if message is unclear or uncertainty exists;

(f) reacts appropriately to a variety of regional accents;

(g) communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.

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