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Section 1 Flight crew licence and associated category ratings

Appendix 1.0 Recreational Pilot Licence (RPL)

1. RPL – Aeroplane Category Rating

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

1. RPL – Helicopter Category Rating

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

1. RPL – Gyroplane Category Rating

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

1. RPL – NAVIGATION ENDORSEMENT

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

1. RPL – Powered-Lift Category Rating – *Reserved*
2. RPL – Airship Category Rating – *Reserved*

Appendix 1.1 Private Pilot Licence (PPL)

1. PPL – Aeroplane Category Rating

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

1. PPL – Helicopter Category Rating

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

1. PPL – Gyroplane Category Rating

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

1. PPL – Powered-Lift Category Rating – *Reserved*
2. PPL – Airship Category Rating – *Reserved*

Appendix 1.2 Commercial Pilot Licence (CPL)

1. 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 |

1. 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 |

1. 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 |

1. 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 |

1. CPL – Powered-Lift Category Rating – *Reserved*
2. CPL – Airship Category Rating – *Reserved*

Appendix 1.3 Multi-Crew Pilot Licence (MPL)

1. 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)

1. 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 |

1. 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 |

1. 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 |

1. ATPL – Powered-Lift Category Rating – *Reserved*

Appendix 1.5 Flight Engineer Licence

1. 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

1. Private IFR Rating

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

Appendix 2.2 Instrument Rating

1. Instrument Rating

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

Appendix 2.3 Aerial Application Rating

1. Aerial application – Aeroplane endorsement

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

1. Aerial application– Helicopter endorsement

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

1. 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

1. All Aircraft Category Ratings

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

1. Aeroplane Category Rating

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

1. Helicopter Category Rating

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

1. Gyroplane Category Rating

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

1. Powered-Lift Category Rating – *Reserved*
2. Airship Category Rating – *Reserved*

Appendix 3.2 Air Transport Pilot Licence (ATPL) or Multi-crew Pilot Licence (MPL) Overseas Conversion Examinations

1. All Aircraft Category Ratings

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

1. Aeroplane Category Rating

| **Examination Code** | **Examination Subject** | **Pass Standard %** | **Time Limit Hours** |
| --- | --- | --- | --- |
| AOSA | ATPL Overseas Conversion – AeroplaneReference the following Unit codes for knowledge standards in Schedule 31. AMET
2. CLWA
3. AALW
 | 80 | 3.0 |
| IREX | Instrument Rating | 70 | 3.5 |

1. Helicopter Category Rating

|  |  |  |  |
| --- | --- | --- | --- |
| **Examination Code** | **Examination Subject** | **Pass Standard %** | **Time Limit Hours** |
| AOSH | ATPL Overseas Conversion – HelicopterReference the following Unit codes for knowledge standards in Schedule 31. CLWH
2. AALW
3. CMET
 | 80 | 3.0 |

1. Powered-lift Category Rating – *Reserved*

Section 4 Australian Defence Force (ADF) Conversion

Appendix 4.1 Air Transport Pilot Licence (ATPL) ADF Conversion Examinations

1. 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 |

1. 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.

1. 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 |

1. Powered-lift Category Rating – *Reserved*

Schedule 5 Flight test standards

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Section G Recreational pilot licence (RPL)

1. Appendix G.1 RPL Aeroplane category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the recreational pilot licence with aeroplane category rating;
			2. applicability of drug and alcohol regulations;
			3. VFR aircraft instrument requirements;
			4. emergency equipment requirements;
			5. fuel planning and oil requirements for the flight;
			6. managing cargo and passengers;
			7. aircraft speed limitations;
			8. 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 |
| 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 |

1. Appendix G.2 RPL Helicopter category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the recreational pilot licence with helicopter category rating;
			2. applicability of drug and alcohol regulations;
			3. VFR aircraft instrument requirements;
			4. emergency equipment requirements;
			5. fuel planning and oil requirements for the flight;
			6. managing cargo and passengers;
			7. 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:1. 2.1(b)(i) MEL;
2. 2.1(b)(vi) global navigation system.
 |
| C4 | Manage fuel | For element C4.2 – *Manage fuel system*, the following criteria are not required:1. 2.2(f) accurately maintain fuel log;
2. 2.2(g) state endurance at any point during flight;
3. 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:1. engine fire on start;
2. engine fire on shut down;
3. inoperative magneto;
4. live magneto.
 |
| 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 |

1. Appendix G.3 RPL Gyroplane category rating flight test – *Reserved*
2. Appendix G.4 RPL Airship category rating flight test – *Reserved*

Section H Private pilot licence (PPL)

1. Appendix H.1 PPL Aeroplane category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the private pilot licence with aeroplane category rating;
			2. applicability of drug and alcohol regulations;
			3. VFR aircraft instrument requirements;
			4. emergency equipment requirements;
			5. requirements for landing areas/aerodromes;
			6. GNSS and its use in VFR navigation;
			7. fuel planning and oil requirements for the flight;
			8. loading and unloading fuel;
			9. managing cargo and passengers;
			10. aircraft loading system;
			11. aircraft performance and landing calculations;
			12. PPL maintenance authorisations;
			13. aircraft speed limitations;
			14. 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 |
| 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:1. engine fire on start;
2. engine fire on shut down;
3. inoperative magneto;
4. 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 |
| OGA | Operate in Class G airspace | Nil |
| CTR | Operate at a controlled aerodrome | Nil |
| CTA | Operate in controlled airspace | Nil |

1. Appendix H.2 PPL Helicopter category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the private pilot licence with helicopter category rating;
			2. applicability of drug and alcohol regulations;
			3. VFR aircraft instrument requirements;
			4. emergency equipment requirements;
			5. requirements for landing areas/aerodromes;
			6. GNSS and its use in VFR navigation;
			7. fuel planning and oil requirements for the flight;
			8. loading and unloading fuel;
			9. managing cargo and passengers;
			10. aircraft loading system;
			11. aircraft performance and landing calculations;
			12. PPL maintenance authorisations;
			13. aircraft speed limitations;
			14. 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 |
| 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 |

1. Appendix H.3 PPL Powered-lift category rating flight test – *Reserved*
2. Appendix H.4 PPL Gyroplane category rating flight test – *Reserved*
3. Appendix H.5 PPL Airship category rating flight test – *Reserved*

Section I Commercial pilot licence (CPL)

1. Appendix I.1 CPL Aeroplane category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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.
		4. The aircraft used for a flight test for the aeroplane category rating must have the following characteristics:
			1. cruise true airspeed of not less than 120 kts;
			2. a powerplant with one of the following:
				1. turbine engine with propeller; or
				2. piston engine with variable pitch propeller.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the commercial pilot licence with aeroplane category rating;
			2. requirements for an AOC;
			3. classification of operations;
			4. type of information contained in an operations manual;
			5. flight and duty time limits;
			6. applicability of drug and alcohol regulations;
			7. day VFR commercial aircraft instrument requirements;
			8. emergency equipment requirements;
			9. requirements for landing areas/aerodromes;
			10. GNSS and its use in VFR navigation;
			11. fuel planning and oil requirements for the flight;
			12. loading and unloading fuel;
			13. managing cargo and passengers;
			14. aircraft loading system;
			15. normal and non-normal operation of the propeller system fitted to flight test aeroplane;
			16. aircraft performance and landing calculations;
			17. CPL maintenance authorisations;
			18. aircraft speed limitations;
			19. 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 |
| 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 |

1. Appendix I.2 CPL Helicopter category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the commercial pilot licence with helicopter category rating;
			2. requirements for an AOC;
			3. classification of operations;
			4. type of information contained in an operations manual;
			5. flight and duty time limits;
			6. applicability of drug and alcohol regulations;
			7. day VFR commercial aircraft instrument requirements;
			8. emergency equipment requirements;
			9. requirements for landing areas/aerodromes;
			10. GNSS and its use in VFR navigation;
			11. fuel planning and oil requirements for the flight;
			12. loading and unloading fuel;
			13. managing cargo and passengers;
			14. aircraft loading system;
			15. aircraft performance and landing calculations;
			16. CPL maintenance authorisations;
			17. aircraft speed limitations;
			18. 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 |
| 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 |

1. Appendix I.3 CPL Powered-lift category rating flight test – *Reserved*
2. Appendix I.4 CPL Gyroplane category rating flight test – *Reserved*
3. Appendix I.5 CPL Airship category rating flight test – *Reserved*

Section J Multi-crew Pilot Licence (MPL)

1. Appendix J.1 MPL Aeroplane category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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.
		4. The aircraft used for a flight test must be a multi-crew turbine-powered aeroplane.
		5. The applicant must perform the functions of co-pilot.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the multi-crew pilot licence with aeroplane category rating;
			2. requirements for an AOC;
			3. classification of operations;
			4. type of information contained in an operations manual;
			5. flight and duty time limits;
			6. applicability of drug and alcohol regulations;
			7. aircraft instrument requirements;
			8. emergency equipment requirements;
			9. requirements for aerodromes;
			10. fuel planning and oil requirements for the flight;
			11. managing cargo and passengers;
			12. aircraft loading system;
			13. aircraft performance and landing calculations
			14. maintenance authorisations;
			15. aircraft speed limitations;
			16. 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 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)

1. Appendix K.1 ATPL Aeroplane category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		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.
		4. The aircraft used for a flight test must be a multi-crew turbine-powered aeroplane.
		5. The applicant must perform the functions of pilot in command.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the air transport pilot licence with aeroplane category rating;
			2. requirements for an AOC;
			3. classification of operations;
			4. type of information contained in an operations manual;
			5. flight and duty time limits;
			6. applicability of drug and alcohol regulations;
			7. aircraft instrument requirements;
			8. emergency equipment requirements;
			9. requirements for aerodromes;
			10. fuel planning and oil requirements for the flight;
			11. managing cargo and passengers;
			12. aircraft loading system;
			13. aircraft performance and landing calculations;
			14. maintenance authorisations;
			15. aircraft speed limitations and systems;
			16. 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 |
| 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 |

1. Appendix K.2 ATPL Helicopter category rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft used for a flight test must be a multi-crew turbine-powered helicopter.
		4. The applicant must perform the functions of pilot in command.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the air transport pilot licence with helicopter category rating;
			2. requirements for an AOC;
			3. classification of operations;
			4. type of information contained in an operations manual;
			5. flight and duty time limits;
			6. applicability of drug and alcohol regulations;
			7. aircraft instrument requirements;
			8. emergency equipment requirements;
			9. requirements for aerodromes and helicopter landing sites;
			10. fuel planning and oil requirements for the flight;
			11. managing cargo and passengers;
			12. aircraft loading system;
			13. aircraft performance and landing calculations;
			14. maintenance authorisations;
			15. 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 |
| 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:1. single-engine helicopter instrument endorsement;
2. 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:1. single-engine helicopter instrument endorsement;
2. 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:1. single-engine helicopter instrument endorsement;
2. multi-engine helicopter instrument endorsement.
 |

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

Section L Aircraft ratings and endorsements

1. Appendix L.1 Single-engine aeroplane class rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the single-engine aeroplane class rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to single-engine aeroplanes:
			1. the privileges and limitations of the class rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.2 Multi-engine aeroplane class rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the multi-engine aeroplane class rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to multi-engine aeroplanes:
			1. the privileges and limitations of the class rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.3 Single-engine aeroplane type rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the type rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:
			1. the privileges and limitations of the type rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.4 Multi-engine aeroplane type rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the type rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:
			1. the privileges and limitations of the type rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.5 Cruise relief co-pilot type rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the type rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:
			1. the privileges and limitations of the type rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.6 Single-engine helicopter class rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the single-engine helicopter class rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to single-engine helicopters:
			1. the privileges and limitations of the class rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.7 Single-engine helicopter type rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the type rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:
			1. the privileges and limitations of the type rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.8 Multi-engine helicopter type rating flight test
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the type rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to the type of aircraft:
			1. the privileges and limitations of the type rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.9 Single-engine gyroplane class rating
	1. Flight test requirements
		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.
		2. For subclause 1.1, a sustained deviation outside the applicable flight tolerance is not permitted.
		3. The aircraft that is used for the flight test must be covered by the single-engine gyroplane class rating.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, applicable to single-engine helicopters:
			1. the privileges and limitations of the class rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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 |

1. Appendix L.10 Airship class rating flight test – *Reserved*
2. Appendix L.19 Cruise relief aeroplane type rating – *Reserved*

Section M Instrument ratings

1. Appendix M.1 Instrument rating flight test
	1. Flight test requirements
		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:
			1. 1 aircraft class/category endorsement;
			2. the IAP 2D instrument approach endorsement.
		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.
		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:
			1. 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;
			2. for the grant of subsequent endorsements — performing an instrument approach operation for at least 1 kind of procedure using azimuth guidance;
			3. if the flight test includes the 3D instrument approach endorsement — performing an ILS or GLS instrument approach;
			4. for instrument approaches — performing the approach to a published DA;
			5. performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
			6. for manoeuvres in an aeroplane — performing within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			7. for manoeuvres in a helicopter — performing within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
		4. For paragraphs 1.3(e), (f) and (g), a sustained deviation outside the applicable flight tolerance is not permitted.
		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.
		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;
		7. The requirement in paragraph 1.3(a) to demonstrate competency performing an instrument approach operation using azimuth guidance is not required if:
			1. the aircraft is not capable of providing azimuth guidance; and
			2. 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
			3. the examiner is satisfied the applicant’s training achievement records indicate that competency has been achieved during training.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of each of the following topics:
			1. the privileges and limitations of the instrument rating and each instrument endorsement covered by the flight test;
			2. proficiency check requirements;
			3. IFR and approach recency requirements;
			4. night recency requirements;
			5. NVFR operations;
			6. IFR flight and duty limitations;
			7. interpreting operational meteorological information;
			8. take-off minima;
			9. holding and alternate requirements;
			10. IFR procedures for all airspace classifications;
			11. departure and approach instrument procedures;
			12. operations below LSALT and MSA for day and night operations
			13. GNSS and PBN standards;
			14. circling approaches;
			15. adverse weather operations;
			16. ERSA normal and emergency procedures;
			17. 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

1. Appendix N.1 Private instrument rating flight test
	1. Flight test requirements
		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:
			1. 1 aircraft class/category endorsement;
			2. at least 1 navigation endorsement.
		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.
		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:
			1. performing en route navigation and holding under the IFR using the navigation system that is for each navigation endorsement included in the test;
			2. 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;
			3. 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;
			4. 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;
			5. 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;
			6. for instrument approaches, performing the approach to the published DA;
			7. for instrument approach operations — performing within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
			8. for manoeuvres in an aeroplane — performing within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			9. for manoeuvres in a helicopter — performing within the flight tolerances specified in table 4 of Schedule 8 of this MOS;
		4. For paragraphs 1.3(g), (h) and (i), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of the private instrument rating and the private instrument endorsement(s) covered by the flight test;
			2. flight review requirements;
			3. recency requirements;
			4. NVFR recency requirements;
			5. NVFR operations;
			6. interpreting operational and meteorological information;
			7. IFR planning;
			8. take-off minima;
			9. holding and alternate requirements;
			10. IFR procedures – all airspace classifications;
			11. departure and approach instrument procedures;
			12. operations below LSALT/MSA for day and night operations;
			13. GNSS;
			14. circling approaches;
			15. *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:1. departure endorsement;
2. approach/arrival endorsement;
3. 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:1. the flight test is for the grant of the night private instrument endorsement;
2. 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

1. Appendix O.1 Night VFR rating flight test
	1. Flight test requirements
		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.
		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.
		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:
			1. performing an operation at night under the VFR;
			2. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
			4. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.
		4. For subclause 1.3(b), (c) and (d), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of the night VFR rating and the night VFR endorsement that is covered by the flight test;
			2. flight review requirements;
			3. night recency requirements;
			4. NVFR operations;
			5. interpreting operational and meteorological information;
			6. ground and aircraft lighting requirements;
			7. NVFR planning;
			8. use of instrument and navigation systems;
			9. take-off minima;
			10. holding and alternate requirements;
			11. NVFR procedures for all airspace classifications;
			12. departure and approach procedures;
			13. operations below LSALT and MSA for day and night operations;
			14. hazardous weather and conditions;
			15. GNSS;
			16. 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 |
| 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

1. Appendix P.1 Night vision imaging system rating flight test
	1. Flight test requirements
		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.
		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.
		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:
			1. performing an operation at night under the VFR using vision imaging equipment;
			2. performing manoeuvres within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		4. For paragraphs 1.3(a) and (b), a sustained deviation outside the applicable flight tolerance is not permitted.
		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.
		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
		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:
			1. the privileges and limitations of the night vision imaging system rating and the endorsement that is covered by the flight test;
			2. proficiency check review requirements;
			3. night recency requirements;
			4. NVFR and IFR operations as applicable to the endorsement covered by the flight test;
			5. interpreting operational and meteorological information;
			6. ground and aircraft lighting requirements;
			7. use of instrument and navigation systems;
			8. take-off minima;
			9. holding and alternate requirements;
			10. operational requirements and procedures – all airspace classifications;
			11. operations below LSALT/MSA for day and night operations;
			12. 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

1. Appendix Q.2 Low-level rating flight test
	1. Flight test requirements
		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.
		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.
		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:
			1. performing low-level operations in an aircraft of the category that is covered by the general low-level endorsement;
			2. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
			4. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS
		4. For paragraphs 1.3(b), (c) and (d), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of a low-level rating and each of the endorsements covered by the test;
			2. the authority given by the rating;
			3. risk assessment techniques;
			4. wind affect at low level and associated flying conditions;
			5. the effect of mountainous terrain on airflow and associated flying conditions;
			6. the hazards associated with low flying and how to identify them prior to and during a low‑level operation;
			7. managing risks at low level;
			8. the limitations of GNSS;
			9. aircraft performance, including:
				1. maximum rate turning;
				2. minimum radius turning;
				3. best angle of climb;
				4. best rate of climb;
				5. 1 engine inoperative performance (if applicable);
			10. the effects of extreme environmental conditions on pilot health and performance;
			11. the effects of fatigue and physical health on pilot performance;
			12. analysis of actual and forecast weather relevant to low-level operations;
			13. 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

1. Appendix R.1 Aerial application rating flight test
	1. Flight test requirements
		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.
		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.
		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:
			1. performing low-level operations in an aircraft of the category that is covered by the aerial application endorsement;
			2. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
			4. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.
		4. For paragraphs 1.3(b), (c) and (d), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of an aerial application rating and the endorsements included in the flight test;
			2. the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. risk assessment techniques;
			5. wind affect at low level and associated flying conditions;
			6. the effect of mountainous terrain on airflow and associated flying conditions;
			7. the hazards associated with low flying and how to identify them prior to and during a low‑level operation;
			8. managing risks at low level;
			9. the limitations of GNSS;
			10. aircraft performance, including:
				1. maximum rate turning;
				2. minimum radius turning;
				3. best angle of climb;
				4. best rate of climb;
				5. 1 engine inoperative performance (if applicable);
			11. the effects of extreme environmental conditions on pilot health and performance;
			12. the effects of fatigue and physical health on pilot performance;
			13. analysis of actual and forecast weather relevant to low-level operations;
			14. 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

1. Appendix T.1 Flight instructor rating flight test
	1. Flight test requirements
		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.
		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.
		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:
			1. conducting aeronautical knowledge training that is relevant to the training endorsement covered by the flight test;
			2. assessing competence that is relevant to the training endorsement covered by the flight test;
			3. conducting flight training that is relevant to the training endorsement covered by the flight test;
			4. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			5. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
			6. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		4. For paragraphs 1.3(d), (e) and (f), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of a flight instructor rating and the training endorsements included in the flight test;
			2. the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. standardisation and proficiency requirements of Part 141 and Part 142 operators;
			5. preparing a student for training;
			6. principles and methods of instruction;
			7. for each training endorsement covered by the flight test, each of the following:
				1. aeronautical knowledge;
				2. practical training aspects of the units and elements of competency;
				3. assessment techniques and standards;
				4. common errors experienced by students and methods for resolving them;
				5. determining a student’s ability to conduct a solo flight;
				6. managing a student’s first solo flight;
				7. supervision;
				8. managing common threats and errors;
				9. environmental conditions;
				10. if applicable, the flight review requirements and considerations that are relevant to the rating associated with the training endorsement;
			8. administrative matters which are relevant to the training endorsement.
		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:1. FIR3.6 – *Complete post-training administration;*
2. FIR3.7 – *Review training.*
 |
| FIR9 | Multi-crew training endorsement | This unit is only required if the training endorsement applies to a multi-crew operation. |

1. Appendix T.2 Simulator instructor rating flight test
	1. Flight test requirements
		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.
		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.
		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:
			1. conducting aeronautical knowledge training that is relevant to the training endorsement covered by the flight test;
			2. assessing competence that is relevant to the training endorsement covered by the flight test;
			3. conducting flight training that is relevant to the training endorsement covered by the flight test;
			4. 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;
			5. 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.
		4. For paragraphs 1.3(d), (e) and (f), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of a simulator instructor rating and each training endorsement covered by the flight test;
			2. the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. standardisation and proficiency requirements of Part 141 and Part 142 operators;
			5. preparing a student for training;
			6. principles and methods of instruction;
			7. using FSTDs for training and assessment, including limitations and advantages;
			8. for each training endorsement covered by the flight test, the following:
				1. aeronautical knowledge;
				2. practical training aspects of the units and elements of competency;
				3. assessment techniques and standards;
				4. common errors experienced by students and methods for resolving them;
				5. supervision;
				6. managing common threats and errors;
				7. environmental conditions;
				8. if applicable, the flight review requirements and considerations that are relevant to the rating associated with the training endorsement;
			9. administrative matters which are relevant to the training endorsement.
		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

1. Appendix U.0 Flight examiner rating flight test
	1. Flight test requirements
		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.
		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.
		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.
		4. Reserved.
		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
		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:
			1. the privileges and limitations of a flight examiner rating and the flight test endorsements included in the flight test;
			2. the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. preparing an applicant for a flight test;
			5. assessment methods;
			6. for the flight test endorsement covered by the flight test, the following:
				1. aeronautical knowledge;
				2. practical training aspects of the units and elements of competency;
				3. assessment techniques and standards;
				4. common errors demonstrated by students;
				5. managing common threats and errors;
				6. environmental conditions;
			7. 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 |

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

Section V Flight engineer licences

1. Appendix V.1 Flight engineer licence flight test
	1. Flight test requirements
		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
		1. The applicant is required to demonstrate her or his knowledge of each of the following topics, applicable to the type of aircraft:
			1. the privileges and limitations of the licence;
			2. 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

1. Appendix W.2 Flight engineer type rating flight test
	1. Flight test requirements
		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
		1. The applicant is required to demonstrate her or his knowledge of each of the following topics, applicable to the type of aircraft:
			1. the privileges and limitations of the type rating;
			2. flight review requirements;
			3. navigation and operating systems;
			4. normal, abnormal and emergency flight procedures;
			5. operating limitations;
			6. weight and balance limitations;
			7. aircraft performance data, including take-off and landing performance data;
			8. 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

1. Appendix X.0 Flight engineer instructor rating flight test
	1. Flight test requirements
		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.
		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.
		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:
			1. conducting aeronautical knowledge training that is relevant to the flight engineer training endorsement covered by the flight test;
			2. assessing competence that is relevant to the flight engineer training endorsement covered by the flight test;
			3. conducting flight training that is relevant to the flight engineer training endorsement covered by the flight test;
			4. 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;
			5. 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.
		4. For paragraphs 1.3(d), (e) and (f), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of a flight engineer instructor rating and the flight engineer training endorsements included in the flight test;
			2. the authority given by the rating and the endorsement included in the flight test, and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. preparing a student for training;
			5. principles and methods of instruction;
			6. using FSTDs for training and assessment, including limitations and advantages;
			7. for each flight engineer training endorsement covered by the flight test, the following:
				1. aeronautical knowledge;
				2. practical training aspects of the units and elements of competency;
				3. assessment techniques and standards;
				4. common errors experienced by students and methods for resolving them;
				5. determining a student’s ability to conduct a solo flight;
				6. managing a student’s first solo flight;
				7. supervision;
				8. managing common threats and errors;
				9. environmental conditions;
				10. if applicable, the flight review requirements and considerations that are relevant to the rating associated with the flight engineer training endorsement;
			8. 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

1. Appendix Y.0 Flight engineer examiner rating flight test
	1. Flight test requirements
		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.
		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.
		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.
		4. For paragraph 1.3(b), a sustained deviation outside the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of a flight engineer examiner rating and the flight engineer examiner endorsements included in the flight test;
			2. the authority given by the rating and the endorsements included in the flight test and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. assessment methods;
			5. for the flight engineer examiner endorsement covered by the flight test, the following:
				1. aeronautical knowledge;
				2. practical training aspects of the units and elements of competency;
				3. assessment techniques and standards;
				4. common errors demonstrated by students;
				5. managing common threats and errors;
				6. environmental conditions;
			6. 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 |

1. 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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NV1 632

1. Appendix 1 Instrument proficiency check – aeroplane category
	1. Proficiency check requirements
		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:
			1. conducting at least 2 instrument approach operations, including at least one 2D operation;
			2. performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
			3. performing manoeuvres in an aeroplane within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.
		2. For paragraphs 1.1(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics as applicable to the operations she or he conducts:
			1. the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
			2. IFR flight and duty limitations as applicable;
			3. the interpretation of operational meteorological information;
			4. take-off minima;
			5. holding and alternate requirements;
			6. IFR procedures for all airspace classifications;
			7. departure and approach instrument procedures;
			8. operations below LSALT and MSA for day and night operations;
			9. GNSS, including PBN standards;
			10. circling approaches;
			11. ERSA normal and emergency procedures;
			12. IFR planning;
			13. adverse weather operations;
			14. 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. |
| IAP2 | Conduct an instrument approach 2D | For this unit, the following paragraphs apply:1. 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;1. 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.*  |

1. Appendix 1A Instrument proficiency check — aeroplane category (co-pilot)
	1. Proficiency check requirements
		1. This proficiency check standard applies to the following:
			1. 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;
			2. 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.
		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:
			1. conducting at least 2 instrument approach operations, including at least one 2D operation;
			2. performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
			3. performing manoeuvres in an aeroplane within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.
		3. For paragraphs 1.2(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
		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.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topics as applicable to the operations she or he conducts:
			1. the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
			2. IFR flight and duty limitations as applicable;
			3. the interpretation of operational meteorological information;
			4. take-off minima;
			5. holding and alternate requirements;
			6. IFR procedures for all airspace classifications;
			7. departure and approach instrument procedures;
			8. operations below LSALT and MSA for day and night operations;
			9. GNSS, including PBN standards;
			10. circling approaches;
			11. ERSA normal and emergency procedures;
			12. IFR planning;
			13. adverse weather operations;
			14. 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.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:1. 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;1. 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.*  |

1. Appendix 2 Instrument proficiency check — helicopter category
	1. Proficiency check requirements
		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:
			1. conducting at least 2 instrument approach operations, including at least one 2D operation;
			2. performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
			3. performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		2. For paragraphs 1.1(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
		3. The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topic as applicable to the operations she or he conducts:
			1. the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
			2. IFR flight and duty limitations as applicable;
			3. the interpretation of operational meteorological information;
			4. take-off minima;
			5. holding and alternate requirements;
			6. IFR procedures of all airspace classifications;
			7. departure and approach instrument procedures;
			8. operations below LSALT/MSA for day and night operations;
			9. GNSS, including PBN standards;
			10. circling approaches;
			11. ERSA normal and emergency procedures;
			12. IFR planning;
			13. adverse weather operations;
			14. 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.1. 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.
 |
| IAP2 | Conduct an instrument approach 2D | For this unit, the following paragraphs apply:1. for the following elements:
2. element IAP2.3 – *Conducts a holding pattern*;
3. 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;1. 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.*  |

1. Appendix 2A Instrument proficiency check — helicopter category (co-pilot)
	1. Proficiency check requirements
		1. This proficiency check standard applies to the following:
			1. 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;
			2. 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.
		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:
			1. conducting at least 2 instrument approach operations, including at least one 2D operation;
			2. performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
			3. performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		3. For paragraphs 1.2(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
		4. The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR.
		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
		1. The applicant is required to demonstrate her or his knowledge of the following topic as applicable to the operations she or he conducts:
			1. the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
			2. IFR flight and duty limitations as applicable;
			3. the interpretation of operational meteorological information;
			4. take-off minima;
			5. holding and alternate requirements;
			6. IFR procedures of all airspace classifications;
			7. departure and approach instrument procedures;
			8. operations below LSALT/MSA for day and night operations;
			9. GNSS, including PBN standards;
			10. circling approaches;
			11. ERSA normal and emergency procedures;
			12. IFR planning;
			13. adverse weather operations;
			14. 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.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:1. for the following elements:
2. element IAP2.3 – *Conducts a holding pattern*;
3. 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;1. 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.*  |

1. Appendix 3 Night vision imaging system proficiency check
	1. Proficiency check requirements
		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:
			1. performing an operation at night under the VFR using vision imaging equipment;
			2. performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		2. For paragraph 1.1(b), a sustained deviation outside of the applicable flight tolerance is not permitted.
	2. Knowledge requirements
		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:
			1. the privileges and limitations of the night vision imaging system rating and night vision imaging system endorsements;
			2. proficiency check requirements;
			3. night recency requirements;
			4. NVFR and IFR operations as applicable to night vision imaging system endorsements;
			5. interpreting operational and meteorological information;
			6. ground and aircraft lighting requirements;
			7. use of instrument and navigation systems;
			8. take-off minima;
			9. holding and alternate requirements;
			10. operational requirements and procedures for all airspace classifications;
			11. operations below LSALT and MSA for day and night operations;
			12. 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 |

1. Appendix 4 Aerial application proficiency check
	1. Proficiency check requirements
		1. An aerial application proficiency check must include a test of competency of at least 1 aerial application endorsement.
		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:
			1. performing low-level operations;
			2. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		3. For paragraphs 1.2(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
		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
		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:
			1. the privileges and limitations of an aerial application rating and the aerial application endorsements held by the applicant;
			2. the authority given by the rating and the endorsements and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. risk assessment techniques;
			5. wind affect at low level and associated flying conditions;
			6. the effect of mountainous terrain on airflow and associated flying conditions;
			7. the hazards associated with low flying and how to identify them prior to and during a low‑level operation;
			8. operating in hilly terrain;
			9. managing risks at low level and when conducting aerial application operations;
			10. aircraft performance, including:
				1. maximum rate turning;
				2. minimum radius turning;
				3. best angle of climb;
				4. best rate of climb;
				5. 1 engine inoperative performance (if applicable);
			11. conducting aerial survey of treatment area;
			12. conducting operations at an operational airstrip;
			13. conducting operations at, or in the vicinity of, certified or registered aerodromes;
			14. the effects of typical and extreme environmental conditions on pilot health and performance that are relevant to aerial application operations;
			15. the effects of fatigue and physical health on pilot performance;
			16. analysis of actual and forecast weather relevant to low-level operations;
			17. 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:1. AA1.1 – *Pre-flight action*;
2. AA1.2 – *Fly to, assess, land and take-off from an operational strip*;
3. AA1.3 – *Fly between operational airstrip and application area*;
4. AA1.4 – *Conduct operations at a certified or registered aerodrome*;
5. AA1.5 – *Conduct an aerial survey of a treatment area*;
6. AA1.8 – *Manoeuvre and navigate at low level*;
7. AA1.11 – *Conduct operations over and under powerlines*;
8. AA1.13 – *Operate aircraft safely and effectively using GNSS swath guidance equipment*;
9. 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:1. AA2.1 – *Pre-flight actions*;
2. AA2.2 – *Planning and risk management*;
3. AA2.3 – *Fly to, assess, land and take-off from an operational HLS*;
4. AA2.4 – *Fly between operational HLS and application* *area*;
5. AA2.5 – *Conduct an aerial survey of a treatment area*;
6. AA2.7 – *Conduct operations over and under powerlines*;
7. AA2.9 – *Operate helicopter safely and effectively using GNSS swath guidance and equipment*;
8. AA2.10 – *Manage known helicopter risks during application operations*;
9. AA2.11 – *Operate at low level in hilly terrain*.
 |
| 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:1. AA4.1 – *Applies human factors*;
2. AA4.2 – *Pre-flight actions*;
3. AA4.4 – *Demonstrates understanding of generic fire agency procedures*;
4. AA4.5 – *Planning and risk management*;
5. AA4.6 – *Fly to, assess, land and take-off from an operational strip*;
6. AA4.7 – *Fly between operational airstrip and application area*;
7. AA4.8 – *Conduct operations at a certified or registered aerodrome*;
8. AA4.12 – *Operate at low level in hilly terrain*;
9. AA4.13 – *Operate in high winds, high density altitude and high turbulence*;
10. 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:1. AA5.1 – *Applies human factors*;
2. AA5.2 – *Pre-flight actions*;
3. AA5.4 – *Demonstrates understanding of generic fire agency procedures*;
4. AA5.5 – *Planning and risk management*;
5. AA5.6 – *Fly to, assess, land and take-off from an operational HLS*;
6. AA5.7 – *Fly between operational HLS and application area*;
7. AA5.8 – *Conduct operations at a certified or registered aerodrome*;
8. AA5.14 – *Manage known helicopter risks during firebombing operations*;
9. AA5.15 – *Low-visibility operations*;
10. AA5.16 – *Operate at low level in hilly terrain*;
11. AA4.17 – *Operate in high winds, high density altitude and high turbulence*.
 |

1. Appendix 5 Instructor proficiency check
	1. Proficiency check requirements
		1. An instructor proficiency check must include a test of competency of at least 1 training endorsement.
		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:
			1. conducting aeronautical knowledge training;
			2. conducting flight training;
			3. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			4. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
			5. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 4 of Schedule 7 of this MOS.
		3. For paragraphs 1.2(c), (d) and (e), a sustained deviation outside of the applicable flight tolerance is not permitted.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics, appropriate to the training endorsements the applicant holds:
			1. the privileges and limitations of a flight instructor rating and the training endorsements the applicant holds;
			2. the authority given by the rating and the endorsements the applicant holds;
			3. proficiency check and flight review requirements;
			4. preparing a student for training;
			5. principles and methods of instruction;
			6. for the training endorsement(s) held by the applicant, the following:
				1. aeronautical knowledge;
				2. practical training aspects of the units and elements of competency;
				3. assessment techniques and standards;
				4. common errors experienced by students and methods for resolving them;
				5. determining a student’s ability to conduct a solo flight;
				6. managing a student’s first solo flight;
				7. supervision;
				8. managing common threats and errors;
				9. environmental conditions;
				10. if applicable, the flight review requirements and considerations that are relevant to the rating associated with the training endorsement;
			7. administrative matters which are relevant to the training endorsements held by the applicant.
		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. 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 |
| 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:1. FIR3.6 – *Complete post-training administration;*
2. 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:1. SIR.6 – *Complete post-training administration;*
2. SIR.7 – *Review training.*
 |

1. Appendix 6 Examiner proficiency check
	1. Proficiency check requirements
		1. An examiner proficiency check must include a test of competency of at least 1 examiner endorsement.
		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:
			1. conducting a flight test or proficiency check;
			2. administering a flight test or proficiency check;
			3. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			4. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
			5. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.
		3. For paragraphs 1.2(c), (d) and (e), a sustained deviation outside of the applicable flight tolerance is not permitted.
	2. Knowledge requirements
		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:
			1. the privileges and limitations of a flight examiner rating and the flight test endorsements the applicant holds;
			2. the authority given by the rating and the endorsements held by the applicant and the applicable operational requirements;
			3. proficiency check and flight review requirements;
			4. preparing an applicant for a flight test or proficiency check;
			5. assessment methods;
			6. for the flight test endorsement endorsement(s) held by the applicant, the following:
				1. aeronautical knowledge;
				2. practical training aspects of the units and elements of competency;
				3. assessment techniques and standards;
				4. common errors demonstrated by students;
				5. managing common threats and errors;
				6. environmental conditions;
			7. administrative matters which are relevant to the flight test endorsement.
		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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1. Appendix L Aircraft rating flight review
	1. Flight review requirements
		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.
		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:
			1. 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;
			2. 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:
			3. 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;
			4. 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;
			5. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 6 in Section 1 of Schedule 8 of this MOS.
		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.
		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:
			1. for manoeuvres in an aeroplane — performing operations within the tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			2. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.
		5. For subclauses 1.2 and 1.4, a sustained deviation outside of the applicable flight tolerance is not permitted.
	2. Knowledge requirements
		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. |
| 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. |

1. Appendix N Private instrument rating flight review
	1. Flight review requirements
		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:
			1. conducting an IFR operation;
			2. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a helicopter — performing operations within the tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		2. For paragraphs 1.1(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
	2. Knowledge requirements
		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:
			1. the privileges and limitations of the private IFR rating;
			2. flight review requirements;
			3. private IFR planning and operations;
			4. the interpretation of operational and meteorological information;
			5. night recency requirements;
			6. ground and aircraft lighting requirements;
			7. use of instrument and navigation systems;
			8. take-off minima;
			9. holding and alternate requirements;
			10. conducting instrument approaches;
			11. operational requirements and procedures for all airspace classifications;
			12. operations below LSALT and MSA for day and night operations;
			13. hazardous weather and conditions;
			14. 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. |
| 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:1. item 22, Approach – RNP APCH3D private instrument endorsement;
2. 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*. |

1. Appendix O Night VFR rating flight review
	1. Flight review requirements
		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:
			1. conducting an operation at night under the VFR;
			2. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 1 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 3 in Section 1 of Schedule 8 of this MOS.
		2. For paragraphs 1.1(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
	2. Knowledge requirements
		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:
			1. the privileges and limitations of the NVFR rating;
			2. flight review requirements;
			3. night recency requirements;
			4. NVFR operations;
			5. the interpretation of operational and meteorological information;
			6. ground and aircraft lighting requirements;
			7. use of instrument and navigation systems;
			8. take-off minima;
			9. holding and alternate requirements;
			10. operational requirements and procedures for all airspace classifications;
			11. operations below LSALT for night operations;
			12. hazardous weather and conditions;
			13. 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 |
| 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:1. NVR2.13 – *Conduct a diversion to revised route or alternate aerodrome at night*;
2. 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:1. NVR2.2 – *Obtain and use current operational documents*;
2. NVR2.3 – *Prepare flight plan for NVFR flight*;
3. NVR2.4 – *Determine operational requirements*;
4. NVR2.5 – *Make flight notification*;
5. NVR2.6 – *Program navigation system*;
6. NVR2.11 – *Manage hazardous weather conditions*;

For element NVR2.9 – *Navigate the aircraft in night VFR*, the performance criteria are the following:1. cockpit and instrument lighting is adjusted to allow reference to documentation, instruments and lookout;
2. fixes aircraft position using navigation systems;
3. tracks are intercepted and maintained to and from stations or navigation positions.
 |
| 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:1. NVR3.8 – *Take-off at night at other than departure aerodrome which is remote from ground lighting*;
2. NVR3.9 – *Engine failure after take-off;*
3. NVR3.16 – *Conduct a diversion to revised route or alternate aerodrome at night*;
4. 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:1. NVR3.2 – *Obtain and use current operational documents*;
2. NVR3.3 – *Prepare flight plan for NFVR flight*;
3. NVR3.4 – *Determine operational requirements*;
4. NVR3.5 – *Make flight notifications*;
5. NVR3.6 – *Program navigation system*;
6. NVR3.12 – *Engine failure during cruise*;
7. NVR3.14 – *Manage hazardous weather conditions*;

For element NVR3.11 – *Navigate the aircraft in night VFR*, the performance criteria are the following:1. cockpit and instrument lighting is adjusted to allow reference to documentation, instruments and lookout;
2. fixes aircraft position using navigation systems;
3. tracks are intercepted and maintained to and from stations or navigation positions.
 |

1. Appendix Q Low-level rating flight review
	1. Flight review requirements
		1. A low-level rating flight review must include an assessment of competency of at least 1 low-level endorsement.
		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:
			1. conducting low-level operations;
			2. for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
			3. for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
		3. For paragraphs 1.1(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
	2. Knowledge requirements
		1. The applicant is required to demonstrate her or his knowledge of the following topics:
			1. the privileges and limitations of the low-level rating and low-level endorsements held by the applicant;
			2. flight review requirements;
			3. operating the aircraft’s navigation and operating systems;
			4. applying operating limitations;
			5. weight and balance requirements;
			6. the interpretation of operational and meteorological information;
			7. applying aircraft performance data, including take-off and landing performance data for the class of aircraft;
			8. operational requirements and procedures – all airspace classifications;
			9. airworthiness requirements;
			10. reporting requirements;
			11. ERSA normal and emergency procedures;
			12. recent changes to legislation and procedures;
			13. wind affect at low level and associated flying conditions;
			14. the effect of mountainous terrain on airflow and associated flying conditions;
			15. the hazards of, and managing the risks associated with, low flying;
			16. operating in hilly terrain;
			17. aircraft performance, including:
				1. maximum rate turning;
				2. minimum radius turning;
				3. best angle of climb;
				4. best rate of climb;
				5. 1 engine inoperative performance (if applicable);
			18. the effects of typical and extreme environmental conditions on pilot health and performance that are relevant to aerial application operations;
			19. the effects of fatigue and physical health on pilot performance;
			20. analysis of actual and forecast weather relevant to low-level operations;
			21. 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:1. LL-A.2 – *Flight component*;
2. LL-A.3 – *Aircraft handing*;
3. 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:1. LL-H.2 – *Flight component*;
2. LL-H.3 – *Aircraft handing*;
3. 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:1. LL-G.2 – *Flight component*;
2. LL-G.3 – *Aircraft handing*;
3. 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.

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SECTION 1: Flight tolerances

1. Table 1: Aeroplane general flight tolerances – private level
	1. Applicability
		1. The flight tolerances in this subsection apply to the following licences and ratings:
			* 1. recreational pilot licence;
				2. private pilot licence;
				3. aircraft class rating;
				4. Night VFR rating.
	2. Requirements
		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 |

1. Table 2: Aeroplane general flight tolerances – professional level
	1. Applicability
		1. The flight tolerances in this subsection apply to the following licences and ratings:
			1. commercial pilot licence;
			2. multi-crew pilot licence;
			3. air transport pilot licence;
			4. pilot instructor rating;
			5. instrument rating;
			6. private IFR rating;
			7. flight examiner rating;
			8. aerial application rating;
			9. low-level rating;
			10. aircraft type rating.
	2. Requirements
		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.02Not 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 mFor 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° |
| IAS | ±10 kts or ±M0.02 |
| Height | ±200 ft |

1. Table 3: Helicopter general flight tolerances – private level
	1. Applicability
		1. The flight tolerances in this subsection apply to the following licences and ratings:
			* 1. recreational pilot licence;
				2. private pilot licence;
				3. aircraft class rating;
				4. NVFR rating.
	2. Requirements
		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 Vmin 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 |

| **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 ktsFrom 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 |

1. Table 4: Helicopter general flight tolerances – professional level
	1. Applicability
		1. The flight tolerances in this subsection apply to the following licences and ratings:
			1. commercial pilot licence;
			2. multi-crew pilot licence;
			3. air transport pilot licence;
			4. pilot instructor rating;
			5. private IFR rating;
			6. instrument rating;
			7. flight examiner rating;
			8. aerial application rating;
			9. low-level rating;
			10. aircraft type rating.
	2. Requirements
		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 Vmin 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 |
| Autorotation – single engine helicopter | Heading | ±5°Able to turn into the last known wind direction and maintain heading within tolerance |
| IAS | ±5 ktsFrom 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 |

1. Table 5: Instrument approach tolerances
	1. Applicability
		1. The flight tolerances in this subsection apply to the following licences and ratings:
			1. instrument rating;
			2. multi-crew pilot licence;
			3. air transport pilot licence.
	2. Requirements
		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 ApproachLateral 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 acceptableTransients associated with aircraft configuration changes above +75 ft are acceptable |
| Minimum Altitude | +100 ft, -0 ft at published minima descent altitudeMissed approach initiated not below decision altitude |

1. Table 6: Gyroplane class rating tolerances – private
2. Applicability
	* 1. The flight tolerances in this subsection apply to the following licences and ratings:
			+ 1. recreational pilot licence;
				2. private pilot licence;
				3. aircraft class rating;
				4. NVFR rating.
	1. Requirements
		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.
	2. 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 |

1. Table 7: Gyroplane class rating tolerances – professional
	1. Applicability
		1. The flight tolerances in this subsection apply to the following licences and ratings:
			* 1. commercial pilot licence;
				2. pilot instructor rating;
				3. instrument rating;
				4. private IFR rating;
				5. flight examiner rating;
				6. aerial application rating;
				7. low-level rating;
				8. aircraft type rating.
	2. Requirements
		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 |

1. Table 8: Aerobatics
	1. Applicability
		1. The flight tolerances in this subsection apply to the aerobatics endorsements.
	2. Requirements
		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° |

SECTION 2: English Language proficiency rating scales

* 1. Applicability
		1. The following rating scale applies to Aviation English language proficiency assessments:
			1. Level 6 – expert level;
			2. Level 5 – extended;
			3. Level 4 – operational.
	2. Requirements
		1. Applicants are assessed for aviation English language proficiency against the rating scales in clause 3 below.
	3. Rating scales
		1. **Level 6 – Expert**
			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:
				1. pronunciation, stress, rhythm and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding;
				2. both basic and complex grammatical structures and sentence patterns are consistently well‑controlled;
				3. vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics;
				4. vocabulary is idiomatic, nuanced and sensitive to register;
				5. able to speak at length with a natural, effortless flow;
				6. varies speech flow for stylistic effect, e.g. to emphasise a point;
				7. uses appropriate discourse markers and connectors spontaneously;
				8. comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties;
				9. interacts with ease in nearly all situations;
				10. is sensitive to verbal and non-verbal cues and responds to them appropriately.
			2. The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:
				1. uses plain English effectively;
				2. receives appropriate responses to transmissions;
				3. responds to transmissions and takes appropriate action;
				4. identifies and manages communication errors and misunderstandings promptly and effectively;
				5. seeks clarification in the time available if the message is unclear or if there is uncertainty about the message;
				6. reacts appropriately to a variety of regional accents;
				7. communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.
		2. **Level 5 – Extended**
			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:
				1. stress, rhythm and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding;
				2. basic grammatical structures and sentence patterns are consistently well-controlled. Complex structures are attempted but with errors which sometimes interfere with meaning;
				3. vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic;
				4. 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;
				5. 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;
				6. interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately;
				7. 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.
			2. The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:
				1. uses plain English effectively;
				2. receives appropriate responses to transmissions;
				3. responds to transmissions and takes appropriate action;
				4. identifies and manages communication errors and misunderstandings promptly and effectively;
				5. seeks clarification in the time available if message is unclear or uncertainty exists;
				6. reacts appropriately to a variety of regional accents;
				7. communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.
		3. **Level 4 – Operational**
			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:
				1. stress, rhythm and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding;
				2. 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;
				3. 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;
				4. 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;
				5. 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;
				6. 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.
			2. The person must communicate effectively in voice-only radiotelephone communications, so that each of the following is the case for the person:
				1. uses plain English effectively;
				2. receives appropriate responses to transmissions;
				3. responds to transmissions and takes appropriate action;
				4. identifies and manages communication errors and misunderstandings promptly and effectively;
				5. seeks clarification in the time available if message is unclear or uncertainty exists;
				6. reacts appropriately to a variety of regional accents;
				7. communicates effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English.