



## **FLIGHT TEST STANDARDS GUIDE**

### **AIRLINE TRANSPORT PILOT LICENCE ISSUE**

#### **AEROPLANE**

**Assessment criteria for the guidance of  
flight examiners**

**Revision 1    January 2014**

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## **Foreword**

Flight Test Standards Guides have been compiled for use by both flight examiners and flight instructors and are at present the acceptable means of compliance for use in conjunction with specific flight test syllabuses prescribed in the appropriate CAA Advisory Circulars.

Flight Test Standards Guides were developed by John Parker, the CAA General Aviation Examiner. Mark Woodhouse contributed significantly to this ATPL examiner guide and subsequent consultation with industry flight examiners has resulted in further refinement.

All initial issue flight tests are to be conducted in accordance with the parameters laid down in this guide. This applies to:

- Part 119 organisations
- Part 141 flight testing organisations
- Delegated flight testing organisations
- All flight examiners

Any feedback regarding this publication should be directed to [info@caa.govt.nz](mailto:info@caa.govt.nz)

## **Change notice**

Minor editorial

## Introduction

This guide contains standards for the Airline Transport Pilot Licence (Aeroplane) issue flight test and is to be used by flight examiners who hold the examiner privilege of Airline Transport Pilot Licence issue flight test (Aeroplane).

Flight instructors may also use this booklet when preparing candidate's for flight tests. However, flight instructors are reminded of their obligation to teach to a syllabus rather than the specific flight test requirements.

This flight test guide is based upon the following references;

- CAR Part 61 Pilot Licences and Ratings.
- Advisory Circular to Part 61, Pilot Licences and Ratings.
- CAR Part 91 General Operating Flight Rules.
- CAR Part 119/121/125
- AIPNZ.
- Aircraft Flight Manuals.
- The organisation's Operations Manual(s).
- NASA Crew Performance Indicators.
- ICAO Flight Crew Licensing and Training Panel (FCLTP) reports.
- ICAO Threat and Error Management guidance material.
- Gronlund, N.E., & Linn, R.L. (1990). Measurement and evaluation in teaching. (6<sup>th</sup> ed.) New York: Macmillan.
- FAA Practical Test Standards.
- The Flight Test Standards Guide Instrument Rating.

## **Flight test standard concept**

Civil Aviation Rule (CAR) Part 61 and the associated Advisory Circulars (AC) specify the areas in which knowledge and skill must be demonstrated by the candidate before a pilot licence or rating is issued.

Flight test standards guides, provide the flexibility to permit the CAA to publish flight test standards containing specific TASKS (procedures and manoeuvres) in which pilot competency must be demonstrated.

Adherence to the provisions of the appropriate flight test standard is mandatory for the evaluation of pilot candidates.

## **Flight test guide description**

Flight test guides are available to flight examiners and appropriately qualified flight instructors on the CAA website [www.caa.govt.nz](http://www.caa.govt.nz) and amendments are notified to those who register for the free notification service.

This flight test guide has been designed to minimise the degree of subjectivity in the test although the examiner will still have to exercise judgement where weather factors such as turbulence and wind shear affect the aircraft's performance.

The assessment criteria, defines performances that are 'ideal' and 'not yet competent', more importantly a 'competent' performance is also defined.

Generally the terms sufficient and adequate are used to describe a minimum pass while the terms thorough, sound, accurate, correct, fully, and exactly are used to describe the desired 'ideal' performances at the top end of the scale.

The rating scale 0 – 100 with competence achieved at 70% and an above average performance achieved at 85% may also be used if preferred.

## **Flight test standard description**

TASKS are procedures and manoeuvres appropriate to the demonstration required for Airline Transport Pilot Licence (Aeroplane) issue.

The OBJECTIVE that appears below the task relates that task to the regulatory requirement and lists the important elements that must be satisfactorily performed to demonstrate competency in that task.

The minimum acceptable standard of performance for a task is described in the column stating COMPETENT performance.

The ideal level of competence for a task is described in the right column. In many cases the perfect performance may not be achievable but is simply stated as an ideal against which performance can be measured.

Unacceptable performance of a task is described in the NOT YET COMPETENT column.

The ACTION assists the flight examiner in ensuring that the task objective is met, and in some instances, alerts the flight examiner to areas upon which emphasis should be placed.

The conditions under which the task is to be performed are expanded on under the 'satisfactory/unsatisfactory performance' headings, which follow.

## **Use of the flight test guide**

The CAA requires that each flight test be conducted in compliance with the appropriate flight test standard. The flight examiner must evaluate the candidate's knowledge and skill in sufficient depth to determine that the standards of performance listed for the tasks are met.

When the flight examiner determines, during the performance of one task, that the knowledge and skill of another task is met, it may not be necessary to require performance of the other task.

The flight examiner is not required to follow the exact order in which the tasks appear and may combine tasks with similar objectives to save time. Flight examiners will develop a plan of action that includes the order and combination of tasks to be demonstrated by the candidate in a manner that will result in an efficient and valid test.

Flight examiners will place special emphasis on areas of operation that are critical to flight safety. Among these are aeroplane control within the manufacturer's limitations, fuel management, sound judgement in decision making, emergency procedures, aircraft performance awareness, spatial orientation, terrain awareness and situational awareness, collision avoidance, wake turbulence avoidance, and use of checklists. These are essential to flight safety and will receive careful evaluation throughout the flight. If these areas are shown in the objective, additional emphasis will be placed on them.

## **Evaluation methods**

Evaluation methods, as used by flight instructors, must not be confused with the evaluation used by flight examiners. Flight instructors use three forms of evaluation. These are; placement, formative and diagnostic.

### ***Placement evaluation***

“Placement evaluation is concerned with the pupil’s entry performance and typically focuses on....does the pupil possess the knowledge and skills needed to begin the planned instruction?” (Gronlund & Linn, 1990, p.12). This type of evaluation is, for example, commonly carried out by the C.F.I on a student, new to the organisation who already has some flying experience, before briefing and assigning an instructor to continue the student’s training.

### ***Formative evaluation***

“Formative evaluation is used to monitor learning progress during instruction. Its purpose is to provide continuous feedback to both pupil and teacher concerning learning successes and failures” (Ibid., p.12). This type of evaluation is an ongoing process. It is used throughout the student’s training, during every instructional period. “Since formative evaluation is directed toward improving learning and instruction, the results are typically *not* used for assigning course grades” (Ibid., p.13).

### ***Diagnostic evaluation***

“The main aim of diagnostic evaluation is to determine the cause of persistent learning problems and to formulate a plan for remedial action” (Ibid., p.13). This type of evaluation is used by flight instructors to determine why a student is having problems executing a TASK, for example; gaining or losing height in the turn.

Whereas flight examiners use only summative evaluation.

### ***Summative evaluation***

Summative evaluation “is used primarily ...for certifying pupil mastery of the intended learning outcomes.” (Ibid., p.13). It is used by flight examiners to assess the candidate’s performance against stated minimum standards.

*Wherever possible* summative evaluation should be carried out by an independent examiner (not directly involved in the candidate’s training).



## **Formative evaluation and flight instruction have no place in summative evaluation.**

Flight instructors who hold flight examiner privileges must totally separate the types of evaluation they use as flight instructors, from the requirements of summative evaluation when as flight examiners, they conduct a flight test on behalf of the Civil Aviation Authority.

Because the flight examiner is **only** assessing the candidate's performance against stated minimum standards, the examiner is not designated as the pilot-in-command (except in those cases where it is required by CAR), nor is the examiner giving instruction. However, flight examiners are credited with the flight time during a flight test and may log the flight time as pilot-in-command, but not as instructor.

## **Flight examiner responsibility**

The Flight Examiner who conducts the issue flight test is responsible for determining that the candidate meets the standards outlined in the objectives of each TASK.

The examiner shall meet this responsibility by taking an ACTION that is appropriate for each task.

For each task that involves "knowledge only" elements, the flight examiner will orally question the candidate on those elements.

For each task that involves both "knowledge and skill" elements, the flight examiner will orally question the candidate on the knowledge elements and ask the candidate to perform the skill elements. Oral questioning may be used at any time during the flight test.

To minimise the risk of misunderstandings, the examiner will:

- (a) Ask the candidate to verbalise all checklists and nominated speeds.
- (b) Brief the candidate on the flight format.
- (c) Brief the candidate as to who is pilot-in-command.
- (d) Brief the candidate as to the simulated weather conditions.

During the instrument flight phases, the examiner will:

- (a) Assume the responsibilities of safety pilot.

## Satisfactory performance

The ability of a candidate to perform the required TASK is based on;

- (a) Executing tasks within the aircraft's performance capabilities and limitations as laid down in the aircraft's flight manual, including use of the aircraft's systems,
- (b) Executing emergency procedures and manoeuvres, appropriate to the aircraft and in accordance with recommended procedures,
- (c) Piloting the aircraft with smoothness and accuracy, in accordance with the limitations detailed in this guide,
- (d) Executing all exercises involving balanced flight with no more than 1/4 ball (or equivalent) sustained deflection in slip or skid,
- (e) Exercising sound judgement/decision making and maintaining situational awareness,
- (f) Applying aeronautical knowledge (e.g. principles of flight) to in-flight situations,
- (g) Completing all items in accordance with the tolerances prescribed in this guide, in smooth air,
- (h) Showing complete control of the aircraft, crew and simulated passengers, with the successful outcome of a task never seriously in doubt, and
- (i) Executing elements of a task described as "**critical**" to at least the minimum acceptable performance level on the first attempt.

## Unsatisfactory performance

If, in the judgement of the flight examiner, the candidate does not meet the minimum standard of any task performed, the task demonstration is failed and therefore the flight test is failed.

The examiner may permit a second attempt at any (maximum 3) task(s) or element(s) [other than **critical tasks or elements**], provided that, in the opinion of the examiner, the safety of the aircraft was not compromised, the professional standing of the licence would not be diminished or a clear misunderstanding of the examiner's requirements occurred.

The flight examiner or candidate may discontinue the issue test at any time after the failure of a task makes the candidate ineligible to pass the flight test. The test will ONLY be continued with the consent of the candidate.

An excessive allowance for poor candidate performance due to weather conditions should not be made. Rather, the candidate's decision making process, in electing to commence or continue, should be questioned.

Failure to apply and practice appropriate threat and error, and crew resource management techniques and principles during the flight test is unsatisfactory performance.

Failure to take prompt corrective action when tolerances are exceeded is unsatisfactory performance.

Flight that is maintained within the stated tolerances but deviates from the maximum positive limit to the maximum negative limit is unsatisfactory performance.

Any action or lack of action by the candidate, which requires corrective intervention by the flight examiner to maintain safe flight, will be disqualifying.

It is vitally important that the candidate uses proper scanning techniques to clear the area before performing manoeuvres. Ineffective performance will be disqualifying.

Unsatisfactory performance in any item will result in the candidate and the instructor being advised of the failure aspects and the additional training believed necessary before a further flight test may be undertaken.

## **Recording unsatisfactory performance**

The term TASK is used to denote areas in which competency must be demonstrated. When performance is unsatisfactory the flight examiner must record it on the flight test report against the specific task.

## **Use of distractions during flight tests**

Numerous studies indicate that many accidents have occurred when the pilot's attention has been distracted during various phases of flight. Many accidents have resulted, where safe flight was possible if the pilot had used correct control technique and divided attention properly.

Distractions that have been found to cause problems are;

- (a) Preoccupation with situations inside or outside the cockpit,
- (b) Manoeuvring to avoid other traffic,
- (c) Manoeuvring to clear obstacles during take-off, approach or landing.

To strengthen this area of pilot training and evaluation the flight examiner will provide realistic distractions, from time to time, during the flight. Some examples of distractions that may be used to evaluate the candidate's ability to divide attention while maintaining safe flight are;

- (a) Simulating engine failure,
- (b) Limited questioning by the flight examiner,
- (c) General conversation, typical of an inquiring crew member.

## **Use of checklists**

Throughout the flight test the candidate is evaluated on the use of checklists. The candidate should complete an appropriate set of checks for the task in hand (e.g. take-off and landing, descent and approach).

It is expected that the candidate will utilise the pilot monitoring, being either another flight crew member in the case of the test being undertaken in a simulator, or the flight examiner, to read the checklists as appropriate.

## **Application of threat and error management techniques**

The candidate is expected to apply Threat and Error Management (TEM) techniques throughout the various tasks which makeup the flight test. While one task is specifically dedicated to Threat and Error Management techniques, they should be practised as appropriate throughout the flight.

## **Application of crew resource management principles**

The candidate is also expected to apply Crew Resource Management (CRM) principles throughout the various tasks which makeup the flight test. There are a number of specific tasks focusing on the various aspects of CRM, however as for TEM techniques, CRM principles should be practised as appropriate throughout the flight.

## **The role of the flight examiner during the flight test**

The flight examiner will:

- (a) Brief the candidate on the respective roles and duties of the candidate, other crew and the flight examiner during the flight test;
- (b) Role play the parts of pilot monitoring, cabin crew, ATS, company and outside agencies, as required during the flight test;
- (c) Brief the candidate on the structure and outline of the flight test, including, in general terms, any malfunctions;
- (d) Brief the candidate on the criteria/tolerances to be applied;
- (e) Act as safety pilot during flight (as well as other flight crew);
- (f) Require the candidate to make operational calculations as required;
- (g) Advise the candidate of nominated/simulated operational information, weather conditions and the status of systems;
- (h) (If applicable), programme the simulator as required, to facilitate the candidate's demonstration of the objectives;
- (i) Instruct the candidate to perform manoeuvres and procedures as required;
- (j) Liaise as required with the applicable ATS units to ensure all aspects of the flight are completed safely and in accordance with appropriate clearances;
- (k) Question the candidate as required, to assess the candidate's achievement of the objectives.

## **Flight test prerequisites**

A candidate for ATPL (A) issue flight test is required by Civil Aviation Rule to;

- (a) Hold appropriate current written examination credit(s), and
- (b) Present all relevant knowledge deficiency reports; and
- (c) Have a certified logbook record of the requisite flight experience, and
- (d) Have proof of their identity, and
- (e) Hold a current CPL(A) or SCPL(A) or equivalent, and
- (f) Hold an instrument rating, and
- (g) Hold a current Class 1 Medical Certificate, and
- (h) Hold a type rating for the aircraft used on the flight test.

## **Aircraft and equipment requirements for flight test**

The candidate is required to provide a multi-engine aircraft of a MCTOW of at least 5700 kilograms (or equivalent as approved by the Director) or approved flight simulator for the flight test. The aircraft or approved flight simulator must be equipped for, and its operating limitations must not prohibit, flight under IFR and all other pilot operations required during the test. Required equipment will include;

- (a) Fully functioning dual flight controls, and
- (b) Those instruments essential to the manoeuvres planned to be demonstrated during the flight visible to both pilots without excessive parallax error, and
- (c) At least three-point lap-and-sash harness, and
- (d) Intercommunication equipment of an approved type, and
- (e) An acceptable means of simulating instrument flight.

The candidate is required to provide adequate and private facilities for briefing prior to and after the flight test.

## Assessment Criteria

### Task: Personal preparation

#### *Objective:*

To determine that the candidate demonstrates a suitable professional attitude by:

- (a) Arriving for the test or review:
  - 1. Punctually.
  - 2. Suitably attired (in keeping with this professional qualification).
  - 3. Fit for flying.
- (b) Presenting:
  - 1. An up to date, summarised and certified pilot's logbook.
  - 2. A current CPL(A) or SCPL(A) or equivalent endorsed with a current instrument rating.
  - 3. The appropriate current written examination credits and knowledge deficiency reports (if applicable).
  - 4. A current AIP Volume 1 to 3 and appropriate charts, or the Jeppesen equivalent.
- (c) Demonstrating knowledge of the licensing, privileges and currency requirements of an airline transport pilot.

#### *Action:*

The examiner will:

- (a) Observe the candidate's punctuality, attire, and as far as practicable, determine that the candidate is fit to fly.
- (b) By examination of the candidate's logbook, determine that all statutory flight time requirements have been met.
- (c) Ensure that the candidate holds the appropriate (current) exam credit(s) and commercial pilot's licence or equivalent.
- (d) Determine that the candidate's AIP Volume 1 to 3 and charts, or Jeppesen equivalent, are current.
- (e) Determine that the candidate has adequate knowledge of the privileges and currency requirements of an airline transport pilot.



## Personal Preparation

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |  |   |
|---|--|---|
| (1) Unacceptably late   | (1) Late with acceptable excuse  | (1) Arrives punctually  |
| (2) Dressed inappropriately for flying (wears jandals/high heels)   | (2) Dressed in keeping with a professional qualification                                       |   |
| (3) Is physically or mentally unfit for the flight test and/or does not comply with any medical restriction endorsed on their medical certificate | (3) Fit for the flight test but clearly nervous  | (3) Fit for the flight test and clearly confident and enthusiastic  |
| (4) Logbook records incomplete, minimum flight times not met  | (4) Logbook records up to date, summarised and certified                                       | (4) Logbook records are neat and complete in all respects   |
| (5) Is unable to present evidence of written credits or present certified knowledge deficiency reports  | (5) Presents appropriate and current written credits and relevant knowledge deficiency reports | (5) Subjects noted in relevant knowledge deficiency reports are now fully understood                              |
| (6) AIP Volume 1 to 3 and charts, or Jeppesen equivalent, are not available or not current  | (6) AIP Volume 1 to 3 and charts, or Jeppesen equivalent, are available and current            | (6) AIP Volume 1 to 3 and charts, or Jeppesen equivalent, are current and readily available throughout the flight |
| (7) Unaware of licence privileges and/or currency requirements  | (7) Demonstrates a basic knowledge of privileges and currency requirements                     | (7) Demonstrates a thorough knowledge of privileges and currency requirements                                     |

## ASSESSMENT CRITERIA

### Task: Meteorology

#### *Objective:*

To determine that the candidate:

- (a) Exhibits adequate knowledge of aviation meteorology by obtaining, reading and analysing weather information including route forecasts; SIGWX; wind and temperature charts; TAFs; METARs; SPECIs; SIGMETs; and other information.
- (b) Makes a sound decision based on the meteorological data whether or not to proceed with the flight (**critical element**).
- (c) Can apply relevant weather information to the planned flight (**critical element**).

#### *Action:*

The examiner will:

- (a) Determine that the candidate has obtained all relevant weather information relating to the flight test or hypothetical IFR flight.
- (b) Require the candidate to analyse and explain the weather information in relation to IFR operations and determine that the candidate's performance meets the objective.
- (c) Place emphasis on the candidate's ability to interpret and apply the weather information to the planned flight, and to make a sound decision.

## Meteorology

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Cannot obtain Met data   | (1) Obtains sufficient Met data to meet the requirements of the proposed or hypothetical flight   | (1) Obtains all Met data appropriate to the proposed or hypothetical flight  |
| (2) Cannot read Met data   | (2) Demonstrates ability to read Met data   | (2) Demonstrates ability to analyse Met data   |
| (3) Does not demonstrate an appreciation of the relevance of Met data to the proposed or hypothetical flight | (3) Demonstrates sufficient understanding of Met data to make a decision to the satisfaction of the examiner ( <b>critical element</b> )                          | (3) Demonstrates a thorough understanding of Met data and is able to make a sound decision whether or not to proceed with the flight |
| (4) Does not demonstrate an ability to apply the Met data to the proposed or hypothetical flight             | (4) Demonstrates sufficient ability to apply the Met data to the proposed or hypothetical flight, to the satisfaction of the examiner ( <b>critical element</b> ) | (4) Demonstrates a thorough understanding and application of Met data to the proposed or hypothetical flight                         |

## ASSESSMENT CRITERIA

### Task: Operational environment

#### *Objective:*

To determine that the candidate:

- (a) Exhibits adequate knowledge of operational data by obtaining, reading and analysing:
  - 1. NOTAMs
  - 2. AIP Supplements
- (b) Exhibits adequate knowledge of the contents and use of the AIP Volume 2/3 and appropriate charts, or the Jeppesen equivalent.
- (c) Makes a sound decision based on the available operational data, including GPS RAIM prediction (if applicable) (**critical element**).

#### *Action:*

The examiner will:

- (a) Determine that the candidate has obtained all relevant operational data relating to the flight test or hypothetical IFR flight.
- (b) Require the candidate to analyse and explain the operational data in relation to IFR operations, and determine that the candidate's performance meets the objective.
- (c) Place emphasis on the candidate's ability to use and interpret the AIP Volume 2/3 and appropriate charts, or the Jeppesen equivalent.
- (d) Place emphasis on the candidate's ability to interpret and apply the operational data to the planned flight, and to make a sound decision.

## Operational Environment

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |  |
|--|--|--|
| (1) Cannot obtain operational data   | (1) Obtains sufficient operational data to meet the requirements of the proposed or hypothetical flight  | (1) Obtains all operational data appropriate to the proposed or hypothetical flight  |
| (2) Cannot read operational data   | (2) Demonstrates ability to read operational data  | (2) Demonstrates ability to analyse operational data   |
| (3) Does not demonstrate an appreciation of the relevance of operational data to the proposed or hypothetical flight or does not carry out a GPS RAIM prediction when applicable | (3) Demonstrates sufficient understanding of operational data to make a decision whether or not to proceed, to the satisfaction of the examiner, and carries out a GPS RAIM prediction when applicable | (3) Demonstrates a thorough understanding of operational data and is able to make a sound decision whether or not to proceed |
| (4) Does not demonstrate an ability to apply the operational data to the proposed or hypothetical flight   | (4) Demonstrates sufficient ability to apply the operational data to the proposed or hypothetical flight, to the satisfaction of the examiner ( <b>critical element</b> )                              | (4) Demonstrates a thorough understanding and application of operational data to the proposed or hypothetical flight         |

## ASSESSMENT CRITERIA

### Task: Flight planning

#### *Objective:*

To determine that the candidate:

- (a) Exhibits a sound knowledge of flight planning by preparing an operational and/or ATS flight plan along charted or promulgated routes between two aerodromes, at least one of which is controlled.
- (b) Demonstrates adequate knowledge of the conditions that would require an alternate to be nominated and the criteria for a suitable alternate (**critical element**).
- (c) Nominates a suitable alternate as and when required for the flight test or for a hypothetical situation as described by the examiner.
- (d) Demonstrates adequate knowledge of take-off, en-route, circling and approach minimums.
- (e) Applies IFR cruising levels with due regard to icing levels.

#### *Action:*

The examiner will:

- (a) Nominate a route sector of at least 50nm with a diversion to an alternate, and ensure that it meets the minimum requirements for the flight test.
- (b) Orally question aspects of the departure, en-route, approach and diversion requirements to ensure the objectives are met.
- (c) Question the candidate about the flight plan, and determine that the candidate's performance meets the objective.
- (d) Inspect the candidate's operational flight plan for the application of IFR fuel requirements, MSA and the choice of cruising level, for appropriateness in relation to IFR cruising levels and expected icing levels to determine that the candidate's performance meets the objectives.
- (e) Question the candidate on the application of MSA/MRA, freezing level, take-off, en-route, circling and approach minima as required to ensure that the candidate's performance meets the objectives.

## Flight Planning

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Is unable to prepare the flight plan in reasonable time or without assistance        | (1) Prepares an operational and/or ATS flight plan in reasonable time and without assistance              | (1) Correctly prepares an operational and/or ATS flight plan for the nominated route in a timely manner          |
| (2) Does not nominate an alternate when required to do so                                | (2) Nominates a suitable alternate for the actual or hypothetical conditions<br><b>(critical element)</b> | (2) Nominates the most suitable alternate for the flight under actual or hypothetical conditions                 |
| (3) Is unaware of minimum altitude requirements  | (3) Demonstrates adequate knowledge of DA, MDA, MSA and MRA   | (3) Demonstrates a thorough knowledge and application of DA, MDA, MSA and MRA                                    |
| (4) Is unaware of or does not apply take-off, approach, circling and/or alternate minima | (4) Demonstrates adequate knowledge of approach, take-off, circling and alternate minima                  | (4) Demonstrates a thorough knowledge and application of take-off, approach, circling and alternate minima       |
| (5) Is unaware of IFR cruising levels or flight in known icing conditions                | (5) Applies knowledge of icing conditions in choosing an appropriate IFR cruising altitude                | (5) Demonstrates a thorough knowledge of icing conditions in choosing the most appropriate IFR cruising altitude |

## ASSESSMENT CRITERIA

### Task: Fuel management

#### *Objective:*

To determine that the candidate:

- (a) Demonstrates adequate knowledge of the fuel requirements under IFR.
- (b) Demonstrates competency in calculating fuel requirements including reserves and contingency (as nominated by the examiner), for an air transport operation, in accordance with CAR Part 121 or CAR Part 125 (as applicable) (**critical element**).
- (c) Establishes the fuel quantity on board the aircraft prior to the flight and calculates endurance (**critical element**).
- (d) Correctly operates the fuel system for starting in accordance with the aircraft's flight manual or checklist.
- (e) Correctly operates the fuel system for taxiing and take-off, and in flight correctly monitors and logs fuel consumption and tank selection in accordance with the aircraft's flight manual or checklist (**critical element**).

#### *Action:*

The examiner will:

- (a) Nominate the contingency reserve to be used and determine that the candidate can accurately calculate the fuel quantity required for the flight including reserves.
- (b) Determine that the candidate can establish the quantity of fuel on board the aircraft and monitor fuel consumption during flight.
- (c) Monitor the candidate's operation of the fuel system, both before and during flight, and determine that the candidate's actions are in accordance with the aircraft's flight manual or checklist.



## Fuel Management

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Is unaware of minimum fuel requirements for instrument flight or miscalculates fuel requirements | (1) Adequately calculates fuel requirements, including the nominated contingency and appropriate reserves <b>(critical element)</b> | (1) Demonstrates a thorough knowledge of minimum fuel requirements for IFR and accurately calculates fuel requirements, including the nominated contingency and appropriate reserves |
| (2) Does not establish the quantity of fuel on board the aircraft                                    | (2) Establishes that the minimum quantity of fuel required is on board the aircraft <b>(critical element)</b>                       | (2) Accurately establishes the quantity of fuel on board and converts this to flight time, including reserve   |
| (3) Mismanages the fuel system grossly or in an unsafe manner  | (3) Adequately operates the fuel system with only minor deviations from the aircraft's flight manual                                | (3) Correctly operates the fuel system in accordance with the aircraft's flight manual   |
| (4) Does not monitor fuel consumption in flight  | (4) Monitors fuel consumption and tank selection in flight <b>(critical element)</b>  | (4) Monitors tank selection and fuel consumption in flight, converting to flight time remaining, including reserves  |
| (5) Does not maintain in flight fuel log   | (5) Maintains an in-flight fuel log   | (5) Maintains an accurate fuel log   |

## ASSESSMENT CRITERIA

### Task: Aircraft performance and limitations

#### *Objective:*

To determine that the candidate:

- (a) Uses the appropriate performance charts or aircraft's flight manual to calculate take-off and landing distances, maximum weights and appropriate speeds, with due consideration to the aircraft's weight, the density altitude, temperature, wind and any other relevant conditions in relation to commercial operations under CAR Part 121 or CAR Part 125 (as applicable) (**critical element**).
- (b) Makes a sound decision on whether the required performance is within the aircraft's capability (**critical element**).
- (c) Demonstrates a sound knowledge of the aircraft's limitations.
- (d) Demonstrates a sound knowledge of the aircraft's performance requirements and capabilities in respect to departure, en-route, and instrument approach requirements.
- (e) Demonstrates sound knowledge of the effects of environmental conditions on the aircraft's performance.

#### *Action:*

The examiner will:

- (a) Require the candidate to calculate the aircraft's take-off and landing distances, weights and speeds for the flight test or a hypothetical flight.
- (b) Place emphasis on complete and accurate performance calculations and the soundness of the candidate's judgement in regard to the aircraft's performance capability (**critical element**).
- (c) Require the candidate to state the aircraft's limitations.
- (d) Require the candidate to describe the aircraft's departure, en-route, and instrument approach performance requirements and capabilities.
- (e) Require the candidate to describe the effects of environmental conditions on the aircraft's performance.

## Aircraft Performance and Limitations

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Uses inappropriate performance charts, tables or data  | (1) Uses appropriate performance charts, tables and data ( <b>critical element</b> )  | (1) Uses all appropriate performance charts, tables and data   |
| (2) Uses inappropriate conditions for the calculation of take-off or landing distance, weights and speeds, such that safety would be compromised | (2) Uses the appropriate conditions to calculate the take-off and landing distance, weights and speeds, for an air transport operation under Part 121/125 ( <b>critical element</b> ) | (2) Uses the appropriate conditions to accurately and quickly calculate the take-off and landing distance, weights and speeds, for an air transport operation under Part 121/125 |
| (3) Fails to ensure sufficient runway length and obstacle clearance is available for take-off or landing ( <b>critical element</b> )             | (3) Ensures sufficient runway length and obstacle clearance is available for take-off and landing through local knowledge   | (3) Ensures sufficient runway length and obstacle clearance is available for take-off and landing by correctly comparing distances required to distances available               |
| (4) Demonstrates inadequate knowledge of aircraft limitations  | (4) Demonstrates a satisfactory knowledge of aircraft limitations   | (4) Demonstrates a thorough knowledge of all aircraft limitations  |
| (5) Omits or makes gross errors in assessing departure, en-route, and instrument approach performance requirements and capabilities              | (5) Correctly assesses departure, en-route, and instrument approach performance requirements and capabilities   | (5) Demonstrates a thorough understanding of departure, en-route, and instrument approach performance requirements and capabilities  |
| (6) Demonstrates inadequate knowledge of environmental factors affecting aircraft performance  | (6) Demonstrates a satisfactory knowledge of environmental factors affecting aircraft performance   | (6) Demonstrates a thorough knowledge of all environmental factors affecting aircraft performance  |

## ASSESSMENT CRITERIA

### Task: Aircraft loading

#### *Objective:*

To determine that the candidate:

- (a) Understands aircraft weight limitations and is able to calculate/determine the take-off and landing weight (**critical element**).
- (b) Understands aircraft centre of gravity limitations and is able to calculate/determine the aircraft's centre of gravity for take-off and landing (**critical element**).
- (c) Can determine the distribution of passengers and fuel, and the distribution and securing of baggage.

#### *Action:*

The examiner will:

- (a) Require the candidate to calculate the take-off and landing weight for the flight test, or a hypothetical flight, using data supplied by the examiner.
- (b) Require the candidate to calculate the aircraft's centre of gravity position, as loaded for the flight test or hypothetical flight, and determine that the centre of gravity is within acceptable limits.
- (c) Require the candidate to demonstrate sound knowledge of load distribution and security.

## Aircraft Loading

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |   |
|--|---|---|
| <p>(1) Is unable to calculate the take-off and/or landing weight</p>                 | <p>(1) Demonstrates ability to calculate the take-off and landing weight with acceptable accuracy (<b>critical element</b>)</p> | <p>(1) Demonstrates ability to calculate take-off and landing weight accurately and quickly</p> |
| <p>(2) Centre of Gravity calculations contain gross errors</p>                       | <p>(2) Centre of gravity calculations contain minor errors that do not compromise safety (<b>critical element</b>)</p>          | <p>(2) Accurately determines centre of gravity position for take-off and landing</p>            |
| <p>(3) Understanding of principles of loading and load security seriously flawed</p> | <p>(3) Demonstrates adequate knowledge of the principles of loading and load security</p>                                       | <p>(3) Demonstrates a sound knowledge of the principles of loading and load security</p>        |

## ASSESSMENT CRITERIA

### **Task: Aircraft airworthiness and documentation (critical task)**

#### *Objective:*

To determine that the candidate:

- (a) Exhibits knowledge of the Airworthiness Certificate (**critical element**).
- (b) Exhibits knowledge of the aircraft technical log (**critical element**).
- (c) Exhibits knowledge of the aircraft flight manual and associated operations manual documentation (**critical element**).
- (d) Can evaluate the airworthiness state of the aircraft (**critical element**).

#### *Action:*

The examiner will:

- (a) Question the candidate about the aircraft's documents, and determine that the candidate's performance meets the objective.
- (b) Place emphasis on the candidate's awareness of documents and aircraft serviceability limitations.
- (c) Question the candidate about the aircraft's airworthiness state.

## Aircraft Airworthiness and Documentation

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |  |
|--|--|--|
| (1) Has insufficient knowledge of the aircraft's documents                   | (1) Demonstrates adequate knowledge of the aircraft's documents ( <b>critical element</b> )                        | (1) Demonstrates a thorough knowledge of the aircraft's documents                  |
| (2) Has insufficient knowledge of the aircraft's serviceability limitations  | (2) Demonstrates a good general knowledge of the aircraft's serviceability limitations ( <b>critical element</b> ) | (2) Demonstrates a thorough knowledge of the aircraft's serviceability limitations |
| (3) Is unable to accurately describe the airworthiness state of the aircraft | (3) Demonstrates adequate knowledge of the aircraft's airworthiness state ( <b>critical element</b> )              | (3) Demonstrates a thorough knowledge of the aircraft's airworthiness state        |

## ASSESSMENT CRITERIA

### **Task: External pre-flight inspection**

#### *Objective:*

To determine that the candidate:

- (a) Exhibits a sound knowledge of the aircraft type by explaining or demonstrating the appropriate pre-flight external inspection in accordance with the aircraft's flight manual or organisation's documentation.

#### *Action:*

The examiner will:

- (a) Observe the candidate carrying out an external pre-flight inspection and determine that the candidate's performance meets the objectives.
- (b) Question the candidate on any/all significant aircraft features, protuberances and or aerials.



### External Pre-flight Inspection

**Rating** **70** **85** **100**

**Not yet competent** **COMPETENT**

|  |   |   |
|--|---|---|
| <p>(1) Conducts the external pre-flight inspection in a non-methodical way or neglects significant items</p> | <p>(1) Conducts the external pre-flight inspection in an orderly and systematic way</p> | <p>(1) Conducts the external pre-flight inspection thoroughly and in accordance with the aircraft's flight manual or organisation's documentation</p> |
| <p>(2) Is ignorant of the purpose of, or cannot identify, significant aircraft features</p>                  | <p>(2) Identifies all significant aircraft features</p>                                 | <p>(2) Identifies and explains the purpose of any aircraft feature when asked</p>   |

## ASSESSMENT CRITERIA

### **Task: Cockpit preparation**

#### *Objective:*

To determine that the candidate can:

- (a) Complete the pre-flight cockpit preparation in accordance with the aircraft's flight manual.
- (b) Perform Flight Management System (FMS) initialisation, data insertion and confirmation (if appropriate) in accordance with the aircraft's flight manual or organisation's documentation.

#### *Action:*

The examiner will:

- (a) Observe the candidate's performance to determine that it meets the objectives.

## Cockpit Preparation

**Rating** **70** **85** **100**  
**Not yet competent** **COMPETENT**

|  |   |   |
|--|---|---|
| (1) Omits critical aspects of the pre-flight cockpit preparation   | (1) Adequately completes the pre-flight cockpit preparation   | (1) Thoroughly completes the pre-flight cockpit preparation in accordance with the aircraft's flight manual   |
| (2) Omits critical aspects of the Flight Management System (FMS) initialisation, data insertion and confirmation | (2) Adequately performs the Flight Management System (FMS) initialisation, data insertion and confirmation (if appropriate) | (2) Thoroughly performs the Flight Management System (FMS) initialisation, data insertion and confirmation (if appropriate) in accordance with the aircraft's flight manual or organisation's documentation |

## ASSESSMENT CRITERIA

### **Task: Crew briefings (conduct and quality)**

#### ***Objective:***

To determine that the candidate:

- (a) Provides a flight crew pre-flight briefing
- (b) Establishes an environment for open interactive communications.
- (c) Is interactive and emphasises the importance of questions, critique and the offering of information.
- (d) Establishes the “team concept” by encouraging all crew to participate in the management of the flight.
- (e) Covers pertinent safety and operational issues.
- (f) Identifies potential problems e.g. weather or abnormal system operation.
- (g) Provides guidelines for crew actions – division of labour and crew workload addressed.
- (h) Includes cabin crew as part of team in the briefing (as required).
- (i) Establishes guidelines for the operation of automated systems.

#### ***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Place emphasis on the division of duties, so that the co-pilot is utilised in a meaningful way.
- (c) In flight carry out, or if the flight test is observed by the examiner in a multi crew aircraft or approved flight simulator the co-pilot will carry out, the duties of the co-pilot by being neither obstructive or above average, relying primarily on prompts from the candidate.
- (d) Act as safety-pilot during the flight (in addition to any other crew).

**Crew Briefings (Conduct and Quality)**

**Rating** **70** **85** **100**

**Not yet competent**

**COMPETENT**

|   |  |  |
|---|--|--|
| (1) Does not provide an adequate flight crew pre-flight briefing                        | (1) Provides an adequate flight crew pre-flight briefing                           | (1) Provides a comprehensive flight crew pre-flight briefing   |
| (2) Does not adequately divide duties and utilise the co-pilot                          | (2) Adequately divides duties and utilises the co-pilot                            | (2) Utilises the co-pilot at all times in accordance with the pre-flight briefing so as to appropriately share the workload        |
| (3) Does not clearly brief the co-pilot on their responsibilities and applicable duties | (3) Adequately briefs the co-pilot on their responsibilities and applicable duties | (3) Comprehensively briefs the co-pilot on their responsibilities and applicable duties for normal flight and emergency situations |
| (4) Seldom monitors the co-pilot  | (4) Periodically monitors the co-pilot during flight                               | (4) Monitors the co-pilot throughout the flight  |
| (5) Does not provide an adequate cabin crew pre-flight briefing                         | (5) Provides an adequate cabin crew pre-flight briefing                            | (5) Provides a comprehensive cabin crew pre-flight briefing  |

## ASSESSMENT CRITERIA

### **Task: Engine start**

#### *Objective:*

To determine that the candidate can:

- (a) Perform the normal engine start procedure and complete the required checklists in accordance with the aircraft's flight manual or organisation's documentation.
- (b) Recognise the requirement to perform a supplementary start procedure.
- (c) Demonstrates knowledge of the actions required in the event of an abnormal engine start or engine fire.

#### *Action:*

The examiner will:

- (a) Observe the candidate's engine start procedure and determine that the candidate's performance meets the objectives.
- (b) Ask the candidate to explain the actions in the event of an abnormal engine start or engine fire (at examiner discretion).

## Engine Start

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |   |
|--|---|---|
| (1) Creates a hazard to other aircraft, objects or people during start   | (1) Ensures the aircraft's position for starting is not a hazard to people, other aircraft or objects | (1) Correctly positions the aircraft for starting with emphasis on avoiding the creation of a hazard to aircraft, objects or people |
| (2) Fails to set brakes  | (2) Correctly sets brakes   |   |
| (3) Does not operate engine controls appropriately or fails to check engine instruments during and after start | (3) Correctly starts, checks and operates the engine  | (3) Starts, checks and operates the engine, observing all limitations, in accordance with the flight manual                         |
| (4) Disregards or is ignorant of engine operating limitations  | (4) Observes critical engine limitations prior to taxiing   | (4) Observes all engine limitations prior to taxiing in accordance with the flight manual or checklist                              |
| (5) Panics or does not react to an abnormal engine start or simulated engine fire                              | (5) Verbalises the required actions in response to an abnormal engine start or simulated engine fire  | (5) Reacts rapidly to an abnormal engine start or simulated engine fire, in accordance with the aircraft's flight manual            |

## ASSESSMENT CRITERIA

### Task: Taxi

#### *Objective:*

To determine that the candidate:

- (a) Completes control checks in accordance with flight manual procedures.
- (b) Performs a brake check in accordance with the aircraft type SOP.
- (c) Completes instrument serviceability checks whilst taxiing, in accordance with recommended procedures.
- (d) Controls taxiing speed without excessive use of brake.
- (e) Recognises and avoids hazards (**critical element**).
- (f) Positions the controls for the existing wind conditions (if appropriate).
- (g) Parks the aircraft at the holding point, in accordance with the aircraft's flight manual or recommended practices.

#### *Action:*

The examiner will:

- (a) Observe the candidate's taxiing procedures and determine that the performance meets the objectives.
- (b) Observe and place emphasis on the correct interpretation of instrument readings for serviceability whilst taxiing.
- (c) Place emphasis on situational awareness, correct aircraft control, taxi speed, and avoidance of hazards.



## Taxi

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |  |  |
|---|--|--|
| (1) Neglects to carry out a brake test in accordance with the aircraft type SOP | (1) Carries out a brake check but without due regard for passenger comfort                     | (1) Performs a brake check smoothly at an appropriate time in accordance with the aircraft type SOP                  |
| (2) Does not complete critical instrument checks whilst taxiing                 | (2) Completes appropriate instrument serviceability checks whilst taxiing                      | (2) Completes all instrument serviceability checks whilst taxiing  |
| (3) Taxis at dangerously high speed or uses harsh braking to control speed      | (3) Controls speed with power and brakes, but not excessively                                  | (3) Taxis at the correct pace, without excessive brake use, controlling speed with power as appropriate              |
| (4) Does not recognise hazards, or creates a hazard whilst taxiing              | (4) Recognises, avoids and does not create a hazard whilst taxiing ( <b>critical element</b> ) |  |
| (5) Neglects to complete required control checks                                | (5) Completes control checks in accordance with flight manual procedures                       | (5) Completes control checks IAW flight manual procedures with out distraction from taxiing the aircraft             |
| (6) Positions controls inappropriately for existing wind conditions             | (6) Positions controls appropriately for existing wind conditions                              |  |
| (7) Parks aircraft without due consideration for other aircraft or objects      | (7) Parks aircraft with adequate clearance from objects and other aircraft                     | (7) Parks aircraft in accordance with recommended procedures with adequate clearance from objects and other aircraft |

## ASSESSMENT CRITERIA

### Task: Pre-take-off and pre-departure preparation

#### *Objective:*

To determine that the candidate:

- (a) Completes all appropriate pre-take-off procedures.
- (b) Establishes that the cabin is secure prior to declaring ready to ATC.
- (c) Obtains line up, take-off and departure clearances.
- (d) Provides an appropriate flight crew pre-take-off briefing including go/no-go criteria (**critical element**).
- (e) Knows the crosswind, cloud base and visibility limitations for a take-off.

#### *Action:*

The examiner will:

- (a) Observe the candidate's pre-take-off and pre-departure preparation and determine that the performance meets the objectives.
- (b) Question the candidate on the crosswind, cloud base and visibility limitations for a take-off.

**Pre-take-off and Pre-departure Preparation**

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |  |   |
|---|--|---|
| (1) Completes all appropriate pre-take-off procedures                                       | (1) Adequately completes the appropriate pre-take-off procedures   | (1) Thoroughly completes all appropriate pre-take-off procedures  |
| (2) Fails to establish that the cabin is secure prior to declaring ready to ATC             | (2) Establishes that the cabin is secure prior to declaring ready to ATC   |   |
| (3) Fails to obtain either line up, take-off or departure clearances                        | (3) Obtains line up, take-off and departure clearances   | (3) Obtains line up, take-off and departure clearances in a timely manner   |
| (4) Does not provide an adequate flight crew pre-take-off briefing and/or go/no-go criteria | (4) Provides an adequate flight crew pre-take-off briefing including go/no-go criteria ( <b>critical element</b> ) | (4) Provides a thorough flight crew pre-take-off briefing, including go/no-go criteria for normal and abnormal considerations |
| (5) Does not know the crosswind, cloud base and visibility limitations for a take-off       | (5) Can state the crosswind, cloud base and visibility limitations for a take-off, with minimal prompting          | (5) Can state the crosswind, cloud base and visibility limitations for a take-off, without error or prompting                 |

## ASSESSMENT CRITERIA

### Task: Take-off roll

#### *Objective:*

To determine that the candidate:

- (a) Ensures the correct runway is being used and the approach path is clear (**critical element**).
- (b) Completes line up checks in accordance with the aircraft's checklist.
- (c) Ensures the take-off path is clear and advances the throttles smoothly to maximum allowable power, checking engine instruments and airspeed rising.
- (d) Recognises and acknowledges the go/no-go decision point (**critical element**).
- (e) Tracks the runway centre line during and after take-off.
- (f) Rotates at the recommended  $V_r$ .
- (g) Establishes pitch attitude for recommended climb.
- (h) Trims the aircraft for the recommended climb attitude.

#### *Action:*

The examiner will:

- (a) Observe the candidate's demonstration of a normal take-off roll and determine that the candidate's performance meets the objectives.
- (b) Place emphasis on the candidate's demonstration of accurate airspeed, pitch and heading control.
- (c) Make allowance for airspeed fluctuations due to gusts and turbulence (but not excessively so).

## Take-off Roll

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |  |   |
|---|--|---|
| (1) Attempts to line up in front of aircraft on final, or on the wrong runway     | (1) Uses the correct runway and clears the approach path prior to lining up<br><b>(critical element)</b> |   |
| (2) Does not complete line up checks or does not check the take-off path is clear | (2) Completes line up checks and checks the take-off path is clear                                       | (2) Completes line up checks, as per checklist and checks the take-off path is clear  |
| (3) Does not check engine Ts & Ps or airspeed during the take-off roll            | (3) Confirms engine Ts & Ps are within their normal ranges and airspeed raising during the take-off roll | (3) Confirms, early in the take-off roll, that engine Ts & Ps and airspeed are normal |
| (4) Does not recognise the go/no-go decision point                                | (4) Recognises and acknowledges the go/no-go decision point<br><b>(critical element)</b>                 |   |
| (5) Grossly deviates from runway centre line during take-off or climb out         | (5) Adequately maintains runway centre line during take-off and climb out                                | (5) Accurately tracks the runway centre line throughout the take-off and climb out    |
| (6) Over rotates, or rotates excessively early or late                            | (6) Rotates at an appropriate Vr   | (6) Rotates at the correct Vr   |
| (7) Maintains an airspeed more than $\pm 5$ knots of target                       | (7) Maintains the recommended climb airspeed within $\pm 5$ knots  | (7) Accurately establishes and maintains the recommended climb airspeed               |
| (8) Makes no attempt to trim  | (8) Trims for the climb attitude   | (8) Trims accurately for the climb attitude   |

## ASSESSMENT CRITERIA

### Task: Rejected take-off

#### *Objective:*

To determine that the candidate:

- (a) Recognises that an abnormal situation has developed necessitating a rejected take-off.
- (b) Carries out an appropriate emergency procedure.
- (c) Maintains directional control of the aircraft on the runway (**critical element**).
- (d) Reduces the speed of the aircraft to at least taxi speed and to a stop within the ASDA (**critical element**).
- (e) Uses the aircraft emergency checklist or QRH to follow up the recall emergency actions.
- (f) Nominates an appropriate plan of action.

#### *Action:*

The examiner will:

- (a) Simulate an emergency before V1 which would require the take-off to be rejected.
- (b) Ensure that ATS is aware of the simulated emergency.
- (c) Place emphasis on the candidate's directional control of the aircraft (**critical element**).
- (d) Place emphasis on the candidate's control of the aircraft's speed and stopping capability (**critical element**).
- (e) Observe the candidate's subsequent actions and determine that they meet the objectives.

## Rejected Take-off

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Is slow to recognise that an abnormal situation has developed necessitating a rejected take-off  | (1) Recognises that an abnormal situation has developed necessitating a rejected take-off   | (1) Immediately recognises that an abnormal situation has developed necessitating a rejected take-off      |
| (2) Is slow to carry out an appropriate emergency procedure  | (2) Adequately carries out an appropriate emergency procedure   | (2) Promptly carries out an appropriate emergency procedure  |
| (3) Is unable to control aircraft direction and/or handles the aircraft erratically  | (3) Maintains directional control of the aircraft on the runway with minor deviations promptly corrected<br><b>(critical element)</b> | (3) Maintains complete control at all times  |
| (4) Either stops the aircraft on the runway unnecessarily or does not reduce the speed adequately to stop within the ASDA or does not reduce to at least taxi speed prior to trying to turn off the runway | (4) Reduces the speed of the aircraft to at least taxi speed and well within the ASDA<br><b>(critical element)</b>                    | (4) Reduces the speed of the aircraft to the most appropriate speed in the situation, well within the ASDA |
| (5) Does not use a checklist and/or simulate radio calls   | (5) Follows up recall items with the checklist and simulates radio calls  | (5) Promptly follows up recall items with a checklist and simulates radio calls                            |
| (6) Does not nominate an appropriate subsequent plan of action   | (6) Nominates an appropriate plan of action with a minor delay  | (6) Promptly nominates the most suitable plan of action for the situation                                  |

## ASSESSMENT CRITERIA

### Task: Engine failure at or after V1

#### *Objective:*

To determine that the candidate, one engine becoming inoperative:

- (a) Recognises that an engine has become inoperative.
- (b) Correctly identifies which engine has become inoperative (**critical element**).
- (c) Maintains directional control of the aircraft at all times (**critical element**).
- (d) Flies an appropriate airspeed (**critical element**).
- (e) Selects an appropriate power setting on the remaining engine(s) to ensure adequate performance (**critical element**).
- (f) Carries out an appropriate emergency procedure.
- (g) Uses the aircraft emergency checklist or QRH to follow up the recall emergency actions.
- (h) Nominates an appropriate plan of action.

#### *Action:*

The examiner will:

- (a) Nominate the simulated minimums for take-off.
- (b) Simulate engine failure after V2, at ceiling take-off minima in an aircraft, subsequently setting zero thrust. The examiner is to ensure no risk to aircraft or crew (VMC only in other than simulators).
- (c) Simulate engine failure anytime at or after V1 in an approved simulator.
- (d) Ensure that ATS is aware of the simulated emergency.
- (e) Place emphasis on the candidate's control of the aircraft (**critical element**).
- (f) Observe the candidate's subsequent actions and determine that they meet the objectives.



## Engine Failure at or After V1

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |  |
|--|--|--|
| (1) Is slow to recognise that an engine has become inoperative   | (1) Recognises that an engine has become inoperative   | (1) Immediately recognises that an engine has become inoperative   |
| (2) Misidentifies which engine has become inoperative  | (2) Correctly identifies which engine has become inoperative ( <b>critical element</b> )   | (2) Immediately identifies which engine has become inoperative   |
| (3) Is unable to control initial yaw and/or handles the aircraft erratically                                   | (3) Maintains heading $\pm 15^\circ$ initially, then $\pm 5^\circ$ ( <b>critical element</b> )   | (3) Maintains complete control at all times  |
| (4) Airspeed deviates frequently from the appropriate one engine inoperative climb speed or drops below V2     | (4) Achieves and maintains the appropriate one engine inoperative climb speed + 5 knots, to not below V2 ( <b>critical element</b> )                   | (4) Achieves and maintains the appropriate one engine inoperative climb speed accurately and without deviation |
| (5) Does not select an appropriate power setting on the remaining engine(s) compromising available performance | (5) Selects an appropriate power setting on the remaining engine(s) and ensures adequate performance to continue the climb ( <b>critical element</b> ) | (5) Selects an appropriate power setting on the remaining engine(s) to ensure maximum performance              |
| (6) Is slow to carry out an appropriate emergency procedure  | (6) Adequately carries out an appropriate emergency procedure  | (6) Promptly carries out an appropriate emergency procedure  |
| (7) Does not use a checklist and/or make simulated radio calls   | (7) Follows up recall items with the checklist and simulated radio calls   | (7) Promptly follows up recall items with a checklist and simulates radio calls                                |
| (8) Does not nominate an appropriate subsequent plan of action   | (8) Nominates an appropriate plan of action with a minor delay   | (8) Promptly nominates the most suitable plan of action for the situation                                      |

## ASSESSMENT CRITERIA

### **Task: Transition to instrument flight and initial climb**

#### *Objective:*

To determine that the candidate:

- (a) Provides a suitable means of simulating instrument flight.
- (b) Transitions from visual flight to instrument flight with a cloud base simulated at the published IFR take-off minima.

#### *Action:*

The examiner will:

- (a) Specify the simulated IFR departure weather conditions.
- (b) Observe the candidate's transition from visual flight to instrument flight and determine that the candidate's performance meets the objective.



## ASSESSMENT CRITERIA

### **Task: Instrument departure procedures**

#### *Objective:*

To determine that the candidate:

- (a) Carries out the departure in accordance with the promulgated SID, departure procedure or ATS instructions.

#### *Action:*

The examiner will:

- (a) Observe the candidate's completion of a promulgated departure procedure and determine that the candidate's performance meets the objective.



## ASSESSMENT CRITERIA

### **Task: Climb procedures**

#### *Objective:*

To determine that the candidate:

- (a) Complies with IFR en-route climb procedures.
- (b) Maintains the required climb tracks.
- (c) Maintains applicable altimeter settings.
- (d) Reports the aircraft's position to ATS at applicable times.
- (e) Maintains an in-flight navigation, fuel and radio log.

#### *Action:*

The examiner will:

- (a) Observe the candidate's demonstration of en-route climb procedures and determine that the candidate's performance meets the objective.
- (b) Observe the candidate's altimeter setting and checking procedure and if applicable question the procedure to be adopted at unattended aerodromes.
- (c) Observe and monitor the candidate's compulsory position reporting.

## Climb Procedures

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |  |
|--|--|--|
| (1) Intercepts and maintains an incorrect track or deviations frequently exceed $\pm 5^\circ$              | (1) Maintains cleared tracks with occasional deviations of up to $\pm 5^\circ$ | (1) Accurately maintains the cleared track at all times                        |
| (2) Incorrectly sets the altimeter sub-scale or fails to update the GPS altimeter setting where applicable | (2) Sets and cross checks altimeter setting as applicable                      |  |
| (3) Does not report position when required   | (3) Reports position in accordance with AIP procedures                         | (3) Promptly reports position in accordance with the AIP                       |
| (4) Does not maintain an in-flight navigational, fuel and/or radio log                                     | (4) Maintains an in-flight navigation, fuel and radio log                      | (4) Maintains an accurate and legible in-flight navigation, fuel and radio log |

## ASSESSMENT CRITERIA

### **Task: Cruise procedures**

#### *Objective:*

To determine that the candidate;

- (a) Complies with IFR en-route cruise procedures.
- (b) Maintains the required cruise tracks.
- (c) Reports the aircraft's position to ATS at applicable times.
- (d) Maintains an in-flight navigation, fuel and radio log.

#### *Action:*

The examiner will;

- (a) Observe the candidate's demonstration of en-route cruise procedures and determine that the candidate's performance meets the objective.
- (b) Observe and monitor the candidate's compulsory position reporting.



## Cruise Procedures

**Rating** **70** **85** **100**  
**Not yet competent** **COMPETENT**

|  |  |  |
|--|--|--|
| (1) Intercepts and maintains an incorrect track, and/or deviations frequently exceed $\pm 5^\circ$ | (1) Maintains cleared tracks with occasional deviations of up to $\pm 5^\circ$ | (1) Accurately maintains the cleared track at all times                        |
| (2) Does not report position when required   | (2) Reports position in accordance with AIP procedures                         | (2) Promptly reports position in accordance with the AIP                       |
| (3) Does not maintain an in-flight navigation, fuel and/or radio log                               | (3) Maintains an in-flight navigation, fuel and radio log                      | (3) Maintains an accurate and legible in-flight navigation, fuel and radio log |

## ASSESSMENT CRITERIA

### **Task: Descent, approach and landing preparation**

#### *Objective:*

To determine that the candidate:

- (a) Obtains appropriate weather and operational information relating to the descent, approach and landing.
- (b) Calculates an appropriate top of descent point.
- (c) Reviews and briefs the appropriate arrival procedures.
- (d) Reviews and briefs the appropriate approach procedures.
- (e) Reviews and briefs the appropriate landing procedures.
- (f) Reviews and briefs the appropriate ground taxi and parking procedures.
- (g) Reviews and briefs the appropriate missed approach procedures.
- (h) Reviews and briefs any appropriate holding and diversion considerations.
- (i) Reviews and evaluates endurance and fuel reserves.

#### *Action:*

The examiner will:

- (a) Nominate descent, approach and landing type as applicable.
- (b) Observe the candidate's demonstration of descent and approach preparation and determine that the candidate's performance meets the objective.

## Descent, Approach and Landing Preparation

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |   |
|--|---|---|
| (1) Does not obtain appropriate weather or operational information relating to the descent, approach and landing | (1) Obtains appropriate weather and operational information relating to the descent, approach and landing | (1) Obtains appropriate weather and operational information relating to the approach in a timely manner |
| (2) Miscalculates the top of descent point   | (2) Adequately calculates an appropriate top of descent point   | (2) Calculates the most appropriate top of descent point  |
| (3) Does not review or brief the appropriate arrival procedures  | (3) Adequately reviews and briefs the appropriate arrival procedures                                      | (3) Thoroughly reviews and briefs the appropriate arrival procedures                                    |
| (4) Does not review or brief the appropriate approach procedures   | (4) Adequately reviews and briefs the appropriate approach procedures                                     | (4) Thoroughly reviews and briefs the appropriate approach procedures                                   |
| (5) Does not review or brief the appropriate landing procedures  | (5) Adequately reviews and briefs the appropriate landing procedures                                      | (5) Thoroughly reviews and briefs the appropriate landing procedures                                    |
| (6) Does not review or brief appropriate ground taxi and parking procedures                                      | (6) Adequately reviews and briefs appropriate ground taxi procedures                                      | (6) Thoroughly reviews and briefs the appropriate ground taxi procedures                                |
| (7) Does not review and/or brief the appropriate ground procedures   | (7) Adequately reviews and briefs the appropriate ground procedures                                       | (7) Thoroughly reviews the appropriate ground taxi and parking procedures                               |
| (8) Does not review or brief any appropriate holding and diversion considerations                                | (8) Adequately reviews and briefs any appropriate holding and diversion considerations                    | (8) Thoroughly reviews and briefs any appropriate holding and diversion considerations                  |
| (9) Does not review fuel reserves and/or endurance   | (9) Reviews endurance and fuel reserves   | (9) Accurately calculates endurance and fuel reserves   |

## ASSESSMENT CRITERIA

### **Task: Descent procedures**

#### *Objective:*

To determine that the candidate:

- (a) Complies with IFR en-route descent procedures.
- (b) Maintains the required descent tracks.
- (c) Maintains applicable altimeter settings.
- (d) Reports the aircraft's position to ATS at applicable times.
- (e) Maintains an in-flight navigation, fuel and radio log.

#### *Action:*

The examiner will:

- (a) Observe the candidate's demonstration of en-route descent procedures and determine that the candidate's performance meets the objective.
- (b) Observe the candidate's altimeter setting and checking procedure.
- (c) Observe and monitor the candidate's compulsory position reporting.

## Descent Procedures

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |  |
|--|--|--|
| (1) Intercepts and maintains an incorrect track, and/or deviations frequently exceed $\pm 5^\circ$         | (1) Maintains cleared tracks with occasional deviations of up to $\pm 5^\circ$ | (1) Accurately maintains the cleared track at all times                        |
| (2) Incorrectly sets the altimeter sub-scale or fails to update the GPS altimeter setting where applicable | (2) Sets and cross checks altimeter setting as applicable                      |  |
| (3) Does not report position when required   | (3) Reports position in accordance with AIP procedures                         | (3) Promptly reports position in accordance with the AIP                       |
| (4) Does not maintain an in-flight navigation, fuel and/or radio log                                       | (4) Maintains an in-flight navigation, fuel and radio log                      | (4) Maintains an accurate and legible in-flight navigation, fuel and radio log |

## ASSESSMENT CRITERIA

### Task: Holding

#### *Objective:*

To determine that the candidate:

- (a) Enters the holding pattern in accordance with the standard sector entry published in the AIP.
- (b) Establishes the applicable speed range for the hold and maintains the speed within that range.
- (c) Maintains altitude at or above the published minimum holding altitude.
- (d) Uses the lesser of a rate one turn or 25° angle of bank when turning in the hold.
- (e) Adjusts the outbound leg (but not beyond any DME limiting distance) to compensate for drift so as to achieve the inbound leg as published.
- (f) Tracks inbound in the holding pattern within the tolerance of  $\pm 5^\circ$  for NDB or VOR or  $\pm$  half scale CDI using GPS.

#### *Action:*

The examiner will:

- (a) Nominate the holding pattern to be demonstrated (if applicable).
- (b) Observe the candidate's performance and determine that it meets the objectives.

## Holding

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |   |
|--|--|---|
| (1) Uses an inappropriate entry procedure  | (1) Enters the holding pattern in accordance with the published sector entry procedure                       | (1) Enters the holding pattern accurately in accordance with the published sector entry procedure                 |
| (2) Does not establish an applicable speed range for the hold, and/or does not maintain the speed within the established range | (2) Establishes an applicable speed range for the hold and adequately maintains the speed within that range  | (2) Establishes an applicable speed range for the hold and accurately maintains a speed from within that range    |
| (3) Enters the hold at a lower altitude than the minimum holding altitude or frequently deviates in excess of 100 $\phi$       | (3) Maintains the assigned holding altitude with deviations not exceeding $\pm 100\phi$                      | (3) Maintains the assigned holding altitude without deviation   |
| (4) Does not maintain a constant angle of bank, and/or exceeds the lesser of a rate one turn or 25°, when turning in the hold  | (4) Adequately maintains the angle of bank at the lesser of a rate one turn or 25°, when turning in the hold | (4) Accurately maintains the angle of bank at the lesser of a rate one turn or 25°, when turning in the hold      |
| (5) Exceeds the maximum DME outbound distance and/or makes no allowance for drift  | (5) The outbound leg is adjusted by an allowance for drift to achieve the inbound leg as published           | (5) The outbound leg is adjusted by an allowance for drift to consistently and accurately achieve the inbound leg |
| (6) Does not adequately establish or maintain the track inbound in the hold  | (6) Tracks inbound within $\pm 5^\circ$ for NDB or VOR, or $\pm \frac{1}{2}$ scale CDI using GPS             | (6) Tracks the holding pattern accurately and without deviation inbound   |

## ASSESSMENT CRITERIA

### Task: Initial approach procedures

#### *Objective:*

To determine that the candidate:

- (a) Anticipates station passage and configures the aircraft appropriate to the approach category or class (if applicable).
- (b) Identifies station passage, using as appropriate, the ADF, VOR or GPS.
- (c) Completes the procedure turn including specified timing (as applicable).
- (d) Establishes the aircraft correctly on the DME/GPS arc (as applicable).
- (e) Maintains the aircraft tracking relative to an arc  $\pm 1$  nm.
- (f) Maintains the descent profile in accordance with ATS clearances and/or approach limits (**critical element**).
- (g) Intercepts inbound track within  $\pm 5^\circ$ .

#### *Action:*

The examiner will:

- (a) Observe that the candidate correctly recognises station passage.
- (b) Observe the candidate's situational awareness and orientation in completing the procedure turn and/or DME/GPS arc (as applicable) and configuring the aircraft appropriately in anticipation of commencing the approach and determine that the candidate's performance meets the objectives.



## Initial Approach Procedures

Rating

70

85

100

**Not yet competent**

**COMPETENT**

|  |  |   |
|--|--|---|
| (1) Does not anticipate the approach or fails to configure the aircraft appropriately.                     | (1) Commences the approach in a configuration appropriate to the aircraft's approach category  | (1) Anticipates the approach and configures the aircraft in a timely manner appropriate to the aircraft's approach category |
| (2) Makes large heading changes in the overhead and/or does not recognise station passage within 6 seconds | (2) Passes slightly to one side of the aid or IAF with some minor heading changes in the overhead but correctly recognises station passage | (2) Passes directly overhead the aid or IAF and correctly identifies station passage  |
| (3) Fails to complete the published procedure turn and/or omits to monitor timing                          | (3) Adequately completes the procedure turn including specified timing (as applicable)   | (3) Accurately completes the procedure turn including specified timing (as applicable)                                      |
| (4) Deviates beyond $\pm 1$ nm whilst establishing the aircraft on the arc                                 | (4) Anticipates lead distance and establishes on the arc within $\pm 1$ nm   | (4) Correctly anticipates lead distance and establishes on the arc accurately   |
| (5) Deviates more than $\pm 1$ nm from the arc   | (5) Maintains position on the arc within $\pm 1$ nm  | (5) Maintains the arc accurately without deviation  |
| (6) Descends below the descent profile specified in ATS clearances and/or approach limits                  | (6) Maintains the descent profile in accordance with ATS clearances and/or approach limits ( <b>critical element</b> )                     | (6) Accurately maintains the descent profile in accordance with ATS clearances and/or approach limits                       |
| (7) Establishes on an incorrect inbound radial/track   | (7) Intercepts final approach track within $\pm 5^\circ$   | (7) Intercepts final approach track accurately  |

## ASSESSMENT CRITERIA

### Task: Radar vectoring for an approach

#### *Objective:*

To determine that the candidate:

- (a) Can, under radar vectoring, position the aircraft, in an appropriate configuration, to a predetermined position or fix or to intercept a specified track.
- (b) Maintains orientation by monitoring other navigation aids.

#### *Action:*

The examiner will:

- (a) Observe the candidate's performance to determine that it meets the objectives.

## Radar Vectoring for an Approach

**Rating** **70** **85** **100**  
**Not yet competent** **COMPETENT**

|  |  |  |
|--|--|--|
| (1) Does not maintain the radar heading within $\pm 5^\circ$                                   | (1) Maintains the radar headings within $\pm 5^\circ$                                  | (1) Accurately maintains the radar heading                   |
| (2) Does not maintain the aircraft's speed within $\pm 10$ knots of the speed specified by ATS | (2) Maintains the aircraft's speed within $\pm 10$ knots of the speed specified by ATS | (2) Accurately maintains the speed specified by ATS          |
| (3) Does not configure the aircraft appropriate to the situation                               | (3) Adequately configures the aircraft   | (3) Accurately configures the aircraft in a timely manner    |
| (4) Does not intercept the specified track   | (4) Adequately intercepts the specified track  | (4) Accurately intercepts the specified track                |
| (5) Does not maintain situational awareness by monitoring available navigation aids            | (5) Maintains situational awareness by monitoring available navigation aids            | (5) Clearly maintains good situational awareness through out |

## ASSESSMENT CRITERIA

### Task: Precision approach

#### *Objective:*

To determine that the candidate:

- (a) Executes an ILS approach or PRA in accordance with the published procedures, tracks and descent profile.
- (b) Intercepts and tracks the localiser with a maximum lateral deviation of ¼ scale deflection from FAP to DA/H.
- (c) Intercepts the glide slope and from FAP onwards, maintains it with a maximum deviation of ½ scale above or ¼ scale below reducing to a maximum deviation of ¼ scale above or ¼ scale below during the last 300ft to DA/H with zero negative tolerance at DA/H.
- (e) Configures the aircraft to achieve an appropriate final approach speed so that a landing can be made.
- (f) Commences the go-around (if not visual) from not below DA/H (**critical element**).

#### *Action:*

The examiner will:

- (a) Observe the candidate's performance to determine that it meets the objectives.
- (b) Place emphasis on the candidate's actions at DA/H.

## Precision Approach

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |   |   |
|---|---|---|
| (1) Deviates significantly from the published procedures  | (1) Adequately executes the approach in accordance with the published procedures  | (1) Executes approach exactly in accordance with the published procedures                   |
| (2) Frequently exceeds a lateral deviation of ¼ scale deflection from FAP to DA/H   | (2) Intercepts and tracks the localiser with a maximum lateral deviation of ¼ scale deflection from FAP to DA/H   | (2) Intercepts and tracks the localiser without deviation                                   |
| (3) Is unable to maintain the glideslope parameters or fails to monitor the glideslope by cross reference to the approach chart | (3) Intercepts and maintains the glide slope within ½ scale above and ¼ scale below to 300ft above DA/H thence ± ¼ scale to DA/H with zero negative tolerance at DA/H | (3) Intercepts and maintains the glideslope without deviation                               |
| (4) The aircraft is inappropriately configured for landing at the DA/H  | (4) Achieves final approach speed with the aircraft configured for landing at DA/H (where ATS permits)  | (4) Achieves an appropriate approach speed and configuration in a timely manner for landing |
| (5) Descends below or levels off at DA/H  | (5) If not visual, initiates the missed approach not below DA/H ( <b>critical element</b> )   | (5) If not visual, initiates the missed approach immediately on reaching DA/H               |

## ASSESSMENT CRITERIA

### Task: Non-precision approach

#### *Objective:*

To determine that the candidate:

- (a) Executes an NDB, VOR, LLZ or GPS approach in accordance with the published procedures, tracks and descent profile.
- (b) Maintains published tracks  $\pm 5^\circ$ , reducing to  $\pm 3^\circ$  for NDB or  $\pm 2.5^\circ$  for VOR/LLZ in the final 300ft to MDA.
- (c) Configures the aircraft to conform with the appropriate approach category and positions the aircraft so that a landing can be made.
- (d) Achieves MDA within a tolerance of  $+50\text{ft}$  or  $- 0\text{ft}$  (**critical element**).
- (e) Commences the go-around (if required) from not later than the designated missed approach point (MAP).

#### *Action:*

The examiner will:

- (a) Observe the candidate's performance to determine that it meets the objectives.
- (b) Place emphasis on the candidate's actions at MDA and the MAP.

## Non-Precision Approach

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |   |   |
|---|---|---|
| (1) Deviates significantly from the published procedures, tracks or descent profile   | (1) Adequately executes the approach in accordance with the published procedures, tracks and descent profile                                    | (1) Executes approach exactly in accordance with the published procedures, tracks and descent profile |
| (2) Intercepts an incorrect track   | (2) Maintains tracks $\pm 5^\circ$ for NDB or VOR/LLZ reducing to $\pm 3^\circ$ for NDB or $\pm 2.5^\circ$ for VOR in the final 300 feet to MDA | (2) Maintains published tracks without deviation  |
| (3) Exceeds the maximum speed for the nominated approach category and/or does not configure the aircraft to achieve a landing | (3) Achieves a final approach speed and configuration that would permit a landing   | (3) Achieves a final approach speed and configuration that would ensure a normal landing              |
| (4) Uses an excessive rate of descent to achieve the MDA and/or descends below MDA  | (4) Achieves MDA with maximum deviation of $+50\%$ and $-0\%$ ( <b>critical element</b> )   | (4) Achieves MDA accurately   |
| (5) Commences the missed approach (if required) from beyond the designated missed approach point                              | (5) Commences the missed approach (if required) from not later than the designated missed approach point  | (5) Commences the missed approach (if required) at the designated missed approach point               |

## ASSESSMENT CRITERIA

### **Task: Instrument approach to circle visually for approach & landing**

#### ***Objective:***

To determine that the candidate:

- (a) Transitions from an instrument approach procedure to a visual circuit from which a visual approach and landing can be made on a runway preferably at an angle of at least 80° to the final instrument approach track.
- (b) Maintains visual reference throughout the visual circuit (**critical element**).
- (c) Maintains the lowest circling MDA published for the category of aircraft at the aerodrome concerned or a higher circling altitude as nominated by the examiner.
- (d) Configures the aircraft so that an appropriate speed for visual manoeuvring is maintained.
- (e) Manoeuvres the aircraft to a position from which a normal landing can be made, within the published visibility minima.

#### ***Action:***

The examiner will:

- (a) Advise the candidate when the conditions can be considered 'visual' and nominate the cloud base and visibility to be assumed for the circling approach.
- (b) Place emphasis on manoeuvring within the speed, altitude and visibility limitations.
- (c) Observe the candidate's performance to determine that it meets the objectives.



## Instrument Approach to Circle Visually for Approach and Landing

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |   |
|--|---|---|
| (1) At the specified circling altitude, does not transition from the instrument approach to a visual circuit   | (1) At the specified circling altitude, transitions from the instrument approach to a visual circuit  | (1) At the specified circling altitude, transitions smoothly from the instrument approach to a visual circuit   |
| (2) Inadvertently re-enters IMC during the visual circuit  | (2) Maintains visual reference throughout the visual circuit ( <b>critical element</b> )  |   |
| (3) Infringes the obstacle clearance height whilst circling  | (3) Adequately maintains the circling MDA until the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres | (3) Accurately maintains the circling MDA until the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres |
| (4) Exceeds the circling approach speed appropriate to the aircraft's approach category  | (4) Configures the aircraft to achieve an appropriate visual manoeuvring speed  | (4) Configures the aircraft to achieve the most appropriate visual manoeuvring speed  |
| (5) Fails to manoeuvre the aircraft to a position from which an adequate landing can be made, and/or circles against the circuit direction without a clearance, and/or loses sight of the airfield | (5) Manoeuvres the aircraft to a position from which an adequate landing can be made, within the published visibility minima  | (5) Manoeuvres the aircraft to a position from which a normal landing can be made, within the published visibility minima   |

## ASSESSMENT CRITERIA

### Task: One engine inoperative (OEI) performance

#### *Objective:*

To determine that the candidate, after the failure of an engine prior to or during an approach;

- (a) Maintains control of the aircraft at all times and carries out the approach within the required parameters for the aid (**critical element**).
- (b) Uses the aircraft's emergency checklist to follow-up memory/recall items (if appropriate) and makes the appropriate emergency radio calls.
- (c) Initiates an engine inoperative missed approach from minimum altitude in accordance with the missed approach procedure for that aid.
- (d) Subsequently demonstrates a clear appreciation of the effect of an engine failure on the aircraft's performance by nominating an appropriate plan of action.

#### *Action:*

The examiner will;

- (a) Simulate an engine failure prior to or during an instrument approach, without risk to aircraft or crew (VMC recommended in other than simulators).
- (b) When appropriate set the power on the failed engine to zero thrust to simulate a shutdown engine.
- (c) Place emphasis on the candidate's control of the aircraft.
- (d) Deny the candidate visual reference at the designated MAP or DA.
- (e) Observe the candidate's actions and determine that they meet the objectives.

## One Engine Inoperative (OEI) Performance

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |   |   |
|---|---|---|
| (1) Handles the aircraft erratically and/or would lose control without examiner intervention  | (1) Maintains control of the aircraft with minor deviations promptly corrected<br><b>(critical element)</b>   | (1) Maintains complete control at all times   |
| (2) Identifies the wrong engine and/or is unable to maintain the heading within 15°   | (2) Maintains heading $\pm 15^\circ$ until memory/recall items completed then $\pm 5^\circ$ after engine secured  | (2) Maintains heading without deviation   |
| (3) Makes no attempt to establish the cause of the engine failure and/or does not use a checklist or QRH for follow up items when appropriate | (3) Follows up memory/recall items with the checklist in an attempt to establish the cause of engine failure and makes simulated emergency calls as appropriate | (3) Promptly follows up memory/recall items with the checklist to establish the cause of engine failure and takes the most appropriate action |
| (4) Is unable to maintain the approach profile or track or allows airspeed to decrease below a safe speed                                     | (4) Maintains tracks within the approach aid parameters   | (4) Maintains published tracks without deviation  |
| (5) Does not commence the missed approach procedure at the appropriate point or cannot maintain control of the aircraft with OEI              | (5) Adequately commences and executes the OEI missed approach procedure   | (5) Commences the OEI missed approach procedure at the appropriate point without deviation  |
| (6) Does not have a plan or the plan of action worsens the situation  | (6) Nominates a suitable plan of action   | (6) Promptly nominates the most suitable plan of action for the scenario  |

## ASSESSMENT CRITERIA

### **Task: Missed approach procedures**

#### *Objective:*

To determine that the candidate:

- (a) Carries out the missed approach in a timely manner from the MAP, in accordance with the published missed approach procedure, either when instructed to by ATC; or when the required visual reference is not established.

#### *Action:*

The examiner will:

- (a) Deny the candidate visual reference at the MAP and observe the candidate's performance to determine that it meets the objectives.

## Missed Approach Procedures

**Rating** **70** **85** **100**

**Not yet competent**

**COMPETENT**

|   |  |   |
|---|--|---|
| <p>(1) Commences the missed approach from beyond the designated missed approach point</p>                           | <p>(1) Commences the missed approach from not later than the designated missed approach point</p>  | <p>(1) Commences the missed approach at the designated missed approach point</p>                                  |
| <p>(2) Does not commence a turn required by the missed approach procedure within 3 seconds of the turning point</p> | <p>(2) Commences any turn required by the missed approach procedure within 3 seconds of the turning point</p>  | <p>(2) Commences any turn required by the missed approach procedure immediately on reaching the turning point</p> |
| <p>(3) Exceeds any altitude restriction or fails to reach any minimum altitude specified for the procedure</p>      | <p>(3) Executes the missed approach maintaining track within <math>\pm 5^\circ</math> for NDB and VOR or <math>\pm \frac{1}{2}</math> scale deflection for GPS</p> | <p>(3) Executes the missed approach maintaining track without deviation</p>                                       |

## ASSESSMENT CRITERIA

### **Task: Diversion procedures**

#### *Objective:*

To determine that the candidate:

- (a) Initiates the diversion as planned and briefed or as instructed by ATS.
- (b) Completes the diversion (as required by the examiner) taking into consideration fuel available, ATS requirements and alternate weather.

#### *Action:*

The examiner will:

- (a) Direct the candidate to initiate a diversion and observe the candidate's performance to determine that it meets the objective.

## Diversion Procedures

**Rating** **70** **85** **100**  
**Not yet competent** **COMPETENT**

|  |   |   |
|--|---|---|
| (1) Does not initiate the diversion as planned and briefed or as instructed by ATS   | (1) Initiates the diversion as planned and briefed or as instructed by ATS  | (1) Initiates the diversion as planned and briefed or as instructed by ATS in a timely manner |
| (2) Does not complete the diversion (as required by the examiner) or does not consider fuel available, ATS requirements and/or alternate weather | (2) Completes the diversion (as required by the examiner) with due regard to fuel available, ATS requirements and alternate weather |   |

## ASSESSMENT CRITERIA

### Task: Normal landing

#### *Objective:*

To determine that the candidate:

- (a) Obtains an ATS clearance when required (**critical element**).
- (b) Is capable of carrying out a normal landing using flap as applicable.
- (c) Achieves the nominated target threshold speed  $\pm 5$  knots.
- (d) Adequately controls the round out and touch down (**critical element**).
- (e) Knows the cloud base and visibility limitations for a normal landing.

#### *Action:*

The examiner will:

- (a) Observe the candidate's demonstration of a normal landing and determine that the candidate's performance meets the objective.
- (b) Place emphasis on a stabilised final approach speed and profile.
- (c) Question the candidate on the cloud base and visibility limitations for a normal landing.



## Normal Landing

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |  |  |
|---|--|--|
| (1) Does not obtain an ATS clearance when required                                      | (1) Obtains an ATS clearance when required ( <b>critical element</b> )                               | (1) Obtains clearances when required, requesting an alternative if necessary                                       |
| (2) Does not use flap when appropriate  | (2) Selects flap at a reasonable time during the approach  | (2) Selects flap at the most appropriate time during the approach  |
| (3) Fluctuates between or maintains a gross overshoot or undershoot                     | (3) Maintains an acceptable and steady final approach profile  | (3) Maintains a steady, optimum final approach profile, to the round out   |
| (4) Does not achieve within 5 knots the nominated target threshold speed                | (4) Achieves the nominated target threshold speed $\pm$ 5 knots                                      | (4) Achieves the nominated target threshold speed accurately   |
| (5) Misjudges round out or touch down point and does not initiate a go-round            | (5) Adequately controls round out and touch down ( <b>critical element</b> )                         | (5) Smooth, timely and correct control applications during transition from final approach to round out and landing |
| (6) Does not maintain direction, or grossly misuses controls and brakes after touchdown | (6) Adequately maintains direction after touch down, using controls and brakes                       | (6) Maintains runway centre line throughout the landing, using controls and brakes as required                     |
| (7) Does not know the cloud base and visibility limitations for a normal landing        | (7) Can state the cloud base and visibility limitations for a normal landing, with minimal prompting | (7) Can state the cloud base and visibility limitations for a normal landing, without error or prompting           |

## ASSESSMENT CRITERIA

### Task: Crosswind landing

#### *Objective:*

To determine that the candidate is capable of operating the aircraft up to its maximum demonstrated crosswind component, by

- (a) Demonstrating knowledge of the crosswind limitations and the ability to assess the crosswind component (**critical elements**).
- (b) Carrying out a crosswind landing, maintaining the nominated target threshold speed  $\pm 5$  knots.
- (c) Correcting for drift during the round out so as to align with the runway on touch down (**critical element**).

#### *Action:*

The examiner will:

- (a) Require the candidate to estimate or determine the crosswind component for actual or hypothetical conditions.
- (b) If conditions permit, observe the candidate's demonstration of a crosswind landing (up to the aircraft's maximum and at examiner discretion) to determine that the candidate's performance meets the objective.
- (c) Place emphasis on a stabilised final approach speed and profile.

## Crosswind Landing

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |   |
|--|--|---|
| (1) Cannot estimate the crosswind component and/or gives no consideration to cross-wind limitations                          | (1) Determines or estimates (at examiner discretion) the crosswind component and considers crosswind limitations <b>(critical element)</b> | (1) Accurately determines the crosswind component and considers limitations before making a sound decision to continue or abort the landing |
| (2) Does not adequately allow for drift and consequently diverges from the final approach track                              | (2) Adequately allows for drift so as to maintain the final approach track   | (2) Allows for drift so as to accurately maintain the final approach track  |
| (3) Does not configure the aircraft appropriately  | (3) Establishes an appropriate final approach configuration, using reduced flap when appropriate   | (3) Establishes an appropriate final approach configuration, in accordance with recommended procedures                                      |
| (4) Fluctuates between or maintains a gross overshoot or undershoot  | (4) Maintains an acceptable and steady final approach profile  | (4) Maintains a steady, optimum final approach profile, to the round out  |
| (5) Does not achieve within 5 knots the nominated target threshold speed   | (5) Achieves the nominated target threshold speed $\pm 5$ knots  | (5) Achieves the nominated target threshold speed accurately  |
| (6) Misjudges round out or does not correct for drift to touch down aligned with the runway and does not initiate a go-round | (6) Adequately controls round out and corrects drift to touch down aligned with the runway <b>(critical element)</b>                       | (6) Smooth and correct control applications to correct for drift, touching down aligned with the runway centre line                         |
| (7) Does not maintain direction, or grossly misuses controls and brakes after touchdown                                      | (7) Adequately maintains direction after touch down, using controls and brakes   | (7) Maintains runway centre line throughout the landing, using controls and brakes as required  |

## ASSESSMENT CRITERIA

### Task: One engine inoperative landing

#### *Objective:*

To determine that the candidate:

- (a) Is capable of carrying out a one engine inoperative landing using flap as applicable.
- (b) Achieves the nominated target threshold speed  $\pm 5$  knots (**critical element**).
- (c) Adequately controls the round out and touch down (**critical element**).

#### *Action:*

The examiner will:

- (a) Observe the candidate's demonstration of a one engine inoperative landing and determine that the candidate's performance meets the objective.
- (b) Place emphasis on a stabilised final approach speed and profile.

## One Engine Inoperative Landing

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Does not use flap when appropriate   | (1) Selects flap at a reasonable time during the approach                                   | (1) Selects flap at the most appropriate time during the approach  |
| (2) Fluctuates between or maintains a gross overshoot or undershoot                        | (2) Maintains an acceptable and steady final approach profile                               | (1) Maintains a steady, optimum final approach profile, to the round out   |
| (3) Does not reduce the rudder trim prior to entering the flare (if applicable)            | (3) Reduces the rudder trim prior to entering the flare (if applicable)                     | (2) Centralises the rudder trim prior to entering the flare (if applicable)  |
| (4) Does not achieve within 5 knots the nominated target threshold speed                   | (4) Achieves the nominated target threshold speed $\pm$ 5 knots ( <b>critical element</b> ) | (3) Achieves the nominated target threshold speed accurately   |
| (5) Misjudges round out or touch down point and does not initiate a go-round               | (5) Adequately controls round out and touch down ( <b>critical element</b> )                | (5) Smooth, timely and correct control applications during transition from final approach to round out and landing |
| (6) Does not maintain direction, or grossly misuses controls and/or brakes after touchdown | (6) Adequately maintains direction after touch down, using controls and brakes              | (6) Maintains runway centre line throughout the landing, using controls and brakes as required                     |

## ASSESSMENT CRITERIA

### Task: Taxi to parking

#### *Objective:*

To determine that the candidate:

- (a) Carries out any appropriate after landing reconfiguration once clear of the active runway.
- (b) Performs a brake check immediately prior to entering the parking area.
- (c) Parks the aircraft correctly with due attention to marshalling directions (if applicable), wind direction (if appropriate) and to other aircraft or objects.

#### *Action:*

The examiner will:

- (a) Observe the candidate's taxiing procedures and determine that the performance meets the objectives.
- (b) Place emphasis on situational awareness, correct aircraft control, taxi speed, and avoidance of hazards.

## Taxi to Parking

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |  |  |
|---|--|--|
| (1) Does not complete after landing reconfiguration   | (1) Completes the after landing reconfiguration  | (1) Taxis clear of runway and completes the after landing reconfiguration  |
| (2) Neglects to carry out a brake test prior to returning to the parking area   | (2) Carries out brake check but applies brake heavily  | (2) Performs brake check smoothly prior to re-entering parking area  |
| (3) Ignores marshalling directions without good reason or parks the aircraft without due consideration for wind (if applicable) or objects and/or in a position that will create a hazard to other aircraft | (3) Follows marshalling directions (where applicable), and parks the aircraft with due consideration to wind (if applicable) and with adequate clearance from objects and other aircraft | (3) Follows marshalling directions (where applicable and appropriate) and parks the aircraft in accordance with recommended procedures with adequate clearance from objects and other aircraft |

## ASSESSMENT CRITERIA

### **Task: Engine shutdown and securing the aircraft**

#### *Objective:*

To determine that the candidate:

- (a) Carries out the shut down procedures in accordance with the aircraft's flight manual or checklist.
- (b) Completes the post flight documentation and secures the aircraft.
- (c) Supervises the passengers (if appropriate).

#### *Action:*

The examiner will:

- (a) Observe the candidate's engine shutdown and aircraft securing procedure and determine that the candidate's performance meets the objectives.



### Engine Shutdown and Securing the Aircraft

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |                          |   |
|--|--------------------------|---|
| (1) Omits critical shut down actions           | (1) Shuts down           | (1) Shuts down in accordance with the aircraft's flight manual or checklist   |
| (2) Does not secure the aircraft (if required) | (2) Secures the aircraft | (2) Secures the aircraft in accordance with the aircraft's flight manual or checklist and completes all post flight documentation and actions |

## ASSESSMENT CRITERIA

**Task: Crew self evaluation (*debriefing/operational review/critique*)**

***Objective:***

To determine that the candidate:

- (a) Gives debriefing at appropriate times.
- (b) Deals with positive as well as negative aspects of crew performance.
- (c) Interactively involves the whole crew (when appropriate)
- (d) Gives constructive, specific, objective feedback based on observable behaviour.
- (e) Accepts critique objectively and non-defensively.

***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Observe the candidate's debriefing/operational review/critique, and determine that the performance meets the objectives.

**Crew Self Evaluation (*Debriefing/Operational Review/Critique*)**

**Rating** \_\_\_\_\_ **70** \_\_\_\_\_ **85** \_\_\_\_\_ **100**

**Not yet competent** **COMPETENT**

|   |   |  |
|---|---|--|
| (1) Gives debriefings at inappropriate times or not at all                  | (1) Gives debriefings at acceptable times                               | (1) Gives debriefings at appropriate times   |
| (2) Focuses only on the negative aspects of crew performance                | (2) Deals with positive as well as negative aspects of crew performance |  |
| (3) Does not involve all appropriate crew members in debriefings            | (3) Involves all appropriate crew in debriefings                        | (3) Interactively involves all appropriate crew in debriefings                     |
| (4) Gives biased feedback based on other than observable behaviour          | (4) Gives adequate feedback based on observable behaviour               | (4) Gives constructive, specific, objective feedback based on observable behaviour |
| (5) Does not accept critique, blames other factors and/or becomes defensive | (5) Accepts critique adequately   | (5) Accepts critique objectively and non-defensively                               |

## ASSESSMENT CRITERIA

### Task: Threat and error management (critical task)

#### *Objective:*

To determine that the candidate:

- (a) Can recognise, assess and manage potential threats in the performance of the various task elements, in accordance with Threat and Error Management (TEM) techniques (**critical element**).
- (b) Can avoid or trap errors which may occur in the performing of the various task elements, in accordance with Threat and Error Management (TEM) techniques (**critical element**).
- (c) Follows SOP's with evident situational awareness to avoid and trap errors which may occur in the performance of the various task elements (**critical element**).
- (d) Applies strategies which will mitigate the effects of any errors which may occur, in accordance with Threat and Error Management (TEM) techniques (**critical element**).

#### *Action:*

The examiner will:

- (a) Question the candidate on potential threats which may impact the operation of the aircraft in the performance of the various task elements.
- (b) Observe the candidate's assessment and management of threats in the performance of the various task elements, in accordance with Threat and Error Management (TEM) techniques, and determine that the performance meets the objectives.
- (c) Observe the candidate's avoidance and trapping of errors in the performance of the various task elements, in accordance with Threat and Error Management (TEM) techniques, and determine that the performance meets the objectives.
- (d) Observe the candidates adherence to SOP's and (as well as is possible) monitor the candidate's situational awareness of threats and errors.
- (e) Observe the candidate's application of strategies to mitigate the effects of errors in the performance of the various task elements, in accordance with Threat and Error Management (TEM) techniques, and determine that the performance meets the objectives.

## Threat and Error Management

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |   |  |
|---|---|--|
| <p>(1) Is ignorant of potential threats in the performance of the various task elements</p>   | <p>(1) Recognises, verbalises and assesses potential threats in the performance of the various task elements (<b>critical element</b>)</p>  | <p>(1) Immediately recognises, verbalises and assesses all potential threats in the performance of the various task elements</p>   |
| <p>(2) Takes no significant action to reduce or manage the potential impact of threats in the performance of the various task elements</p>  | <p>(2) Takes reasonable action to reduce and manage the potential impact of threats in the performance of the various task elements (<b>critical element</b>)</p>                                   | <p>(2) Effectively manages potential threats and/or implements strategies to minimise the impact of potential threats in the performance of the various task elements</p>  |
| <p>(3) Limited adherence to SOP's and procedures, poor situational awareness and/or no review of flight progress. Is ignorant of errors which occur in the performance of the various task elements</p> | <p>(3) SOP's and procedures followed, and good situational awareness evident to avoid and trap errors which may occur in the performance of the various task elements (<b>critical element</b>)</p> | <p>(3) Strict adherence to SOP's and procedures. Applies effective strategies to avoid and trap errors which may occur in the performance of the various task elements</p> |
| <p>(4) Is ignorant of or deficient in the application of strategies which could mitigate the effects of any errors which occur</p>  | <p>(4) Adequately mitigates the effects of any errors which occur (<b>critical element</b>)</p>   | <p>(4) Applies strategies which effectively mitigate the effects of any errors which occur</p>   |

## ASSESSMENT CRITERIA

### **Task: Communications process and decision making**

*(inquiry/advocacy/assertion)*

#### ***Objective:***

To determine that the candidate:

- (a) Speaks up and states their information with appropriate persistence until there is some clear resolution and decision (**critical element**).
- (b) Develops a “Challenge and Response” environment.
- (c) Encourages questions regarding crew actions and decisions.
- (d) Answers questions openly and non-defensively.
- (e) Seeks information and direction from others when necessary.
- (f) Questions the status and programming of automated systems to verify situational awareness.

#### ***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Observe the candidate’s inquiry, advocacy and assertion, and determine that the performance meets the objectives.



## ASSESSMENT CRITERIA

### **Task: Communications process and decision making (communications/decisions)**

#### ***Objective:***

To determine that the candidate:

- (a) Clearly states operational decisions to other crew members (**critical element**).
- (b) Acknowledges understanding of decisions made by other crew members.
- (c) Establishes “Bottom lines” and communicates them for the safety of operations.
- (d) Shares the “Big picture” and game plan within the team including cabin crew and others as required.
- (e) Encourages crew members to state their own ideas, opinions and recommendations.
- (f) Makes an effort to provide an atmosphere conducive to open and free communications.
- (g) Verbalises and acknowledges entries and changes to automated systems’ parameters.

#### ***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Observe the candidate’s communications/decisions, and determine that the performance meets the objectives.



**Communications Process and Decision Making (*Communications/Decisions*)**

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |   |   |
|---|---|---|
| (1) Does not consistently inform other crew of operational decisions                                    | (1) Normally informs other crew members of operational decisions ( <b>critical element</b> )    | (1) Clearly states all operational decisions to other crew members                                |
| (2) Does not consistently acknowledge decisions made by other crew                                      | (2) Normally acknowledges decisions made by other crew  | (2) Acknowledges understanding of all decisions made by other crew                                |
| (3) Does not establish “Bottom lines”   | (3) Establishes adequate “Bottom lines”   | (3) Establishes clear “Bottom lines” and communicates them for the safety of operations           |
| (4) Does not share the “Big picture” and game plan within the team                                      | (4) Normally shares the “Big picture” and game plan within the team                             | (4) Consistently shares the “Big picture” and game plan within the team                           |
| (5) Discourages crew members from stating their own ideas, opinions and recommendations                 | (5) Encourages crew members to state their own ideas, opinions and recommendations              |   |
| (6) Does not create an atmosphere conducive to open and free communications                             | (6) Makes an adequate effort to provide an atmosphere conducive to open and free communications | (6) Makes a consistent effort to provide an atmosphere conducive to open and free communications  |
| (7) Does not consistently verbalise or acknowledge entries and changes to automated systems’ parameters | (7) Normally verbalises and acknowledges entries and changes to automated systems’ parameters   | (7) Consistently verbalises and acknowledges entries and changes to automated systems’ parameters |

## ASSESSMENT CRITERIA

**Task: Team building (*leadership/followership/concern for tasks*)**

***Objective:***

To determine that the candidate:

- (a) Utilises all available resources to accomplish the task at hand within the time available (**critical element**).
- (b) Demonstrates a desire to achieve the most effective operation possible.
- (c) Coordinates flight deck activities to establish and maintain a proper balance between authority and assertiveness.
- (d) Acts decisively when the situation requires.
- (e) Recognises and deals with the demands on resources posed by the operation of automated systems.
- (f) Disengages automated systems when programming demands could reduce situational awareness or create work overload.

***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Observe the candidate's leadership, followership and concern for tasks, and determine that the performance meets the objectives.

**Team Building (Leadership/Followership/Concern for Tasks)**

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |   |
|--|--|---|
| (1) Does not utilise all available resources or effectively manage time to accomplish the task at hand | (1) Adequately utilises resources and time to accomplish the task at hand<br><b>(critical element)</b> | (1) Utilises all available resources and effectively manages time to accomplish the task at hand                      |
| (2) Does not demonstrate a desire to achieve an operation  | (2) Demonstrates an adequate desire to achieve an effective operation                                  | (2) Demonstrates a desire to achieve the most effective operation possible  |
| (3) Flight deck activities are not well coordinated  | (3) Adequately coordinates flight deck activities  | (3) Coordinates flight deck activities to establish and maintain a proper balance between authority and assertiveness |
| (4) Does not act decisively when the situation requires  | (4) Normally acts decisively when the situation requires   | (4) Consistently acts decisively when the situation requires  |
| (5) Is unaware of the demands on resources posed by the operation of automated systems                 | (5) Adequately manages the operation of automated systems  | (5) Recognises and deals with the demands on resources posed by the operation of automated systems                    |
| (6) Does not disengage automated systems at appropriate times  | (6) Adequately manages the operation of automated systems  | (6) Disengages automated systems when programming demands could reduce situational awareness or create work overload  |

## ASSESSMENT CRITERIA

**Task: Team building (*interpersonal relationships/group climate*)**

***Objective:***

To determine that the candidate:

- (a) Remains calm under stressful conditions.
- (b) Shows sensitivity and the ability to adapt to other crew members personalities and personal characteristics (**critical element**).
- (c) Ensures that the appropriate group climate is established and maintained.
- (d) Recognises the effect of stress and fatigue on performance.
- (e) Recognises the symptoms of psychological stress and fatigue in self and other crew members, and draws them back into the team.
- (f) Checks in with other crew members during times of low communications, to see how they are doing.

***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Observe the candidate's interpersonal relationships, establishment and maintenance of an appropriate group climate and determine that the performance meets the objectives.

**Team Building (*Interpersonal Relationships/Group Climate*)**

**Rating** 70 85 100

**Not yet competent**

**COMPETENT**

|  |   |   |
|--|---|---|
| (1) Does not remain calm under stressful conditions  | (1) Remains reasonably calm under stressful conditions  | (1) Remains calm under stressful conditions   |
| (2) Does not adapt to other crew members personalities and personal characteristics              | (2) Adequately adapts to other crew members personalities and personal characteristics ( <b>critical element</b> )            | (2) Shows sensitivity and the ability to adapt to other crew members personalities  |
| (3) Is unaware of group climate or the effect of stress and fatigue on performance               | (3) Creates and maintains an adequate group climate and shows an awareness of the effect of stress and fatigue on performance | (3) Ensures that the appropriate group climate is established and maintained and recognises the effect of stress and fatigue on performance |
| (4) Is unaware of the symptoms of psychological stress and fatigue in self or other crew members | (4) Demonstrates an awareness of the symptoms of psychological stress and fatigue in self or other crew members               | (4) Recognises the symptoms of psychological stress and fatigue in self and other crew members, and draws them back into the team           |
| (5) Does not interact with other crew members during times of low communications                 | (5) Checks in with other crew members during times of low communications, to see how they are doing                           |   |

## ASSESSMENT CRITERIA

### **Task: Workload management and situational awareness (preparation/planning/vigilance)**

#### ***Objective:***

To determine that the candidate:

- (a) Demonstrates situational awareness and shares their “model” of what is happening with other crew members (**critical element**).
- (b) Monitors all instruments and communications, sharing relevant information with the rest of the crew.
- (c) Avoids “tunnel vision” under stress, stating or asking for the “big picture”.
- (d) Is aware of factors such as stress that can reduce vigilance, thus monitoring the performance of other crew members.
- (e) Stays ahead of the aircraft in preparing for expected or contingency situations (including approaches, weather, etc).
- (f) Includes all appropriate crew members in the planning process.
- (g) Verbally ensures that appropriate crew are aware of plans.
- (h) Plans for sufficient time to programme automated systems.
- (i) Ensures that all crew members are aware of the status of and changes to automated systems.

#### ***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Observe the candidate’s preparation, planning and vigilance, and determine that the performance meets the objectives.

**Workload Management and Situational Awareness (*Preparation/Planning/Vigilance*)**

**Rating** 70 **85** **100**

**Not yet competent** **COMPETENT**

|   |  |   |
|---|--|---|
| (1) Pays little attention to situational awareness with little or no idea of the state of their aircraft      | (1) Maintains an adequate level of situational awareness ( <b>critical element</b> )                     | (1) Demonstrates situational awareness and shares their “model” of what is happening with other crew members                              |
| (2) Is erratic in the monitoring of instruments and communications  | (2) Monitors all instruments and communications, sharing relevant information with the rest of the crew  |   |
| (3) Does not adequately manage their own stress levels or monitor the performance of other crew members       | (3) Adequately manages their own stress levels and monitors the performance of other crew members        | (3) Avoids “tunnel vision” under stress, and monitors the performance of other crew members   |
| (4) Falls behind the aircraft and does not adequately prepare for expected or contingency situations          | (4) Keeps up with the aircraft and adequately prepares for expected or contingency situations            | (4) Stays ahead of the aircraft in preparing for expected or contingency situations   |
| (5) Does not include appropriate crew members in the planning process, or ensure that they are aware of plans | (5) Includes all appropriate crew members in the planning process, ensuring that they are aware of plans |   |
| (6) Does not adequately manage the operation of automated systems   | (6) Adequately manages the operation of automated systems  | (6) Plans for sufficient time to programme automated systems, ensuring that all crew members are aware of the status of automated systems |

## ASSESSMENT CRITERIA

### **Task: Workload management and situational awareness (workload distribution/distraction avoidance)**

#### ***Objective:***

To determine that the candidate:

- (a) Clearly acknowledges and communicates work priorities and workload distribution to other crew (**critical element**).
- (b) Takes action to distribute tasks and maximise efficiency.
- (c) Admits and reports work overloads.
- (d) Recognises and reports overload in others.
- (e) Makes sure that non-operational factors, such as social interaction, does not interfere with necessary task duties.
- (f) Prioritises secondary operational tasks, e.g. dealing with passenger needs or company communications, to allow sufficient resources for dealing effectively with primary flight duties.
- (g) Recognises potential distractions posed by automated systems and takes appropriate preventative action, including disengaging.

#### ***Action:***

The examiner will:

- (a) Role play the positions of co-pilot and cabin crew as required.
- (b) Observe the candidate's workload distribution and distraction avoidance, and determine that the performance meets the objectives.



**Workload Management and Situational Awareness (*Workload Distribution/Distracton Avoidance*)**

**Rating** 70 **85** **100**

**Not yet competent**

**COMPETENT**

|  |   |   |
|--|---|---|
| (1) Does not adequately manage work priorities and workload distribution                             | (1) Adequately manages work priorities and workload distribution ( <b>critical element</b> )            | (1) Clearly acknowledges and communicates work priorities and workload distribution to other crew                             |
| (2) Does not evenly or efficiently distribute tasks  | (2) Adequately distributes tasks  | (2) Takes action to distribute tasks and maximise efficiency  |
| (3) Ignores the workload of self or others   | (3) Admits and reports work overloads in self and recognises and reports overload in others             |   |
| (4) Allows non-operational factors to interfere with necessary task duties                           | (4) Adequately controls non-operational factors, to avoid their interference with necessary task duties | (4) Makes sure that non-operational factors do not interfere with necessary task duties                                       |
| (5) Allows secondary operational tasks to distract crew from or interfere with primary flight duties | (5) Adequately manages the distraction of secondary operational tasks                                   | (5) Prioritises secondary operational tasks, to allow sufficient resources for dealing effectively with primary flight duties |
| (6) Does not adequately manage the operation of automated systems                                    | (6) Adequately manages the operation of automated systems   | (6) Recognises potential distractions posed by automated systems and takes appropriate preventative action                    |

## ASSESSMENT CRITERIA

**Task: Communications with cabin crew, company and passengers**

***Objective:***

To determine that the candidate:

- (a) Communicates relevant information with cabin crew.
- (b) Communicates relevant information with company.
- (c) Makes passenger announcements when appropriate.

***Action:***

The examiner will:

- (a) Role play the position of cabin crew and/or company as required.
- (b) Observe the candidate's communication with cabin crew, company and passengers, and determine that the performance meets the objectives.

### Communications with Cabin Crew, Company and Passengers

**Rating** 70 85 100

| <b>Not yet competent</b>  | <b>COMPETENT</b>  |  |
|---|---|--|
| (1) Does not communicate relevant information with crew in a timely manner    | (1) Communicates adequately with cabin crew                 | (1) Communicates relevant information with cabin crew in a timely and assertive manner   |
| (2) Does not communicate relevant information with company in a timely manner | (2) Communicates adequately with company                    | (2) Communicates relevant information with company crew in a timely and assertive manner |
| (3) Does not make passenger announcements when appropriate                    | (3) Makes adequate passenger announcements when appropriate | (3) Makes passenger announcements when appropriate, and in a calm and assertive manner   |

## ASSESSMENT CRITERIA

### **Task: Completion of checks and use of checklists**

#### *Objective:*

To determine that the candidate:

- (a) Uses normal checklists at appropriate times and as applicable to the phase of flight.
- (b) Uses emergency checklists and quick reference handbook (QRH) at appropriate times during the flight.

#### *Action:*

The examiner will:

- (a) Observe the candidate's use of checklists and quick reference handbook (QRH), and determine that the performance meets the objective.



## ASSESSMENT CRITERIA

### **Task: ATS procedures and compliance**

#### *Objective:*

To determine that the candidate:

- (a) Obtains information from ATIS when appropriate (if available).
- (b) Obtains clearances and otherwise complies with ATS instructions when applicable.
- (c) Reads back appropriate instructions, information and clearances.
- (d) Records and complies with clearances and instructions.

#### *Action:*

The examiner will:

- (a) Observe and monitor the candidate's receipt and copying of ATIS information.
- (b) Observe and monitor compliance with ATS clearances and other instructions.
- (c) Monitor the candidate's read back of instructions, information and clearances.
- (d) Place emphasis on the candidate's recording of and compliance with clearances.

## ATS Procedures and Compliance

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |  |  |
|---|--|--|
| (1) Does not obtain ATIS when it is appropriate and available   | (1) Obtains ATIS but does not record it                          | (1) Obtains and records ATIS   |
| (2) Attempts to taxi, take-off, land or otherwise proceed without a clearance, when one is required     | (2) Obtains a clearance when required                            | (2) Obtains a clearance or broadcasts intentions as and when appropriate         |
| (3) Fails to read back vital information  | (3) Reads back vital instructions, information and clearances    | (3) Reads back all appropriate instructions, information and clearances          |
| (4) Does not record clearances  | (4) Records and reads back all vital instructions and clearances | (4) Records and reads back all clearances  |
| (5) Does not comply with clearances and instructions or complies without regard to aircraft performance | (5) Complies with clearances and instructions                    | (5) Evaluates clearances and instructions, complying or rejecting as appropriate |

## ASSESSMENT CRITERIA

### **Task: RTF procedures**

#### *Objective:*

To determine that the candidate:

- (a) Listens to communications from ground stations and other aircraft.
- (b) Uses the aircraft's radio to communicate clearly and concisely.
- (c) Uses correct aeronautical phraseology at all times with appropriate assertiveness.
- (d) Tunes, tests and operates the transponder as required.

#### *Action:*

The examiner will:

- (a) Monitor the candidate's communications and determine that the candidate's performance meets the objectives.
- (b) Place emphasis on the use of standard phraseology.
- (c) Monitor all transmissions made by the candidate for the appropriate level of assertiveness and correctness.
- (d) Observe the candidate's tuning, testing and operation of the transponder equipment and determine that the candidate's performance meets the objectives.



**RTF Procedures**

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |   |
|--|---|---|
| (1) Pays little attention to radio in high traffic density airspace and/or frequently misses radio traffic | (1) Maintains an adequate listening watch               | (1) Maintains a continuous listening watch, guarding the appropriate radio frequencies and encourages a “quiet cockpit” |
| (2) Communication style un-intelligible on radio   | (2) Communicates adequately by radio                    | (2) Uses a clear concise, and well-modulated voice when communicating by radio  |
| (3) Frequently uses slang and/or incorrect aviation phraseology  | (3) Uses correct aviation phraseology most of the time  | (3) Uses correct aviation phraseology at all times  |
| (4) Uses slang or adopts a non-assertive, excessively assertive or verbose communication style             | (4) Communicates in an adequately assertive manner      | (4) Communicates in an appropriately authoritative and assertive manner   |
| (5) Does not tune, test or operate the transponder correctly   | (5) Tunes, tests and operates the transponder correctly | (5) Tunes, tests and operates the transponder correctly in a timely manner  |

## ASSESSMENT CRITERIA

### **Task: Loss of communications procedures**

#### *Objective:*

To determine that the candidate:

- (a) Demonstrates an adequate knowledge of the procedure to be followed in the event of a communications failure during various phases of flight.

#### *Action:*

The examiner will:

- (a) Question the candidate on loss of communications procedures and determine that the candidate's performance meets the objective.

**Loss of Communication Procedures**

**Rating** \_\_\_\_\_ **70** \_\_\_\_\_ **85** \_\_\_\_\_ **100**

**Not yet competent** **COMPETENT**

|   |  |  |
|---|--|--|
| <p>(1) Knowledge of the general procedure to adopt is inadequate</p>        | <p>(1) Demonstrates an adequate general knowledge of loss of communications procedures</p>             | <p>(1) Demonstrates a sound general knowledge of loss of communications procedures following a communications failure in flight (and carries a cell phone)</p> |
| <p>(2) Takes an unduly long time to determine the appropriate procedure</p> | <p>(2) Is able to use a checklist or AIP to correctly demonstrate loss of communications procedure</p> | <p>(2) With the aid of a checklist or AIP promptly demonstrates the correct response to communication failures in specified flight conditions</p>              |

## ASSESSMENT CRITERIA

### Task: Aircraft handling by reference to instruments

#### *Objective:*

To determine that the candidate:

- (a) Is capable of achieving and maintaining straight and level flight at the cleared or nominated altitudes  $\pm 100$  feet and at the nominated headings  $\pm 5$  degrees.
- (b) Is capable of entering, maintaining, and exiting from turning manoeuvres with smooth and coordinated control applications, maintaining or levelling at cleared or nominated altitudes  $\pm 100$  feet.
- (c) Uses an angle of bank appropriate to the procedure.
- (d) Is capable of maintaining a nominated climbing or descending airspeeds  $\pm 5$  knots.
- (e) Is capable of maintaining a nominated climbing or descending headings  $\pm 5$  degrees.
- (f) Is capable of maintaining the aircraft in balanced flight during all normal flight manoeuvres.

#### *Action:*

The examiner will:

- (a) Nominate manoeuvres as required.
- (b) Place emphasis on the candidate's demonstration of power/thrust setting, attitude and balance control.
- (c) Observe the candidate's performance and determine that it meets the objectives.

## Aircraft Handling by Reference to Instruments

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Frequently deviates from or maintains the nominated altitude in excess of 100ç         | (1) Maintains the nominated altitude within $\pm 100\text{ç}$   | (1) Accurately maintains the nominated altitude at all times   |
| (2) Frequently deviates from or maintains the nominated heading in excess of $\pm 5^\circ$ | (2) Maintains the nominated heading but with occasional deviations of up to $\pm 5^\circ$                                 | (2) Accurately maintains the nominated heading at all times  |
| (3) Frequently deviates from the nominated altitude in excess of 100ç                      | (3) Enters, maintains and exits from turns at the nominated altitude with altitude deviations less than $\pm 100\text{ç}$ | (3) Enters, maintains, and exits from turns smoothly and accurately maintaining the nominated altitude |
| (4) Does not maintain a constant angle of bank   | (4) Maintains a rate one turn or the nominated angle of bank $\pm 5^\circ$  | (4) Accurately maintains a rate one turn or the nominated angle of bank                                |
| (5) Frequently exceeds $\pm 5$ knots of the nominated climbing or descending speed         | (5) Maintains the nominated climbing or descending speed within $\pm 5$ knots   | (5) Accurately maintains the nominated climbing and descending airspeed                                |
| (6) Frequently exceeds $\pm 5^\circ$ of the nominated climbing or descending heading       | (6) Maintains the nominated climbing or descending heading with occasional deviations of up to $\pm 5^\circ$              | (6) Maintains the nominated climbing and descending heading accurately                                 |
| (7) Flying in an out of balance condition in excess of $\frac{1}{4}$ ball deflection       | (7) Maintains balance but with maximum deviations of $\frac{1}{4}$ ball deflection  | (7) Maintains the aircraft accurately in balance at all times  |

## ASSESSMENT CRITERIA

### Task: Use of automation

#### *Objective:*

To determine that the candidate:

- (a) Carries out serviceability checks prior to utilising the autopilot in flight.
- (b) Can effectively utilise the autopilot and monitor its performance in flight (**critical element**).
- (c) Knows the limitations and capabilities of the autopilot.
- (d) Can recognise failure of the autopilot in flight.
- (e) Can execute an ILS, GPS, VOR or NDB approach using an appropriate autopilot in the approach mode.
- (f) Transitions from an autopilot (coupled if applicable) approach to a manual approach at the autopilot limiting altitude or at the MAP or DA; and/or
- (g) Initiates a missed approach from MAP using the missed approach mode if it is within autopilot capability.

#### *Action:*

The examiner will:

- (a) Observe the candidate's functional test of autopilot serviceability prior to flight.
- (b) Require the candidate to demonstrate in-flight use of the autopilot as appropriate to the operation.
- (c) Observe the candidate's performance and determine that it meets the objectives.
- (d) Question the candidate on the limitations of the autopilot.
- (e) Observe the candidate's performance in using the automatics during approach and determine that it meets the objectives.

## Use of Automation

**Rating** **70** **85** **100**  
**Not yet competent** **COMPETENT**

|  |  |   |
|--|--|---|
| (1) Does not check autopilot prior to flight   | (1) Carries out a satisfactory pre-flight autopilot check  | (1) Carries out a thorough pre-flight autopilot check IAW the checklist   |
| (2) Is unable to use the autopilot   | (2) Uses the basic autopilot functions   | (2) Can fully utilise all autopilot functions in flight   |
| (3) Does not monitor autopilot performance   | (3) The candidate tests, confirms and monitors autopilot functions ( <b>critical element</b> )   | (3) Demonstrates a thorough knowledge of autopilot functions and limitations  |
| (4) Does not recognise and/or react to an autopilot malfunction in a timely manner   | (4) Recognises autopilot failure in flight and takes corrective action   | (4) Immediately recognises autopilot failure in flight and promptly takes corrective action   |
| (5) Exceeds an autopilot limitation or attempts to override autopilot inputs without disengaging it                                      | (5) Has a basic knowledge of autopilot limitations and remains within them   | (5) Has a thorough knowledge of autopilot capabilities and limitations and remains within them  |
| (6) Ignorant of autopilot approach mode functions  | (6) Demonstrates adequate knowledge of autopilot approach mode functions   | (6) Demonstrates thorough knowledge of autopilot approach mode functions  |
| (7) Excessive delay in transitioning from an autopilot coupled approach to a manual approach at the autopilot limiting height, or at MAP | (7) Transitions from an autopilot coupled approach to a manual approach at the autopilot limiting height, or at MAP with minimal delay | (7) Transitions from an autopilot coupled approach to a manual approach at the autopilot limiting height or, or at MAP as appropriate |
| (8) Delays in initiating missed approach using MA mode   | (8) Initiates missed approach from the MAP using MA mode   | (8) Promptly initiates missed approach from the MAP using MA mode   |

## ASSESSMENT CRITERIA

### **Task: Navaid management and tracking**

#### *Objective:*

To determine that the candidate:

- (a) Tunes, identifies and tests the aircraft's navigational equipment in accordance with company procedures and the manufacturer's instructions.
- (b) Can intercept and track specified tracks using the navigation aids fitted to the aircraft.

#### *Action:*

The examiner will:

- (a) Observe the candidate's tuning, identification and testing of navigational equipment and determine that the candidate's performance meets the objectives.
- (b) Observe the candidate's use of navigational aids to intercept and maintain specified track, and determine that the candidate's performance meets the objectives.





## ASSESSMENT CRITERIA

### **Task: Systems operation and procedures**

#### *Objective:*

To determine that the candidate:

- (a) Demonstrates an adequate knowledge of the aircraft's systems.
- (b) Monitors the performance of all systems.
- (c) Operates and manages the aircraft's systems in accordance with the aircraft flight manual and/or company procedures.

#### *Action:*

The examiner will:

- (a) Question the candidate on the normal, abnormal and backup functions of the aircraft systems.
- (b) Question the candidate on systems limitations.
- (c) Observe the candidate's monitoring, operation and management of the aircraft's systems, and determine that the performance meets the objective



## ASSESSMENT CRITERIA

### **Task: Management of a system malfunction**

#### *Objective:*

To determine that the candidate:

- (a) Identifies the indications of a system malfunction.
- (b) Interprets the indications of a system malfunction.
- (c) Performs the appropriate procedure(s) for the management of a system malfunction.
- (d) Maintains control of the aircraft and its flight path.

#### *Action:*

The examiner will:

- (a) Simulate a malfunction in one or more of the aircraft's systems, without risk to aircraft or crew (VMC recommended in other than simulators). Only one system malfunction should be simulated at any given time, unless a malfunction in a subsequent system is a logical consequence of the initial malfunction.
- (b) Question the candidate on memory/recall actions applicable to any system malfunction.
- (c) Observe the candidate's management of a simulated (or actual) system malfunction, and determine that the performance meets the objectives.

## Management of a Systems Malfunction

**Rating** **70** **85** **100**

**Not yet competent**

**COMPETENT**

|  |  |   |
|--|--|---|
| (1) Does not, or is unreasonably slow at identifying the indications of a system malfunction                 | (1) Adequately identifies the indications of a system malfunction  | (1) Promptly identifies the indications of a system malfunction   |
| (2) Does not accurately interpret the indications of, or misidentifies, a systems malfunction                | (2) Adequately interprets the indications of a system malfunction  | (2) Promptly and accurately interprets the indications of a system malfunction                          |
| (3) Does not perform the appropriate procedure(s) for the management of a system malfunction                 | (3) Adequately performs the appropriate procedure(s) for the management of a system malfunction                        | (3) Performs the appropriate procedure(s) for the management of a system malfunction in a timely manner |
| (4) Does not maintain control of the aircraft and its flight path without prompting from the flight examiner | (4) Adequately maintains control of the aircraft and its flight path, with minimal prompting from the pilot monitoring | (4) Consistently maintains accurate control of the aircraft and its flight path                         |

## ASSESSMENT CRITERIA

### **Task: Emergency equipment**

#### *Objective:*

To determine that the candidate:

- (a) Demonstrates an adequate knowledge of the location of emergency equipment.
- (b) Demonstrates an adequate knowledge of the purpose and use of emergency equipment.

#### *Action:*

The examiner will:

- (a) Question the candidate on the location, purpose and use of emergency equipment.

**Emergency Equipment**

**Rating** \_\_\_\_\_ **70** \_\_\_\_\_ **85** \_\_\_\_\_ **100**  
**Not yet competent** **COMPETENT**

|  |  |  |
|--|--|--|
| (1) Is ignorant of the location and/or the purpose or use of emergency equipment | (1) Locates emergency equipment and has an adequate understanding of its purpose and use | (1) Demonstrates a thorough knowledge of the location, and understanding of the purpose and use of emergency equipment |
|--|--|--|

## ASSESSMENT CRITERIA

**Task: Unusual attitudes (*upset recovery*) (critical task)**

***Objective:***

To determine that the candidate:

- (a) Demonstrates the ability to recover from unusual attitudes as appropriate to the aircraft size and type (**critical element**).

***Action:***

The examiner will:

- (a) Take control and manoeuvre the aircraft to place it in an unusual attitude appropriate to the aircraft type and size, without endangering the aircraft or crew (VMC recommended in other than simulators).
- (b) Instruct the candidate to recover to straight and level flight initially, thence to return to the nominated altitude and heading.
- (c) Observe the candidate's subsequent actions and determine that they meet the objective.



**Unusual Attitudes (*Upset Recovery*)**

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|   |   |   |
|---|---|---|
| (1) Incorrectly identifies the aircraft's attitude using all available instruments        | (1) Correctly identifies the aircraft's attitude using all available instruments<br><b>(critical element)</b>                       | (1) Immediately recognises the aircraft's attitude using all available instruments  |
| (2) Over controls and/or applies inappropriate flying control and/or power inputs         | (2) Applies flying control and power inputs to complete a recovery with only minor hesitation or delay<br><b>(critical element)</b> | (2) Immediately and appropriately applies appropriate flying control and power inputs to complete a smooth recovery                 |
| (3) Enters a second unusual attitude while attempting to regain straight and level flight | (3) Returns to straight and level flight without undue over controlling or delay<br><b>(critical element)</b>                       | (3) Promptly regains straight and level flight, returning to the reference altitude and heading in an appropriate and timely manner |

## ASSESSMENT CRITERIA

### **Task: Management of ACAS advisories**

#### *Objective:*

To determine that the candidate:

- (a) Interprets ACAS advisory information on aircraft displays.
- (b) Reacts appropriately to an ACAS advisory.
- (c) Performs the appropriate ACAS Resolution Advisory (RA) actions.

#### *Action:*

The examiner will:

- (a) Simulate traffic advisories and resolution advisories as required to assess the candidate's ability to meet the objectives.
- (b) Observe the candidate's interpretation of ACAS displays, reaction to advisories and performance of RA actions, and determine that the performance meets the objectives.
- (c) Question the candidate on the ACAS displays and associated systems, and limitations associated with ACAS warnings.
- (d) Question the candidate on the priority between ACAS RAs and ATC clearances and instructions.

## Management of ACAS Advisories

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Is ignorant of ACAS advisory information on aircraft displays  | (1) Adequately interprets ACAS advisory information on aircraft displays  | (1) Immediately and accurately interprets ACAS advisory information on aircraft displays   |
| (2) Does not react appropriately to an ACAS advisory   | (2) Reacts appropriately to an ACAS advisory  | (2) Reacts immediately and appropriately to an ACAS advisory   |
| (3) Does not adequately perform the ACAS Resolution Advisory (RA) actions                                  | (3) Adequately performs the ACAS Resolution Advisory (RA) actions   | (3) Immediately performs the appropriate ACAS Resolution Advisory (RA) actions   |
| (4) Is ignorant of the ACAS displays and associated systems, and limitations associated with ACAS warnings | (4) Demonstrates an adequate knowledge of the ACAS displays and associated systems, and limitations associated with ACAS warnings | (4) Demonstrates a thorough knowledge of the ACAS displays and associated systems, and limitations associated with ACAS warnings |
| (5) Is ignorant of the priority between ACAS RAs and ATC clearances and instructions                       | (5) Demonstrates an adequate knowledge of the priority between ACAS RAs and ATC clearances and instructions                       | (5) Demonstrates a thorough knowledge of the priority between ACAS RAs and ATC clearances and instructions                       |

## ASSESSMENT CRITERIA

### **Task: Go-around from a GPWS alert (if applicable)**

#### *Objective:*

To determine that the candidate:

- (a) Recognises a GPWS alert.
- (b) Reacts appropriately to a GPWS alert (**critical element**).
- (c) Performs the appropriate GPWS recovery actions.

#### *Action:*

The examiner will:

- (a) Programme the simulator (if applicable) to produce a GPWS alert on takeoff, climb, descent or approach to land.
- (b) Observe the candidate's recognition, reaction and recovery from a simulated GPWS alert, and determine that the performance meets the objectives.
- (c) Question the candidate on the GPWS warning modes, and limitations associated with GPWS warnings.

**Go-around from a GPWS Alert (if applicable)**

**Rating** **70** **85** **100**

**Not yet competent**

**COMPETENT**

|  |   |  |
|--|---|--|
| (1) Does not recognise a GPWS alert  | (1) Recognises a GPWS alert   | (1) Immediately recognises a GPWS alert  |
| (2) Does not react appropriately to a GPWS alert   | (2) Reacts appropriately to a GPWS alert<br><b>(critical element)</b>   |  |
| (3) Does not Perform the appropriate GPWS recovery actions                               | (3) Performs the appropriate GPWS recovery actions  |  |
| (4) Is ignorant of the GPWS warning modes, and limitations associated with GPWS warnings | (4) Demonstrates an adequate knowledge of the GPWS warning modes, and limitations associated with GPWS warnings | (4) Demonstrates a thorough knowledge of the GPWS warning modes, and limitations associated with GPWS warnings |

## ASSESSMENT CRITERIA

### **Task: Recovery from a wind shear encounter**

#### *Objective:*

To determine that the candidate:

- (a) Identifies the indications of a wind shear encounter.
- (b) Reacts appropriately to a wind shear encounter.
- (c) Performs the appropriate escape manoeuvres to recover from a wind shear encounter.

#### *Action:*

The examiner will:

- (a) Programme the simulator (if applicable) to produce a wind shear encounter of moderate intensity on takeoff or final approach to land.
- (b) Simulate a wind shear of moderate intensity on takeoff or final approach to land by calling a positive or negative value.
- (c) Observe the candidate's recognition and recovery from a simulated wind shear encounter, and determine that the performance meets the objectives.
- (d) Question the candidate on the indications of a potential wind shear environment, techniques for minimising the wind shear threat, and limitations associated with the recovery from wind shear.

## Recovery from a Wind Shear Encounter

**Rating** **70** **85** **100**

**Not yet competent**

**COMPETENT**

|   |  |   |
|---|--|---|
| (1) Fails to recognise, the indications of wind shear   | (1) Identifies the indications of a wind shear encounter   | (1) Immediately identifies the indications of a wind shear environment and takes appropriate action to avoid an encounter   |
| (2) Does not adequately perform the appropriate escape manoeuvres to recover from a wind shear encounter  | (2) Adequately performs the appropriate escape manoeuvres to recover from a wind shear encounter   | (2) Immediately performs the appropriate escape manoeuvres to minimise the effect of, and recover from, a wind shear encounter  |
| (3) Is ignorant of the indications of a potential wind shear environment, techniques for minimising the wind shear threat, and limitations associated with the recovery from wind shear | (3) Demonstrates an adequate knowledge of the indications of a potential wind shear environment, techniques for minimising the wind shear threat, and limitations associated with the recovery from wind shear | (3) Demonstrates a thorough knowledge of the indications of a potential wind shear environment, techniques for minimising the wind shear threat, and limitations associated with the recovery from wind shear |

## ASSESSMENT CRITERIA

### **Task: Knowledge of flight rules**

#### *Objective:*

To determine that the candidate:

- (a) Demonstrates an adequate knowledge of the Civil Aviation Rules pertaining to multi-crew, IFR flight in Part 125 or 121 air operations.

#### *Action:*

The examiner will:

- (a) Question the candidate on the Civil Aviation Rules pertaining to multi-crew, IFR flight in Part 125 or 121 air operations.
- (b) Place emphasis on the candidate's adherence to and application of the applicable rules.



### Knowledge of Flight Rules

**Rating** **70** **85** **100**  
**Not yet competent** **COMPETENT**

|   |   |  |
|---|---|--|
| (1) Does not demonstrate an adequate knowledge of the Civil Aviation Rules pertaining to multi-crew, IFR flight in Part 125 or 121 air operations | (1) Demonstrates an adequate knowledge of the Civil Aviation Rules pertaining to multi-crew, IFR flight in Part 125 or 121 air operations | (1) Demonstrates a thorough knowledge of the Civil Aviation Rules pertaining to multi-crew, IFR flight in Part 125 or 121 air operations |
| (2) Does not adhere to or apply applicable flight rules   | (2) Adheres to and applies applicable flight rules  |  |

## ASSESSMENT CRITERIA

### **Task: Adherence to the organisation's SOP's (critical task)**

#### *Objective:*

To determine that the candidate:

- (a) Demonstrates an adequate knowledge of the organisation's Standard Operating Procedures (SOP's) (**critical element**).
- (b) Recognises the need to maintain adherence to SOP's (**critical element**).
- (c) Demonstrates an adequate adherence to the organisation's SOP's (**critical element**).
- (d) Sets expectations for how deviations from SOP's are to be handled by crew (**critical element**).

#### *Action:*

The examiner will:

- (a) Question the candidate on the organisation's SOP's.
- (b) Place emphasis on the candidate's adherence to the SOP's and management of deviations from SOP's.
- (c) Observe the candidate's performance and determine that it meets the objectives.

### Adherence to the Organisation's SOP's

**Rating**

**70**

**85**

**100**

**Not yet competent**

**COMPETENT**

|  |  |   |
|--|--|---|
| (1) Does not demonstrate an adequate knowledge of the organisation's Standard Operating Procedures (SOP's) | (1) Demonstrates an adequate knowledge of the organisation's Standard Operating Procedures ( <b>critical element</b> ) | (1) Demonstrates a thorough knowledge of the organisation's Standard Operating Procedures (SOP's) |
| (2) Does not show an understanding of the need to maintain adherence to SOP's                              | (2) Recognises the need to maintain adherence to SOP's ( <b>critical element</b> )                                     | (2) Advocates the need to maintain adherence to SOP's with other crew                             |
| (3) Does not adequately demonstrate an adherence to the organisation's SOP's                               | (3) Demonstrates an adequate adherence to the organisation's SOP's ( <b>critical element</b> )                         | (3) Demonstrates a thorough and consistent adherence to the organisation's SOP's                  |
| (4) Does not set expectations for how deviations from SOP's are to be handled by crew                      | (4) Sets expectations for how deviations from SOP's are to be handled by crew ( <b>critical element</b> )              |   |

## ASSESSMENT CRITERIA

### Task: Lookout in VMC

#### *Objective:*

To determine that the candidate:

- (a) Maintains the correct scanning technique both on the ground and in the air during operations in VMC, for separation from other aircraft and terrain avoidance (**critical element**).
- (b) Communicates information about traffic or terrain to other crew.

#### *Action:*

The examiner will:

- (a) Observe the candidate's lookout performance during flight in VMC, and determine that it meets the objectives.
- (b) Require the candidate to report on the position of other aircraft during flight in VMC.

### Lookout in VMC

**Rating** **70** **85** **100**

**Not yet competent** **COMPETENT**

|   |  |  |
|---|--|--|
| (1) Lookout during operations in VMC is grossly deficient - examiner needs to intervene | (1) Maintains an adequate lookout during operations in VMC ( <b>critical element</b> ) | (1) Maintains a continuous and systematic lookout both on the ground and in the air during operations in VMC |
| (2) Sporadic at communicating information about traffic or terrain to other crew        | (2) Adequately communicates information about traffic or terrain to other crew         | (2) Immediately communicates information about traffic or terrain to other crew                              |

