CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

FLIGHT TEST STANDARDS GUIDE

RECREATIONAL AND PRIVATE PILOT LICENCE ISSUE

and

BIENNIAL FLIGHT REVIEW (BFR)

AEROPLANE

Assessment criteria for the guidance of flight examiners and instructors

Revision 9 Issued April 2016

Content

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 with assistance from Ritchie de Montalk of Massey University. 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 141 flight testing organisations
- Delegated flight testing organisations
- All flight examiners

Category A or B flight instructors undertaking Biennial Flight Reviews are to use the prescribed parameters and continue instruction until competence is achieved in each task.

Any feedback regarding this publication should be directed to info@caa.govt.nz

Change Notice

Minor editorial, advice for Examiners.

Introduction

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

Standards relating to those skills for which instructors certify competence by logbook endorsement - namely navigation training, instrument flight training and night flight, are specified in the Advisory Circular to Part 61.

Flight instructors who conduct the BFR to RPL(A) or PPL(A) standard also use this guide, but continue instruction as required (over several flights if necessary) until the candidate demonstrates (without assistance) a performance that meets the requirements of the competence descriptors.

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.
- CAR Part 91 General Operating Flight Rules.
- Advisory Circular to Part 61, Pilot Licences and Ratings.
- NZAIP.
- Manufacturer's Pilot Operating Handbook.
- Aircraft Flight Manuals.
- Gronlund, N.E., & Linn, R.L. (1990). Measurement and evaluation in teaching. (6th ed.) New York: Macmillan.
- FAA Practical Test Standards.
- The Flight Instructor's Guide (a NZCAA GAP publication).

Publications recommended for further reference include;

- Aircraft Owners Pilot Association (AOPA) Manual - Private Pilot.

Flight test standard concept

Civil Aviation Rule (CAR) Part 61 and the associated Advisory Circular (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.

Where reference is made to recommended procedures, these are based on the New Zealand Flight Instructor's Guide.

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 and amendments are notified to those who have registered 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 competent performance 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.

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 law), 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 instruction.

Flight instructors who conduct BFRs may need to use all forms of evaluation to achieve the required demonstration of competence and therefore act as pilot in command and shall log the time as instruction.

Flight examiner responsibility

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

The examiner/instructor 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 or instructor will orally question the candidate on those elements.

For each task that involves both "knowledge and skill" elements, the flight examiner/instructor 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.

To minimise the risk of misunderstandings, the examiner or instructor 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 who will command ‘go around’ during forced landing exercises.

Advice to examiners

The RPL is not a lower licence, just a different medical standard.

Whether an aircraft can be used for a flight test or not is a function of the aircraft’s flight manual and it’s Certificate of Airworthiness. The following information is provided for instructors and examiners.

Aeroplane C of A’s acceptable for licence issue:

1. Standard category

2. Special category – LSA

3. Special category – Amateur built (where the candidate is owner).

Flight test standard description

TASKS are procedures and manoeuvres appropriate to the demonstration required for Recreational or Private Pilot Licence (Aeroplane) issue and Biennial Flight Review.

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 is not 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/instructor in ensuring that the task objective is met, and in some instances, alerts the flight examiner/instructor 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.

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 sustained deflection in slip or skid,

(e) exercising good judgement/decision making and maintaining situational awareness,

(f) applying aeronautical knowledge (principles of flight) to in-flight situations,

(g) completing all items in accordance with the tolerances prescribed in this guide, in smooth air and with a defined horizon,

(h) showing complete control of the aircraft, with the successful outcome of a task never seriously in doubt; and

(i) for the purpose of initial licence issue, 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. In the case of a BFR the instructor shall detail the further training required.

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 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 flight 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.

Consistently exceeding tolerances or failure to take prompt corrective action when tolerances are exceeded is unsatisfactory performance.

Flight that is maintained within the stated tolerances but consistently 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 during the issue flight test 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 the flight test guide

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

When the flight examiner/instructor 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/instructor is not required to follow the exact order in which the tasks appear. The flight examiner/instructor may change the sequence or combine tasks with similar objectives to save time. However, the objectives of all tasks must be demonstrated and evaluated at some time during the flight. Flight examiners/instructors 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 and instructors will place special emphasis on areas of aeroplane operation that are most critical to flight safety. Among these areas are correct aeroplane control, sound judgement in decision making, stall/spin awareness, spatial orientation, collision avoidance, wake turbulence avoidance, and use of checklists where appropriate. Although these areas may not be shown under each task, they 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.

Distractions in flight

Numerous studies indicate that accidents have occurred when a pilot's attention has been distracted. It is important, therefore, that the principles of *Threat and Error Management* are understood and mitigation strategies such as good control techniques, the ability to establish priorities and sound *airborne decision-making* are instilled in training.

Flight Examiners, Instructors and Trainees should be aware at all times that distractions are an inherent part of flight and an ever-present threat to safety.

Some examples that occur in training and testing are:

(a) simulating engine failure,
(b) identifying a field suitable for emergency landings,
(c) identifying features or objects on the ground,
(d) questioning by the flight examiner or instructor,
(e) general conversation,
(f) simulating adverse weather conditions,
(g) experiencing visual illusions.

Use of checklists

Throughout the flight the candidate is evaluated on the use of checklists. The candidate should complete an appropriate set of checks for the task in hand (take-off and landing, stalling, low flying).

The situation may be such that the use of a written checklist, while accomplishing the task, would be either unsafe or impractical. In such situations the checklists should be memorised.

Flight test prerequisites

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

(a) have a logbook record of the requisite flight training and experience, and

(b) hold appropriate current written examination credit(s), and

(c) have proof of their identity, and

(d) be at least seventeen years of age, and

(e) hold a current medical certificate (DL9) issued in accordance with rule 44(1) of the Land Transport (Driver Licensing) Rule or a class two medical certificate (or higher) as applicable.

Aircraft and equipment requirements for issue flight test

The candidate is required to provide an aircraft for the flight test. The aircraft must be equipped for, and its operating limitations must not prohibit, the 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) in the case of RPL issue or BFR, an aircraft that complies with the limited privileges of the licence.

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 attitude to aviation by;

(a) Arriving for the test or review;

1. Punctually
2. Suitably attired
3. Fit for flying.

(b) Presenting;

1. An up to date, summarised and certified pilot's logbook
2. A current AIP Volume 4 and VNC.

(c) Demonstrating knowledge of the privileges, limitations and currency requirements of a recreational or private pilot licence as applicable.

Action:

The examiner/instructor 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 and that the flight training syllabus has been completed.

(c) Determine, by inspection, that the candidate's AIP Volume 4 and VNC are current.

(d) Determine that the candidate has adequate knowledge of the privileges, limitations and currency requirements of the Recreational or Private Pilot Licence as applicable.

Personal Preparation

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Unacceptably late	(1) Late with acceptable excuse	(1) Arrives punctually
(2) Dressed inappropriately for flying (wears Jandals/high heels)	(2) Dress acceptable	
(3) Is physically or mentally unfit for test	(3) Fit but clearly nervous	(3) Fit and enthusiastic
(4) Logbook records incomplete, minimum flight times not met	(4) Logbook records substantially complete	(4) Logbook records are neat and complete in all respects
(5) Training syllabus not completed	(5) Minimum training syllabus completed	
(6) AIP Volume 4 and/or VNC are not available or not current	(6) AIP Volume 4 and VNC are available and current	(6) AIP Volume 4 and VNC are current and readily available throughout the flight
(7) Unaware of licence privileges, limitations and/or currency requirements	(7) Demonstrates a basic knowledge of privileges, limitations and currency requirements of the RPL or PPL as applicable	(7) Demonstrates a sound knowledge of the privileges, limitations and currency requirements of the applicable licence

ASSESSMENT CRITERIA

Task: Aircraft documents

Objective:

To determine that the candidate exhibits adequate knowledge of the;

(a) Certificate of Airworthiness.

(b) Aircraft technical log.

(c) Aircraft flight manual (including CAA forms 2173 and 2129) and associated pilot's operating handbook.

Action:

The examiner/instructor 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 limitations.

Aircraft Documents

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Has insufficient knowledge of the aircraft's documents	(1) Demonstrates a general knowledge of the aircraft's documents	(1) Demonstrates a thorough knowledge of the aircraft's documents
(2) Has insufficient knowledge of the aircraft's limitations	(2) Demonstrates a good general knowledge of the aircraft's limitations	(2) Demonstrates a sound knowledge of the aircraft's limitations

ASSESSMENT CRITERIA

Task: Weather, NZAIP and supplements

Objective:

To determine that the candidate;

(a) Exhibits adequate knowledge of aviation weather and flight planning data by obtaining, reading and analysing;

1. Aviation weather including ARFOR's, TAF's and METAR's with associated SPECI's and SIGMET's
2. NOTAM's

(b) Exhibits knowledge of the AIP Volume 4 and VNC contents and use.

(c) Makes a sound go/no-go decision based on the available weather and flight planning data.

Action:

The examiner/instructor will;

(a) Determine that the candidate has obtained all relevant weather and flight planning data relating to the flight or hypothetical cross-country flight.

(b) Require the candidate to analyse and explain the weather and relevant flight planning data, 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 4 and VNC.

(d) Place emphasis on the candidate's ability to interpret the weather and NOTAMs and to make a sound go/no go decision.

Weather, NZAIP and Supplements

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(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 obtain NOTAM's	(2) Obtains and reviews NOTAM's relevant to the proposed or hypothetical flight	(2) Obtains, reviews and demonstrates a thorough understanding of the relevance of NOTAM's to the proposed or hypothetical flight
(3) Cannot read TAF or METAR	(3) Demonstrates ability to read TAF, METAR and ARFOR's	(3) Demonstrates ability to analyse ARFOR's, TAF, METAR and SPECI, SIGMET if applicable
(4) Knowledge of the AIP Volume 4 and/or VNC contents seriously flawed	(4) Demonstrates an appropriate level of knowledge on the contents and use of the AIP Volume 4 and VNC	(4) Demonstrates a thorough understanding of the contents and use of the AIP Volume 4 and VNC
(5) Does not demonstrate an appreciation of the relevance of flight planning data to the proposed or hypothetical flight	(5) Demonstrates sufficient understanding of flight planning data to make a go/no go decision to the satisfaction of the examiner	(5) Demonstrates a thorough understanding of flight planning data and is able to make a sound go/no-go decision

ASSESSMENT CRITERIA

Task: Aircraft performance and operating requirements

Objective:

To determine that the candidate;

(a) Uses the appropriate performance charts or aircraft's flight manual, to calculate take-off and landing distances with due consideration to density altitude, runway slope, wind and any other relevant conditions in relation to private operations (within a reasonable time).

(b) Makes a sound decision on whether the required performance is within the aircraft's capability.

(c) Demonstrates knowledge of the Group Rating System.

(d) Demonstrates knowledge of the effects of seasonal and atmospheric conditions on the aircraft's performance.

Action:

The examiner/instructor will;

(a) Require the candidate to calculate the aircraft's take-off and landing distance for the flight 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 and operating limitations.

(c) Require the candidate to complete the calculations in (a) and (b) within a total of one hour.

(d) Require the candidate to explain the application of the Group Rating System.

(e) Require the candidate to describe the effects of seasonal conditions on the aircraft's performance.

Aircraft Performance and Operating Requirements

Rating 70 85 100

Not yet competent	COMPETENT	Ideal
(1) Uses inappropriate performance charts, tables or data	(1) Uses appropriate performance charts, tables and data	(1) Uses all appropriate performance charts, tables and data
(2) Uses inappropriate conditions for the calculation of take-off or landing distance, such that safety would be compromised	(2) Uses the appropriate conditions to calculate the take-off and landing distance for a private operation	(2) Uses the appropriate conditions to accurately and quickly calculate the take-off and landing distance for a private operation
(3) Cannot complete the calculations required in (1) and (2) within one hour	(3) Completes the calculations required in (1) and (2) within one hour	(3) Completes the calculations required in (1) and (2) within 30 minutes
(4) Fails to ensure sufficient runway length is available for take-off or landing	(4) Ensures sufficient runway length is available for take-off and landing through local knowledge	(4) Ensures sufficient runway length is available for take-off and landing by correctly comparing distance required to distance available
(5) Is unable to explain or apply the group rating system	(5) Explains the use of the group rating system	(5) Explains the use of the group rating system and applies its principles (as applicable) in flight
(6) Demonstrates inadequate knowledge of factors affecting aircraft performance in winter (ice) or summer (density altitude)	(6) Demonstrates a satisfactory knowledge of seasonal factors affecting aircraft performance	(6) Demonstrates a thorough knowledge of all seasonal factors affecting aircraft performance

ASSESSMENT CRITERIA

Task: Fuel management

Objective:

To determine that the candidate;

(a) Demonstrates competency in calculating fuel requirements including reserves, for a private operation, in accordance with CAR Part 91.

(b) Establishes the fuel quantity on board the aircraft prior to the flight and calculates endurance.

(c) Correctly operates the engine primer pump for starting in accordance with the aircraft's flight manual or checklist.

(d) Correctly operates the auxiliary fuel pump (if applicable) in accordance with the aircraft's flight manual or checklist.

(e) Selects the correct fuel tank for start, taxiing and take-off, and in flight correctly monitors fuel consumption and tank selection in accordance with the aircraft's flight manual or checklist.

Action:

The examiner/instructor will;

(a) 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 primer, fuel pump and tank selection 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**	**Ideal**
(1) Miscalculates fuel requirements	(1) Adequately calculates fuel requirements, including reserves	(1) Accurately calculates fuel requirements, including 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	(2) Accurately establishes the quantity of fuel on board and converts this to flight time, including reserve
(3) Mis-primes engine grossly and/or does not lock the primer after use	(3) Under or over primes slightly for the engine's temperature but properly locks the primer	(3) Primes correctly for the engine's temperature in accordance with the aircraft's flight manual and properly locks the primer after use
(4) Frequently misuses the auxiliary fuel pump	(4) Adequately operates the auxiliary fuel pump without compromising safety	(4) Correctly operates the auxiliary fuel pump in accordance with the aircraft's flight manual
(5) Does not select the appropriate fuel tank for start, taxiing and take-off	(5) Correctly selects an appropriate fuel tank for start, taxiing and take-off as required by the aircraft's flight manual	(5) Selects the appropriate fuel tank for start, taxi and take-off in accordance with the aircraft's flight manual
(6) Does not monitor fuel consumption in flight	(6) Monitors fuel consumption and tank selection in flight	(6) Monitors tank selection and fuel consumption in flight converting to flight time remaining, including reserves

ASSESSMENT CRITERIA

Task: Aircraft loading: Including fuel, oil and baggage

Objective:

To determine that the candidate;

(a) Exhibits an understanding of aircraft weight limitations and is able to calculate the take-off and landing weight, within the time limit available for "aircraft performance" calculations.

(b) Is able to calculate the aircraft's Centre of Gravity for take-off and landing, within the time limit available for "aircraft performance" calculations.

(c) Has an understanding of the distribution and securing of baggage.

Action:

The examiner/instructor will;

(a) Require the candidate to calculate the take-off and landing weight for the flight, 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 or hypothetical flight, and determine that the Centre of Gravity is within acceptable limits.

(c) Require the candidate to complete the calculations in (a) and (b) within the time limit provided for "aircraft performance" calculations.

(d) Require the candidate to demonstrate knowledge of load distribution and security.

Aircraft Loading

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Is unable to calculate the take-off weight	(1) Demonstrates ability to calculate the take-off and landing weight with acceptable accuracy	(1) Demonstrates ability to calculate take-off and landing weight accurately and quickly
(2) Centre of Gravity calculations contain gross errors	(2) Centre of Gravity calculations contain minor errors that do not compromise safety	(2) Accurately determines Centre of Gravity position for take-off and landing
(3) Understanding of principles of loading and load security seriously flawed	(3) Demonstrates adequate knowledge of the principles of loading and load security	(3) Demonstrates a sound knowledge of the principles of loading and load security
(4) Fails to complete calculations of take-off weight, C of G position, take-off and/or landing distance within 1 hour	(4) Completes the calculations of take-off weight, C of G position, take-off and/or landing distance within 1 hour	(4) Completes all performance calculations accurately and in a timely manner

ASSESSMENT CRITERIA

Task: Pre-flight

Objective:

To determine that the candidate exhibits adequate knowledge of the aircraft type by explaining or demonstrating the appropriate;

(a) Pre-flight interior inspection.

(b) Pre-flight external inspection including checking of fuel and oil in accordance with the aircraft's pilot operating handbook.

(c) Securing of baggage and loose articles.

Action:

The examiner/instructor will;

(a) Observe the candidate carrying out a pre-flight inspection and determine that the candidate's performance meets the objectives.

(b) Question the candidate on significant aircraft features.

Pre-flight

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Conducts the pre-flight inspection in a non methodical way and neglects significant items	(1) Conducts the pre-flight inspection in an orderly and systematic way	(1) Conducts the pre-flight inspection thoroughly and in accordance with the Pilot's Operating Handbook
(2) Is ignorant of the purpose of, or cannot identify, significant aircraft features	(2) Identifies significant aircraft features	(2) Identifies and explains the purpose of significant aircraft features when asked
(3) Disregards security of baggage and loose articles	(3) Secures baggage and loose articles	(3) Correctly stores and secures baggage, freight and loose articles

ASSESSMENT CRITERIA

Task: Emergency equipment

Objective:

To determine that the candidate;

(a) Supervises the passenger(s)

(b) Briefs the passenger(s);

1. On the location and operation of the aircraft's emergency equipment
2. On the operation of all doors and hatches
3. On the use and operation of seat belts and shoulder harness (if applicable)
4. On the location and operation of the ELT.
5. On the rules regarding smoking
6. On the action in the event of an emergency landing and where appropriate in the event of ditching.

Action:

The examiner/instructor will act in the role of an inexperienced passenger and;

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

(b) Determine the candidate's knowledge of the use of the aircraft emergency equipment by further questioning, as necessary.

Emergency Equipment

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Does not supervise passengers, thereby creating a hazard	(1) Ensures passengers are supervised on the movement area	(1) Ensures passengers are closely supervised on the movement area
(2) Does not instruct the passengers on the location of the emergency equipment	(2) Gives passengers a quick briefing on emergency equipment	(2) Briefs passengers fully on position and use of emergency equipment
(3) Does not instruct passengers on door operation	(3) Closes and locks passenger's door and briefs passengers on its operation	(3) Ensures passengers can operate doors and briefs on any alternative means of escape
(4) Does not instruct passengers on seat belt use and/or does not insist on their use	(4) Ensures passengers put on their seat belts and that they are secure	(4) Ensures passenger can operate seat belts and shoulder restraints and ensures they are secure
(5) Does not brief passengers on the location and operation of the ELT	(5) Gives passengers a quick briefing on the operation of the ELT	(5) Briefs passengers fully on the location and operation of the ELT
(6) Permits smoking in contradiction of flight manual limitations	(6) Fails to brief passengers on smoking, but does not permit it	(6) Briefs passengers on smoking rules, and does not permit it
(7) Does not brief passengers on emergency landing procedures	(7) Briefs passengers on emergency landing/ditching procedures	(7) Briefs passengers thoroughly on actions in the event of an emergency and to keep hands and feet clear of controls at all times

ASSESSMENT CRITERIA

Task: Engine start, warm up and shutdown

Objective:

To determine that the candidate;

(a) Starts and warms up the engine in accordance with the aircraft's flight manual or checklist with emphasis on;

1. Determining that the area is clear and that the aircraft is positioned so as to avoid creating a hazard
2. Setting the brakes correctly
3. Correctly starting the engine and checking engine instruments after start
4. Commencing to taxi, only when temperatures and pressures are stabilised in accordance with the aircraft's flight manual.

(b) Demonstrates knowledge of the actions required in the event of an engine fire during or after start.

And post flight;

(a) Carries out the shut down checks in accordance with the aircraft's flight manual or checklist.

(b) Supervises the passenger(s).

(c) Completes the post flight documentation and secures the aircraft.

Action:

The examiner/instructor will;

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

(b) Ask the candidate to explain the actions in the event of an engine fire during or after start (at examiner/instructor discretion).

Engine Start, Warm Up and Shutdown

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Creates a hazard to other aircraft, objects or people during start or cannot taxi from the aircraft's present position	(1) Is not particular about the position of the aircraft for starting, but is not a hazard to people, nor causes damage to 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 oil pressure 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 a simulated engine fire on start	(5) Verbalises the required actions in response to a simulated engine fire	(5) Reacts rapidly in accordance with the aircraft's flight manual
(6) Vacates the aircraft (at any time) whilst the engine is running	(6) Correctly shuts down	(6) Shuts down in accordance with the aircraft's flight manual or checklist
(7) Fails to terminate any flight plan (if applicable) or does not secure the aircraft (if required)	(7) Secures the aircraft and completes critical post flight documentation	(7) Secures the aircraft in accordance with the aircraft's flight manual and completes all post flight actions

ASSESSMENT CRITERIA

Task: Air Traffic Service procedure

Objective:

To determine that the candidate;

(a) Obtains information from ATIS when appropriate (if available).

(b) Obtains taxiing, take-off and landing clearances and otherwise complies with ATS instructions when appropriate.

(c) Reads back appropriate instructions, information and clearances.

(d) Uses correct aeronautical phraseology at all times with appropriate assertiveness.

(e) Correctly sets QNH.

Action:

The examiner/instructor will;

(a) Observe and monitor the candidate's receipt and copying of ATIS information.

(b) Observe and monitor compliance with ATS taxi, take-off and landing clearances and other instructions.

(c) Monitor the candidate's read back of instructions, information and clearances.

(d) Monitor all transmissions made by the candidate for the appropriate level of assertiveness, and correctness.

(e) Observe the candidate's altimeter setting and checking procedure and if applicable question the procedure to be adopted at unattended aerodromes.

Air Traffic Service Procedure

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(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 or land 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) Does not comply with an ATS clearance	(3) Complies with ATS clearances and instructions	(3) Evaluates ATS clearances and instructions, complying or rejecting as appropriate
(4) Fails to read back vital information	(4) Reads back vital instructions, information and clearances	(4) Reads back all appropriate instructions, information and clearances
(5) Unable to communicate using aviation phraseology	(5) Uses correct aviation phraseology most of the time	(5) Uses correct aviation phraseology at all times
(6) Uses slang or adopts an excessively assertive communication style	(6) Communicates in an adequately assertive manner	(6) Communicates in an appropriate, authoritative and assertive manner
(7) Does not set QNH or cannot describe unattended altimeter setting procedures	(7) Sets QNH and can describe unattended altimeter setting procedures	(7) Records and sets QNH, cross checks altimeter(s) for accuracy by an acceptable method and can fully describe unattended altimeter setting procedures

ASSESSMENT CRITERIA

Task: Taxiing and brake check

Objective:

To determine that the candidate;

(a) Performs a brake check immediately after the aircraft begins to move.

(b) Completes instrument serviceability checks whilst taxiing, in accordance with recommended procedures.

(c) Controls taxiing speed without excessive use of brake.

(d) Recognises and avoids hazards.

(e) Positions the controls for the existing wind conditions.

(f) Parks the aircraft at the holding point, in accordance with the aircraft's flight manual or recommended practices.

And after landing;

(a) Carries out the appropriate after landing checks once clear of the active runway.

(b) Parks the aircraft correctly with due attention to wind direction and other aircraft or objects.

Action:

The examiner/instructor will;

(a) Observe the candidate's taxiing procedures and determine that the performance meets the objectives.

(b) Place emphasis on correct aircraft control, taxi speed, and avoidance of hazards.

Taxiing and Brake Check

Rating	70	85	100
	Not yet competent	**COMPETENT**	**Ideal**
(1)	Neglects to carry out a brake test	(1) Carries out brake check but applies brake heavily	(1) Performs brake check smoothly as soon as the aircraft begins to move
(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) Taxis, checking speed with brakes, but not excessively so	(3) Correct pace, speed controlled with throttle, no excessive brake use
(4)	Does not recognise, or creates, a hazard whilst taxiing	(4) Recognises and avoids hazards whilst taxiing	(4) Recognises, avoids and does not create a hazard whilst taxiing
(5)	Incorrectly positions controls when wind speed is significant	(5) Holds controls in neutral position	(5) Positions controls correctly for existing wind conditions
(6)	Does not park into wind for run-up when wind is significant	(6) Parks the aircraft into wind for run-up, regardless of wind strength	(6) Parks into wind for run-up as appropriate
(7)	Does not complete after landing checks	(7) Completes after landing checks	(7) Taxis clear of runway and completes the after landing checklist
(8)	Parks aircraft without due consideration for strong winds and in a position that will create a hazard to other aircraft or objects	(8) Parks aircraft with adequate clearance from objects and other aircraft	(8) Parks aircraft in accordance with recommended procedures, into wind with adequate clearance from objects and other aircraft

ASSESSMENT CRITERIA

Task: Engine checks, run-up and operation

Objective:

To determine that the candidate;

(a) Runs up and checks the engine in accordance with the checklist.

(b) In the air, operates the throttle smoothly, avoids abrupt temperature changes, and operates the mixture control and carburettor heat in accordance with the aircraft's flight manual or checklist.

Action:

The examiner/instructor will;

(a) Observe the candidate's engine handling procedures and determine that the candidate's performance meets the objectives.

Engine Checks, Run-up and Operation

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Fails to carry out an engine run-up or ignores performance tolerances specified in the aircraft's flight manual	(1) Demonstrates awareness of engine performance tolerances and completes the run-up in an orderly manner	(1) Demonstrates knowledge of all engine operating limitations as specified in the aircraft's flight manual and completes the run-up in accordance with the checklist
(2) Operates throttle roughly or misuses mixture and carburettor heat to the extent that safety could be compromised or engine damage occur	(2) Operates throttle, mixture and carburettor heat correctly but tends to use coarse throttle movements (although not excessively so)	(2) Operates the engine within its limitations at all times smoothly, precisely and prudently, avoiding sudden temperature changes

ASSESSMENT CRITERIA

Task: Pre take-off checks

Objective:

To determine that the candidate;

(a) Carries out pre take-off checks in accordance with the aircraft's checklist.

(b) Carries out a pre take-off briefing in accordance with recommended procedures, including;

1. Engine failure or abnormal operation on the runway
2. Engine failure after take-off
3. Departure procedures (if applicable).

Action:

The examiner/instructor will;

(a) Observe the candidate's pre take-off procedures and determine that the candidate's performance meets the objectives.

Pre Take-Off Checks

Rating	70	85	100
	Not yet competent	**COMPETENT**	**Ideal**
	(1) Does not carry out pre take-off checks	(1) Completes pre take-off checks	(1) Completes pre take-off checks in accordance with the aircraft's checklist
	(2) Does not carry out a pre take-off briefing	(2) Carries out a pre take-off briefing	(2) Carries out a thorough pre take-off briefing, including the departure procedure (if applicable), in accordance with recommended procedures

ASSESSMENT CRITERIA

Task: Normal take-off

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 throttle smoothly to maximum allowable power, checking engine instruments and airspeed rising.

(d) Tracks the runway centre line during take-off.

(e) Rotates at the recommended Vr.

(f) Establishes pitch attitude for recommended climb.

(g) Trims the aircraft for the recommended climb attitude.

(h) Completes after take-off checks in accordance with the aircraft's flight manual or checklist.

Action:

The examiner/instructor will;

(a) Observe the candidate's demonstration of a normal take-off and determine that the candidate's performance meets the objective.

(b) Place emphasis on the candidate's demonstration of correct airspeed, pitch and heading control.

(c) Make allowance for airspeed fluctuations due to gusts and turbulence (but not excessively so).

Normal Take-off

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(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 (**critical element**)	(1) Ensures the runway in use is correct and clears the complete approach area
(2) Does not align DI and cross check compass	(2) Completes line up checks	(2) Completes line up checks, as per checklist
(3) Does not check engine pressures and temperatures during the take-off roll	(3) Confirms engine temperatures and pressures are within their normal ranges during the take-off roll	(3) Confirms, early in the take-off roll, that temperatures, pressures, RPM and airspeed are normal
(4) Grossly deviates from runway centre line during take-off or climb out	(4) Maintains runway centre line during take-off and climb out	(4) Accurately tracks the runway centre line throughout the take-off and climb out
(5) Over rotates, or rotates excessively early or late	(5) Rotates at an appropriate Vr	(5) Rotates at the correct Vr
(6) Maintains an airspeed more than $\pm$ 5 knots of target	(6) Maintains the recommended climb airspeed within $\pm$ 5 knots	(6) Accurately establishes and maintains the recommended climb airspeed
(7) Makes no attempt to trim	(7) Trims for the climb attitude	(7) Trims accurately for the climb attitude
(8) Fails to complete critical after take-off checks	(8) Completes after take-off checks	(8) Completes all after take-off checks in accordance with the checklist

ASSESSMENT CRITERIA

Task: Crosswind take-off (at Examiner discretion)

Objective:

To determine that the candidate;

(a) Knows the aircraft's maximum crosswind component and its significance in relation to their personal limitations.

(b) Positions controls appropriately to compensate for crosswind.

(c) Tracks the runway centre line during take-off and climb out, compensating for the crosswind component.

(d) Positively rotates at the Vr appropriate to the crosswind conditions.

Note: Crosswind take-off is not an optional task for the BFR

Action:

The examiner/instructor will;

(a) Question the candidate on the aircraft's maximum demonstrated crosswind component and its significance in relation to the candidate's personal limits.

(b) If conditions permit, observe the candidate's demonstration of a crosswind take-off and determine that the candidate's performance meets the objective.

(c) Place emphasis on the candidate's control positioning and allowance for drift.

(d) Place emphasis on the candidate's demonstration of correct airspeed, pitch and heading control.

(e) Make allowance for airspeed fluctuations due to gusts and turbulence (but not excessively so).

Cross-wind Take off (at Examiner discretion)

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Does not know the aircraft's maximum demonstrated crosswind component	(1) Knows the aircraft's maximum demonstrated crosswind component	(1) Knows the aircraft's maximum demonstrated crosswind component and it's significance to personal limits
(2) Does not position controls correctly to compensate for obvious cross-wind	(2) Positions controls correctly to compensate for obvious cross-wind	(2) Positions controls correctly to compensate for cross-wind in accordance with the flight manual and recommended procedure
(3) Grossly deviates from runway centre line during the take-off roll or climb out	(3) Maintains runway centre line during the take-off and climb out	(3) Accurately tracks the runway centre line throughout the take-off and climb out
(4) Over rotates, or rotates excessively early or late	(4) Rotates at correct Vr for cross-wind conditions	(4) Positively rotates at correct Vr for crosswind conditions in accordance with the aircraft's flight manual and recommended procedure
(5) Maintains an airspeed more than $\pm$ 5 knots of target	(5) Establishes and maintains the nominated airspeed within $\pm$ 5 knots	(5) Accurately establishes and maintains the nominated climb speed

ASSESSMENT CRITERIA

Task: Short field take-off

Objective:

To determine that the candidate is capable of;

(a) Taking off from a field of minimum length, as determined by the use of 'P' charts or the Aircraft's Flight Manual (factored as appropriate).

(b) Modifying the rotate and climb speeds for the conditions and re-evaluating the advisability of continuing.

(c) Utilising all of the available runway, ensuring that minimum static RPM is achieved and engine instrument readings are acceptable, prior to brakes release.

(d) Rotating at the recommended Vr, establishing Vx where obstacles are to be cleared (adjusted for prevailing wind conditions) and Vy clear of obstacles.

(e) Raising flap (if applicable) in accordance with the aircraft's flight manual and recommended procedures.

Action:

The examiner/instructor will;

(a) Observe the demonstration of a take-off from a simulated field of minimum length and determine that the candidate's performance meets the objective.

(b) Place emphasis on the candidate's assessment of appropriate rotate and climb speeds for the conditions and the advisability of continuing with the take-off.

(c) Place emphasis on the candidate's demonstration of pitch, heading and airspeed control and make allowance for fluctuations due to turbulence (but not excessively so).

(d) Place emphasis on the correct procedure for raising flap.

Short Field Take-off

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Does not confirm sufficient runway length is available prior to take-off	(1) Confirms sufficient runway length is available prior to take-off (**critical element**)	(1) Confirms sufficient take-off distance is available by the use of 'P' charts or the flight manual, prior to take-off
(2) Does not modify the rotate or climb speed when conditions obviously warrant it	(2) Modifies the rotate or climb speed when conditions warrant	(2) Modifies the rotate and climb speed appropriately for the conditions and makes a valid go/no go decision
(3) Does not line up so as to utilise full runway length	(3) Lines up so as to utilise full runway length	(3) Lines up utilising all available runway in accordance with recommended procedure
(4) Does not check static RPM when surface conditions permit	(4) Checks static RPM against brakes when surface conditions permit	(4) Checks static RPM and all engine indications, prior to brakes release
(5) Over rotates, or rotates excessively early or late	(5) Rotates at approximately the correct Vr for the conditions	(5) Rotates at the correct Vr or nominated speed for the conditions
(6) Maintains an airspeed more than $\pm$ 5 knots of target	(6) Accelerates to Vx initially, then when clear of obstacles Vy, as appropriate within $\pm$ 5 knots	(6) Accelerates to Vtoss or Vx and when clear of obstacles Vy (adjusted for conditions), accurately
(7) Raises flap before increasing airspeed	(7) Increases airspeed before raising flap	(7) Increases airspeed and raises flap progressively in accordance with the recommended procedure

ASSESSMENT CRITERIA

Task: Engine failure techniques

Objective:

To determine that the candidate;

(a) Maintains control of the aircraft at all times (**critical element**).

(b) Executes an appropriate emergency procedure when the take-off is abandoned or an engine is failed after take-off.

(c) Nominates an achievable landing site, executes a procedure to achieve the nominated landing site and carries out appropriate checklist items, if time permits.

(d) Initiates the go around procedure correctly when prompted by the examiner.

Action:

The examiner/instructor will;

(a) Simulate emergencies without risk to aircraft or crew.

(b) Ensure that ATS is aware of the simulated emergency.

(c) Early in the take-off roll, either simulate an event that would require the take-off to be abandoned (low oil pressure), or simulate engine failure by moving the mixture control to ICO; and/or

(d) Simulate an engine failure after take-off by partially retarding the throttle and;

(e) Place emphasis on the candidate's control of the aircraft.

(f) Observe the candidate's subsequent actions and determine that they meet the objectives.

(g) Place emphasis on the candidate's go around procedure.

Engine Failure Techniques

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Leaves the runway during simulated aborted take-off or does not lower the aircraft's nose after simulated EFATO	(1) Maintains control of the aircraft, lowering the aircraft's nose after simulated EFATO (**critical element**)	(1) Maintains complete control of the aircraft at all times immediately lowering the aircraft's nose after simulated EFATO
(2) Does not recognise emergency situation or is unable to remember immediate actions	(2) Identifies emergency situation and attends promptly to immediate actions	(2) Correctly identifies the emergency situation and initiates appropriate actions from recall without error
(3) Elects to continue the take-off when an aborted take-off is called for or attempts to turn back	(3) Selects an acceptable emergency landing area	(3) Without delay selects the best possible landing area within range of the aircraft
(4) Grossly over or undershoots the landing area	(4) Successfully carries out the recommended procedure	(4) Carries out the recommended procedure with a high degree of success assured
(5) Does not close the throttle	(5) Carries out subsequent checklist items as time permits	(5) Carries out subsequent checklist items appropriate to time available
(6) Does not respond to 'go around' command, does not lead with power or slams throttle	(6) Responds to 'go around' command, leading with power	(6) Immediately responds to 'go around' command, applying power smoothly and raising flap in accordance with the recommended procedure

ASSESSMENT CRITERIA

Task: Climbing

Objective:

To determine that the candidate is capable of;

(a) Maintaining the nominated climb speed ± 5 knots.

(b) Trimming the aircraft to maintain the climb attitude.

(c) Maintaining the aircraft's engine temperatures and pressures within acceptable limits in accordance with the aircraft's flight manual and recommended procedures.

(d) Clearing the flight path ahead of the aircraft by use of a recommended procedure.

Action:

The examiner/instructor will;

(a) Nominate the type of climb to be demonstrated.

(b) Place emphasis on the candidate's demonstration of airspeed and balance control.

(c) Ensure the aircraft is trimmed for the climb attitude (including rudder, if applicable).

(d) Place emphasis on the candidate's monitoring and control of engine temperature.

(e) Place emphasis on the candidate's procedure for clearing the flight path ahead of the aircraft.

(f) Make allowance for airspeed fluctuations due to gusts and turbulence (but not excessively so).

Climbing

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Maintains an airspeed in excess of ± 5 knots of the nominated climb speed	(1) Maintains nominated climb speed within ± 5 knots most of the time	(1) Maintains the nominated climb speed accurately
(2) Makes no attempt to trim the aircraft	(2) Trims for the climb attitude	(2) Trims accurately for the climb attitude(including rudder, if applicable)
(3) Would exceed engine limitations without examiner's intervention	(3) Operates the engine within all limitations	(3) Operates the engine smoothly, precisely and prudently, within all limitations at all times
(4) Fails to clear the flight path ahead of the aircraft using a recommended procedure, and would, if permitted, enter cloud or controlled airspace unintentionally	(4) Clears the airspace ahead of the aircraft regularly	(4) Clears the airspace ahead and above the aircraft, in accordance with the recommended procedure and with an obvious awareness of VMC and controlled airspace restrictions

ASSESSMENT CRITERIA

Task: Straight and level flight

Objective:

To determine that the candidate is capable of;

(a) Achieving and maintaining straight and level flight at a nominated altitude ± 100 feet.

(b) Maintaining the (DI) heading ± 5 degrees.

(c) Trimming the aircraft to maintain straight and level flight.

Action:

The examiner/instructor will;

(a) Nominate the altitude at which level flight will be entered and maintained.

(b) Nominate the heading to be maintained and observe that the DI is correctly aligned.

(c) Place emphasis on the candidate's demonstration of altitude, heading and balance control.

(d) Ensure the aircraft is trimmed for level flight.

(e) Make allowance for fluctuations due to turbulence (but not excessively so).

Straight and Level

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Is unable to anticipate the level off	(1) Anticipates the level off	(1) Accurately anticipates the level off
(2) Maintains an altitude in excess of 100 feet of the nominated altitude	(2) Maintains the nominated altitude within 100 feet most of the time	(2) Maintains the nominated altitude accurately
(3) Consistently deviates from the nominated heading by more than 5 degrees or fails to ensure the DI is aligned with the compass	(3) Maintains the nominated heading within ± 5 degrees most of the time	(3) Maintains the nominated heading accurately, realigning the DI as required
(4) Makes no attempt to trim the aircraft	(4) Trims for the straight and level attitude	(4) Trims accurately for the straight and level attitude

ASSESSMENT CRITERIA

Task: Medium turns

Objective:

To determine that the candidate;

(a) Enters, maintains, and exits from turning manoeuvres with smooth and coordinated control applications, maintaining altitude ± 100 feet and less than a ¼ ball deflection in balance.

(b) Maintains situational awareness and orientation through lookout and the selection of a suitable reference point.

Action:

The examiner/instructor will;

(a) Place emphasis on the candidate's lookout.

(b) Require the candidate to demonstrate a 30 degree angle of bank level turn through at least 180° both left and right.

(c) Place emphasis on the candidate's procedure for clearing the flight path ahead of the aircraft.

(d) Observe the candidate's performance and determine that it meets the objectives.

Medium Turns

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Fails to complete a lookout prior to entering the turn, or to maintain an adequate lookout during the turn	(1) Completes a lookout prior to entering the turn and maintains an adequate lookout throughout the turn	(1) Completes an excellent lookout prior to entering the turn and maintains it during, and on exit from, the turn
(2) Rough, uncoordinated control applications	(2) Uses coordinated control movements	(2) Uses smooth coordinated control movements at all times
(3) Frequently exceeds ± 100 feet of the nominated altitude	(3) Maintains the nominated altitude ± 100 feet	(3) Accurately maintains the nominated reference altitude at all times
(4) Excessively varies the bank angle during the turn	(4) Maintains the nominated angle of bank ± 5 degrees	(4) Accurately maintains the nominated angle of bank throughout the turn
(5) Maintains in excess of ¼ ball deflection	(5) Averages no more than ¼ ball deflection	(5) Maintains accurate balance throughout
(6) Consistently rolls out of the turn more than 20 degrees off the reference point	(6) Selects a good reference point and rolls out of the turn within 10 degrees of the reference point	(6) Selects a solid reference point and consistently rolls out of the turn on the reference point
(7) Would enter cloud, controlled airspace inadvertently or leave the designated training area during the turn without examiner intervention	(7) Remains clear of cloud and does not inadvertently enter controlled airspace and/or remains within the designated training area	(7) Throughout the turn, maintains VMC at all times and remains well clear of inadvertent controlled airspace infringement

ASSESSMENT CRITERIA

Task: Descent

Objective:

To determine that the candidate is capable of;

(a) Maintaining the nominated descent speed ± 5 knots.

(b) Trimming the aircraft to maintain the descent attitude.

(c) Maintaining the aircraft's engine temperatures and pressures within acceptable limits in accordance with the aircraft's flight manual and recommended procedures.

(d) Clearing the flight path ahead of the aircraft by use of a recommended procedure.

Action:

The examiner/instructor will;

(a) Nominate the type of descent to be demonstrated.

(b) Place emphasis on the candidate's demonstration of airspeed and balance control.

(c) Ensure the aircraft is trimmed for the descent attitude.

(d) Place emphasis on the candidate's monitoring and control of engine temperature.

(e) Make allowance for airspeed fluctuations due to turbulence (but not excessively so).

Descent

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Maintains an airspeed in excess of± 5 knots of the nominated descent speed	(1) Maintains the nominated airspeed within ± 5 knots most of the time	(1) Maintains the nominated airspeed accurately
(2) Makes no attempt to trim the aircraft	(2) Trims for the descent attitude	(2) Trims accurately for the descent attitude (including rudder, if applicable)
(3) Would exceed engine limitations without examiner's intervention	(3) Operates the engine within all limiting parameters	(3) Operates the engine smoothly, precisely and prudently, within all limiting parameters at all times
(4) Fails to clear the flight path ahead of the aircraft using a recommended procedure, and would, if permitted, enter cloud or descend below MSA	(4) Clears the airspace ahead of the aircraft regularly	(4) Clears the airspace ahead and below the aircraft, in accordance with the recommended procedure and an obvious awareness of VMC and MSA restrictions

ASSESSMENT CRITERIA

Task: Slow flight

Objective:

To determine that the candidate is capable of;

(a) Controlling the aircraft at a minimum of 1.2 Vs in various configurations whilst;

1. Maintaining straight and level flight at a nominated altitude ± 100 feet.

2. Turning at (up to) 20 degrees angle of bank maintaining a nominated altitude ± 100 feet.

3. Re-establishing normal cruise.

Action:

The examiner/instructor will;

(a) Nominate the altitude at which level flight will be maintained.

(b) Nominate the airspeed to be maintained (not less than 1.2 Vs for the configuration to be used).

(c) Require a change of direction from an established level turn to the opposite direction using a maximum of 20 degrees angle of bank.

(d) Place emphasis on the candidate's maintenance of altitude, heading and balance control (as applicable).

(e) Ensure the aircraft is trimmed for straight and level flight.

(f) Require the candidate to re-establish normal cruise.

(f) Make allowance for fluctuations due to turbulence (but not excessively so).

Slow Flight

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Maintains an airspeed in excess of + 10 knots of the nominated airspeed or stalls the aircraft	(1) Maintains airspeed within ± 5 knots of the nominated speed most of the time	(1) Maintains the nominated speed accurately
(2) Maintains an altitude in excess of ± 100 feet of the nominated altitude	(2) Maintains the nominated altitude within ± 100 feet most of the time	(2) Maintains the nominated altitude accurately
(3) Fails to compensate with power and/or rudder during turning	(3) Compensates appropriately with power and/or rudder in all configurations during slow flight	(3) Compensates with power and rudder in a timely and appropriate manner during slow flight in all configurations
(4) Makes no attempt to trim the aircraft	(4) Trims for straight and level flight	(4) Trims accurately for straight and level flight

ASSESSMENT CRITERIA

Task: Stalls in basic and power-on configurations

Objective:

To determine that the candidate;

(a) Carries out HASELL checks prior to stalling and HELL checks between stalls.

(b) Selects an altitude that will permit recovery to be completed by 2500′ AGL.

(c) Selects the power and flap nominated for the stall.

(d) Corrects yaw during entry and recovery.

(e) Recognises the indications of a stall and promptly recovers by reducing the angle of attack and applying full power to minimise height loss.

(f) Re-establishes the aircraft in straight and level flight.

Action:

The examiner/instructor will;

(a) Require the candidate to demonstrate basic and power-on/flap configuration stalls, in the candidate's own time and place.

(b) Nominate the configuration for the demonstration.

(c) Place emphasis on checks, lookout and safe height.

(d) Place emphasis on recovery at stall onset, (the examiner/instructor may nominate a specific symptom for recovery initiation).

(e) Observe the candidate's performance and determine that it meets the objectives.

Stalls in Basic and Power-on Configurations

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Neglects to do HASELL checks	(1) Completes HASELL/HELL checks	(1) Completes HASELL/HELL checks in accordance with the checklist
(2) Does not select a commencement altitude greater than 2500′ **AGL**	(2) Selects a reference altitude that will permit recovery by 2500′ **AGL**	(2) Selects a reference point, and altitude that permits recovery by 2500′ **AGL**
(3) Neglects to apply carburettor heat at all	(3) Selects the aircraft configuration nominated for the stall	(3) Correctly selects the configuration nominated for the stall
(4) Slams throttle and/or neglects to correct yaw at all	(4) Operates throttle smoothly, correcting yaw	(4) Operates throttle smoothly, preventing yaw (entry and recovery)
(5) Does not recognise stall onset and permits the aircraft to stall	(5) Selects carburettor heat to cold on most occasions, recovers at onset	(5) Selects carb. heat cold prior to stall, recognises stall onset (nominated symptom or buffet) prompt recovery
(6) Does not reduce angle of attack, induces secondary stall or over corrects and loses more than 200′	(6) Uses correct recovery technique (leading with elevator)	(6) Uses correct recovery technique (simultaneously checking forward and applying power)
(7) Does not apply full power to minimise the height loss	(7) Applies full power and minimises the height loss to less than 200′	(7) Applies full power and minimises the height loss to less than 50′
(8) Makes no attempt to re-establish straight and level flight	(8) Returns to straight and level flight	(8) Promptly regains straight and level, returning to the reference heading and height

ASSESSMENT CRITERIA

Task: Wing drop stall

Objective:

To determine that the candidate;

(a) Carries out HASELL checks prior to stalling.

(b) Selects an altitude that will permit recovery to be completed by 2500′ AGL.

(c) Selects a suitable power and aircraft configuration for the stall.

(d) Does not use aileron in the initial recovery.

(e) Prevents further yaw with rudder.

(f) Minimise the height loss by the correct use of power.

(g) Re-establishes the aircraft in straight and level flight.

Action:

The examiner/instructor will;

(a) Require the candidate to demonstrate a wing drop stall, in the candidate's own time and place.

(b) If required, nominate the aircraft's configuration for the demonstration.

(c) Place emphasis on checks, lookout and safe height.

(d) Place emphasis on the correct recovery technique.

(e) Observe the candidate's performance and determine that it meet the objectives.

Wing Drop Stall

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Neglects to do HASELL checks	(1) Completes HASELL/HELL checks	(1) Completes HASELL/HELL checks as required in accordance with the recommended procedure
(2) Does not select a commencement altitude that will permit recovery by 2500′ **AGL**	(2) Selects a reference altitude that will permit recovery by 2500′ **AGL**	(2) Selects a reference point and an altitude that will permit recovery by 2500′ **AGL**
(3) Cannot establish the nominated configuration to induce a wing drop	(3) Selects a suitable configuration for the stall	(3) Selects a suitable configuration, so as to induce a wing drop stall
(4) Uses full aileron in an attempt to pick up the down going wing or accidentally enters a spin	(4) Initially prevents further yaw with rudder but also uses some aileron	(4) Applies the correct recovery action by simultaneously reducing angle of attack, using sufficient rudder to prevent further yaw whilst maintaining ailerons neutral
(5) Does not apply full power to minimise the height loss	(5) Applies full power and minimises the height loss to less than 200′	(5) Applies full power and minimises the height loss to less than 50′
(6) Makes no attempt to re-establish straight and level flight	(6) Returns to straight and level flight	(6) Promptly regains straight and level flight, returning to the reference height and heading

ASSESSMENT CRITERIA

Task: Magnetic compass headings

Objective:

To determine that the candidate is capable of;

(a) Maintaining a compass heading ± 5 degrees.

(b) Turning onto a compass heading, initially ± 10 degrees, reducing to ± 5 degrees after one correction.

(c) Concurrently maintaining ± 100 feet in level flight or ± 5 knots in the climb or descent.

Action:

The examiner/instructor will;

(a) Place emphasis on the candidate's lookout.

(b) Obscure or de-synchronise the DI.

(c) Nominate the compass heading to be turned onto and maintained.

(d) Observe the candidate's performance and determine that it meets the objectives.

Magnetic Compass Headings

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Fails to complete a lookout prior to entering the compass turn	(1) Completes a lookout prior to entering the compass turn and maintains an adequate lookout during the turn	(1) Completes an excellent lookout prior to entering the compass turn and maintains it during, and on exit from, the turn
(2) Maintains a compass heading in excess of ± 5 degrees of the nominated compass heading	(2) Maintains the nominated compass heading within ± 5 degrees most of the time	(2) Maintains the nominated compass heading accurately
(3) Consistently fails to roll out of the turn within 10 degrees of the nominated compass heading	(3) Rolls out of the turn within 10 degrees of the nominated compass heading most of the time	(3) Consistently rolls out of the turn within 10 degrees of the nominated compass heading
(4) Cannot correct the aircraft's heading to within ± 5 degrees of the nominated compass heading	(4) Corrects the aircraft's heading to within ± 5 degrees of the nominated compass heading within two attempts	(4) Consistently corrects the aircraft's heading to within ± 5 degrees of the nominated compass heading on the first attempt
(5) Maintains an altitude in excess of 100 feet of the nominated altitude or an airspeed in excess of ± 5 knots of the nominated climb or descent speed	(5) Maintains the nominated altitude within 100 feet and the nominated climb or descent speed within ± 5 knots most of the time	(5) Maintains the nominated altitude and airspeed accurately

ASSESSMENT CRITERIA

Task: Steep turns

Objective:

To determine that the candidate;

(a) Enters, maintains, and exits from turning manoeuvres with smooth and coordinated control applications, maintaining altitude ± 100 feet.

(b) Increases power at bank angles in excess of 30 degrees.

(c) Maintains situational awareness and orientation through lookout and the selection of a good reference point.

Action:

The examiner/instructor will;

(a) Place emphasis on the candidate's lookout.

(b) Require the candidate to demonstrate a 45 degree angle of bank turn through 360° both left and right.

(c) Observe the candidate's performance and determine that it meets the objectives.

Steep Turns

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Fails to complete a lookout prior to entering the turn, or to maintain an adequate lookout during the turn	(1) Completes a lookout prior to entering the turn and maintains an adequate lookout throughout the turn	(1) Completes an excellent lookout prior to entering the turn and maintains it during, and on exit from, the turn
(2) Rough, uncoordinated control applications	(2) Uses coordinated control movements most of the time	(2) Uses smooth coordinated control movements at all times
(3) Frequently exceeds ± 100 feet of the nominated altitude	(3) Maintains the nominated altitude ± 100 feet	(3) Accurately maintains the nominated reference altitude at all times
(4) Excessively varies the bank angle during the turn	(4) Maintains the nominated angle of bank ± 5 degrees most of the time	(4) Accurately maintains the nominated angle of bank throughout the turn
(5) Does not increase power at all	(5) Uses an appropriate power setting	(5) Smoothly increases power, commensurate with increasing angle of bank in excess of 30 degrees
(6) Consistently rolls out of the turn more than 20 degrees off the reference point or enters cloud, controlled airspace or leaves the designated training area during the turn	(6) Selects a good reference point and rolls out of the turn within 20 degrees of the reference point	(6) Selects a solid reference point, with regard to cloud, controlled airspace and drift, so as to remain in the same area, and consistently rolls out of the turn on the reference point

ASSESSMENT CRITERIA

Task: Forced landing with power

Objective:

To determine that the candidate;

(a) Recognises the conditions under which a precautionary landing is advisable.

(b) Maintains control of the aircraft during all phases of the simulated emergency.

(c) Adopts the recommended aircraft configuration and procedure, considering altitude, wind, terrain, obstructions and other relevant factors.

(d) Selects a suitable landing area for a forced landing with power.

(e) Initiates the missed approach at the minimum safe height (or higher as directed by the flight examiner or instructor).

Action:

The examiner/instructor will;

(a) Simulate an emergency that would require a precautionary landing (failing light, low and decreasing oil pressure, fuel or weather).

(b) Nominate the simulated cloud base, visibility and daylight remaining (as applicable).

(c) Place emphasis on the candidate's control of the aircraft and execution of the recommended procedure and determine that the objectives are met.

(d) Place emphasis on the candidate's termination of the emergency procedure not below minimum safe height.

Forced Landing with Power

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Does not react to the situation or panics	(1) Reacts adequately and prevents escalation of a critical situation	(1) Reacts promptly, decisively and appropriately to the situation
(2) Seriously neglects control of the aircraft	(2) Gives priority to correct aircraft handling	(2) Flys the aircraft accurately at all times
(3) Maintains an inappropriate aircraft configuration for the situation	(3) Selects an appropriate configuration for the selection and inspection of suitable landing sites, in accordance with recommended procedures, but with occasional deviations in altitude and airspeed	(3) Selects the appropriate configuration and maintains exactly, the altitude, airspeed, and power settings appropriate to the recommended inspection configuration and flight phase
(4) Chooses a completely inappropriate landing site when an obvious suitable area is within easy reach	(4) Selects a suitable precautionary landing site from those available	(4) Selects the most suitable precautionary landing site from those available
(5) Acts indecisively	(5) Achieves a successful and timely outcome	(5) Manages aircraft, crew, and passengers in a competent manner to achieve a favourable outcome
(6) Descends below minimum safe height	(6) Initiates the missed approach at minimum safe height	(6) Initiates the missed approach at an altitude that ensures the minimum safe height will not be breached due to inertia during the go around

ASSESSMENT CRITERIA

Task: Forced landing without power

Objective:

To determine that the candidate;

(a) Is aware of the factors affecting the choice of the best available landing area for a forced landing without power.

(b) Exhibits adequate knowledge of the recommended procedures, including the initial actions, to be used in the event of engine failure (above 1000′).

(c) Maintains control of the aircraft during all phases of the simulated emergency (**critical element**).

(d) Maintains airspeed within ± 5 knots of the nominated glide speed.

(e) Plans and follows a flight pattern to the selected landing area, considering altitude, wind, terrain, obstructions and other relevant factors so as to achieve the 1/3 aim point at 500′ AGL (**critical element**).

(f) Attempts to determine the reason for the simulated malfunction by following an appropriate emergency checklist.

(g) Initiates the missed approach at the minimum safe altitude (or higher as directed by the flight examiner or instructor).

Action:

The examiner/instructor will;

(a) By questioning, ensure the candidate is aware of the factors affecting the choice of the forced landing area and advise the candidate of the forced landing area to be used.

(b) Simulate an engine failure at a suitable altitude (not below 2000′ AGL) and determine that the candidate's performance meets the objectives.

(c) Place emphasis on the candidate's aircraft control, judgement, planning, checklist use and passenger handling during the simulated emergency.

(d) Place emphasis on the candidate's ability to achieve the 1/3 aim point from 500′ AGL.

(e) Place emphasis on the candidate's termination of the emergency procedure not below minimum safe height.

(f) Place emphasis on the candidate's go around procedure.

Forced Landing without Power

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Cannot describe the factors affecting the choice of a suitable landing area	(1) Describes the factors affecting the choice of a suitable landing area	(1) Fully describes the factors affecting the choice of a suitable landing area
(2) Does not react to the simulated engine failure or panics	(2) Reacts adequately, preventing escalation of the situation and completes all critical initial actions	(2) Reacts promptly, and decisively to the simulation, correctly completing all initial actions
(3) Seriously neglects aircraft control	(3) Gives priority to aircraft handling (**critical element**)	(3) Flys the aircraft accurately at all times
(4) Maintains ± 5 knots in excess of the nominated glide speed	(4) Maintains an airspeed within ± 5 knots of the glide speed	(4) Establishes and maintains the nominated glide speed accurately
(5) Fails to instigate or follow a plan of action at all, acts indecisively or could not achieve the 1/3 aim point from 500′ AGL	(5) Plans a course of action in accordance with recommended procedures and achieves a successful outcome (**critical element**)	(5) Plans and follows a course of action in accordance with the recommended procedure, manages the aircraft and passengers competently, and achieves a favourable outcome
(6) Does not carry out any emergency checks	(6) Carries out emergency checks	(6) Uses the checklist to establish the cause of the simulated malfunction
(7) Descends below the minimum safe height	(7) Initiates the missed approach at the minimum safe height	(7) Initiates the missed approach at an altitude that ensures the minimum safe height will not be breached

ASSESSMENT CRITERIA

Task: Flap usage and/or sideslipping

Objective:

To determine that the candidate is capable of;

(a) Correct operation and use of flap.

(b) Maintaining airspeed within the required speed range for flap operation and use (**critical element**).

(c) Carrying out a straight sideslip and whilst turning (if applicable to aircraft type).

(d) Increasing the airspeed appropriate to the sideslip.

Action:

The examiner/instructor will;

(a) Observe the candidate's use of flap or sideslip and determine that it meets the objective.

(b) Place emphasis on airspeed control.

(c) Only examine sideslipping as an individual exercise if it is applicable to aircraft type.

Flap Usage and/or Sideslipping

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Exceeds, or would exceed without the examiner's intervention, the maximum flap speed during their use or operation	(1) Maintains airspeed within the flap operating range during their use or operation (**critical element**)	(1) Maintains airspeed safely within the flap operating range at all times during their use or operation
(2) Raises flap rapidly or without increasing power or airspeed	(2) Increases power prior to raising flap progressively (**critical element**)	(2) Increases power prior to raising flap progressively, confirming an increasing airspeed and positive rate of climb prior to raising first stage flap
(3) Executes, or would execute without the examiner's intervention, a sideslip when sideslipping is prohibited by the aircraft's flight manual	(3) Uses sideslip when appropriate	(3) Uses sideslip when appropriate, avoiding full control deflection
(4) Allows the airspeed to decrease below the nominated glide or recommended speed for the sideslip procedure	(4) Increases the nominated glide speed as the sideslip commences	(4) Increases the airspeed appropriate to the manoeuvre and degree of sideslip being used

ASSESSMENT CRITERIA

Task: Low flying in simulated poor visibility

Objective:

To determine that the candidate;

(a) Enters the low flying area (if applicable) in accordance with recommended procedures.

(b) Adopts the recommended poor visibility configuration when confronted with simulated poor visibility conditions.

(c) Maintains altitude ± 100′ and airspeed ± 5 knots whilst manoeuvring in the poor visibility configuration.

(d) Limits the bank angle whilst turning in the poor visibility configuration to a maximum of 45°.

(e) Is capable of carrying out a coastal reversal turn and/or weather avoidance and/or restricted terrain type turn in accordance with the recommended procedure.

Action:

The examiner/instructor will;

(a) Simulate conditions that would make adoption of the poor visibility configuration advisable.

(b) Place emphasis on the candidate's altitude, airspeed and angle of bank control throughout all manoeuvres.

(c) Simulate conditions that would require execution of a coastal reversal and/or weather avoidance and/or restricted terrain type turn.

(d) Observe the candidate's performance and determine that it meets the objectives.

Low Flying in Simulated Poor Visibility

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Fails to carry out the necessary checks prior to entering the low flying area (if applicable)	(1) Completes the necessary checks prior to entering the low flying area (if applicable)	(1) Prior to entry, completes all checks and inspections according to recommended procedure
(2) Maintains an inappropriate aircraft configuration for the simulated conditions	(2) Selects an appropriate configuration for the simulated conditions	(2) Selects an appropriate configuration, in accordance with recommended procedures, for simulated conditions
(3) Maintains an airspeed, more than 5 knots in excess of the nominated configuration or manoeuvre speed, or permits airspeed to decrease whilst manoeuvring in the poor visibility configuration	(3) Maintains airspeed within 5 knots of the nominated configuration or manoeuvre speed and does not permit any decrease in airspeed whilst manoeuvring in the poor visibility configuration	(3) Establishes and maintains the nominated configuration airspeed accurately, increasing the airspeed appropriately whilst manoeuvring in the poor visibility configuration
(4) Frequently exceeds $\pm$ 100 feet of the nominated altitude	(4) Maintains the nominated altitude $\pm$ 100 feet	(4) Accurately maintains the nominated reference altitude at all times
(5) Consistently or grossly exceeds the maximum bank angle (45 degrees)	(5) Rarely exceeds the maximum bank angle by a maximum of 5 degrees	(5) Accurately maintains the maximum bank angle (when required)
(6) Fails to instigate or follow the recommended procedure for a coastal reversal, weather avoidance or restricted terrain turn (as applicable)	(6) Executes the recommended procedure for a coastal reversal, weather avoidance or restricted terrain turn (as applicable)	(6) Executes the coastal reversal, weather avoidance or restricted terrain turn (as applicable) in accordance with the recommended procedure, managing the aircraft in a competent manner

ASSESSMENT CRITERIA

Task: Joining the Circuit

Objective:

To determine that the candidate;

(a) Completes the pre joining checks in accordance with the checklist and records the latest ATIS information where appropriate.

(b) Obtains the necessary ATS clearances where appropriate.

(c) Carries out the nominated circuit joining procedure in accordance with the recommended procedure or ATS requirements where appropriate.

(d) Demonstrates an acceptable level of situational awareness.

Action:

The examiner/instructor will;

(a) Ask the candidate to demonstrate a standard overhead circuit joining procedure or alternative joining procedure and determine that the candidate's performance meets the objective.

(b) Place emphasis on the candidate's compliance with circuit joining procedures and ATS clearances (if applicable).

(c) Place emphasis on the candidate's level of situational awareness.

Joining the Circuit

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Does not carry out pre-joining checks	(1) Completes pre-joining checks	(1) Completes the pre-joining checks in accordance with the checklist
(2) Does not obtain ATIS when it is available and desirable	(2) Obtains ATIS but does not record it	(2) Obtains current ATIS and records all relevant details
(3) Does not obtain an ATS clearance or broadcast intentions, when applicable and required	(3) Obtains an ATS clearance or broadcasts intentions, when applicable and appropriate	(3) Obtains an ATS clearance or broadcasts intentions, when appropriate, in accordance with standard procedures
(4) Turns the wrong way and flys against the circuit direction or joins for an inappropriate runway	(4) Carries out the nominated circuit joining procedure, for a suitable runway, in accordance with ATS instructions or the recommended standard procedure	(4) Carries out the nominated circuit joining procedure in accordance with ATS instructions or the standard overhead joining procedure, entering the circuit at the correct height for a suitable runway, considering W/V and the Group Rating System or the aircraft's flight manual
(5) Maintains an inadequate lookout or listen out, cutting in front of other aircraft in the circuit or causing a traffic conflict	(5) Observes traffic in the circuit, keeping possibly conflicting traffic in any alternative circuit in sight and giving way to all traffic as required	(5) Determines circuit traffic's position and sequences the aircraft to avoid a traffic conflict, giving way as appropriate

ASSESSMENT CRITERIA

Task: Normal approach and landing

Objective:

To determine that the candidate is capable of;

(a) Carrying out a normal approach and landing using flap as applicable.

(b) Maintaining the nominated approach speed ± 5 knots.

Action:

The examiner/instructor will;

(a) Observe the candidate's demonstration of a normal approach and landing and determine that the candidate's performance meets the objective.

(b) Place emphasis on a stabilised approach speed and profile.

Normal Approach and Landing

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Excessive convergence/divergence downwind, or maintains ± 100′ in excess of circuit height	(1) Flys circuit pattern correctly and maintains circuit height ± 100′	(1) Flys an accurate circuit pattern maintaining the correct circuit height
(2) Does not carry out pre-landing checks	(2) Completes pre-landing checks	(2) Completes pre-landing checks in accordance with the checklist
(3) Does not obtain an ATS clearance when required	(3) Obtains an ATS clearance when required	(3) Obtains clearances when required, requesting an alternative if necessary
(4) Does not use full flap when appropriate	(4) Uses full flap when appropriate	(4) Establishes a normal approach using full flap when appropriate
(5) Frequent airspeed variations in excess of ± 5 knots on final	(5) Maintains the recommended approach speed ± 5 knots	(5) Maintains the recommended approach speed accurately
(6) Fluctuates between or maintains a gross overshoot or undershoot	(6) Maintains an acceptable and steady approach profile	(6) Maintains a steady, optimum approach profile, to the round out
(7) Misjudges round out or touch down point and **does not** initiate a go-round	(7) Controls round out and touch down correctly	(7) Smooth, timely and correct control applications during transition from approach to round out and landing
(8) Does not maintain direction, or grossly misuses brakes after touchdown	(8) Maintains direction after touch down, using brakes correctly	(8) Maintains runway centre line throughout the landing, using brakes as required

ASSESSMENT CRITERIA

Task: Flapless approach and landing

Objective:

To determine that the candidate is capable of;

(a) Carrying out a flapless approach and landing, maintaining the nominated approach speed ± 5 knots.

Action:

The examiner/instructor will;

(a) Observe the candidate's demonstration of a flapless approach and landing and determine that the candidate's performance meets the objective.

(b) Place emphasis on a stabilised approach speed and profile.

Flapless Approach and Landing

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Does not nominate an increased approach and/or threshold speed	(1) Nominates an appropriately increased approach and/or threshold speed for the approach and landing without flap	(1) Nominates an appropriately increased approach and/or threshold speed in accordance with recommended procedures
(2) Frequent airspeed variations in excess of ± 5 knots on final approach	(2) Maintains the nominated approach speed ± 5 knots	(2) Maintains the nominated approach speed accurately and achieves the nominated threshold speed
(3) Fluctuates between, or maintains a gross overshoot or undershooting approach profile	(3) Maintains an acceptable and steady approach profile	(3) Maintains a steady, optimum approach profile, to the round out
(4) Misjudges round out or touchdown point and **does not** initiate a go-round	(4) Controls round out and touch down correctly	(4) Makes smooth, timely and correct control applications during the transition from approach to round out and landing
(5) Uses brakes before lowering the nose wheel or grossly misuses brakes after touchdown	(5) Lowers the nose wheel after touch down, using brakes correctly	(5) Gently lowers the nose wheel after touch down, using brakes as required, maintaining the runway centre line throughout the landing

ASSESSMENT CRITERIA

Task: Crosswind approach and landing

(at Examiner discretion)

Objective:

To determine that the candidate is capable of;

(a) Carrying out a crosswind approach and landing, maintaining the nominated approach speed ± 5 knots.

Note: Crosswind approach and landing is not an optional task for BFR

Action:

The examiner/instructor will;

(a) If conditions permit, observe the candidate's demonstration of a crosswind approach and landing and determine that the candidate's performance meets the objective.

(b) Place emphasis on a stabilised approach speed and profile.

Cross-wind Approach and Landing (at Examiner discretion)

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Excessive convergence/divergence on downward leg or final	(1) Allows for drift so as to maintain the final approach track	(1) Allows for drift so as to accurately maintain the final approach track
(2) Gives no consideration to cross- wind component in relation to personal or aircraft limitations	(2) Considers personal and aircraft limitations prior to approach	(2) Considers personal and aircraft limitations downwind and makes a sound decision to continue or abort
(3) Does not configure the aircraft appropriately, using reduced flap when appropriate	(3) Establishes an appropriate approach configuration, using reduced flap when appropriate	(3) Establishes an appropriate approach configuration, in accordance with recommended procedures
(4) Frequent airspeed variations in excess of ± 5 knots on final	(4) Maintains the nominated approach speed ± 5 knots	(4) Maintains the nominated approach speed accurately
(5) Fluctuates between, or maintains a gross overshoot or undershoot	(5) Maintains an acceptable and steady approach profile	(5) Maintains a steady, optimum approach profile, to the round out
(6) Misjudges round out or touchdown point and **does not** initiate a go-round	(6) Controls round out and touch down correctly	(6) Makes smooth, timely and correct control applications during the approach, round out and landing
(7) Does not correct for drift to touch down aligned with the runway	(7) Corrects for drift to touch down aligned with the runway	(7) Corrects for drift, touching down aligned with the runway centre line
(8) Does not maintain direction after touchdown	(8) Maintains direction after touch down	(8) Maintains centre line throughout, positioning controls correctly

ASSESSMENT CRITERIA

Task: Short field landing

Objective:

To determine that the candidate is capable of;

(a) Carrying out an approach and landing into a field of minimum length, as determined by the use of performance charts or the Aircraft's Flight Manual (factored appropriately).

(b) Modifying the approach and threshold speed for the conditions in accordance with recommended procedures and re-evaluating the advisability of continuing the approach.

(c) Regulating the rate of descent with power to a pre-selected touch down point.

(d) Nominating a decision point or height and progressively reducing airspeed to the nominated threshold speed, either at the threshold or the decision height which should be (for this demonstration) a maximum of 300′ AGL.

Action:

The examiner/instructor will;

(a) Observe the candidate's demonstration of an approach to a (simulated) field of minimum length and the subsequent landing, and determine that the candidate's performance meets the objective.

(b) Place emphasis on the candidate's assessment of an appropriate threshold speed for the conditions and the advisability of continuing the approach.

(c) Place emphasis on a stabilised approach profile and achievement of the threshold target speed (Vtt).

Short Field Landing

Rating 70	85	100
Not yet competent	**COMPETENT**	**Ideal**
(1) Does not confirm sufficient runway length is available prior to landing	(1) Confirms sufficient runway length is available prior to landing	(1) Confirms sufficient landing distance is available through use of 'P' charts or flight manual prior to approach
(2) Does not modify the approach threshold speed for the conditions	(2) Modifies the approach or threshold speed (Vtt) when conditions warrant	(2) Modifies the approach and threshold speed (Vtt) when conditions warrant; sound decision to continue or divert
(3) Does not configure the aircraft appropriately for the approach and landing, using full flap	(3) Establishes an appropriate approach and landing configuration, using full flap	(3) Establishes the appropriate configuration, using full flap in accordance with the flight manual
(4) Frequent airspeed variations, or threshold speed in excess of ±5 knots	(4) Achieves threshold speed ± 5 knots at 300′ AGL and maintains it	(4) Progressively reduces airspeed to accurately achieve threshold speed
(5) Fluctuates between, or maintains a gross overshooting or undershooting approach profile	(5) Maintains an acceptable, steady approach profile with power	(5) Maintains a steady, optimum profile, controlling rate of descent with power to the flare
(6) **Does not** initiate a go-round prior to the decision point or height when a landing is not assured	(6) Initiates a go-round at the decision point or height when a landing is not assured	(6) Makes an early decision to go-round if a landing cannot be assured
(7) Grossly misuses brakes, or gets airborne again after touch down	(7) Uses brakes correctly	(7) Uses brakes as required, maintaining runway centre line throughout

ASSESSMENT CRITERIA

Task: Approach and go-round

Objective:

To determine that the candidate is capable of;

(a) Carrying out a go-round from below 50′ in accordance with the recommended procedure.

Action:

The examiner/instructor will;

(a) Call for a go-round during at least one approach (but preferably not the approach to a field of minimum length) from 50′ or below and observe the candidate's performance to ensure it meets the objective.

(b) Place emphasis on correct flap retraction, in accordance with the pilot's operating handbook and recommended procedures.

(c) Place emphasis on tracking the runway centre line.

Approach and Go-round

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Does not recognise a situation which requires the execution of a go-round such that safety is compromised	(1) Executes a go-round on the command "go-round"	(1) Identifies any situation requiring a go-round and promptly initiates the go-round without prompting
(2) Does not lead with power or slams the throttle	(2) Leads with power (rapidly)	(2) Smoothly and promptly leads with power, confirming carburettor heat off (cold)
(3) Dumps flap	(3) Raises flap progressively	(3) Raises second stage flap progressively, and at a safe height, airspeed and positive rate of climb, raises first stage flap in accordance with the recommended procedure
(4) Grossly deviates from runway centre line	(4) Tracks runway centre line	(4) Accurately tracks runway centre line throughout the missed approach

ASSESSMENT CRITERIA

Task: Threat and error management

Objective:

To ensure that the candidate:

(a) Exhibits threat and error management techniques during the demonstration.

Action:

The examiner will:

(a) Assess the candidate's threat and error management techniques through observation of situational awareness, decision making and human factors considerations.

(b) Simulate operational and/or systems failures (as appropriate) to assess the candidate's threat and error management.

(c) Orally question (as required) the candidate's decision making process to assess threat and error management.

Threat and Error Management

Rating_____70_____85_____100

Not yet competent	**COMPETENT**	**Ideal**
(1) The candidate's situational awareness is not applied to the operational situation (as simulated if applicable)	(1) The candidate exhibits situational awareness in relation to the operation (as simulated if applicable)	(1) The candidate exhibits a high level of situational awareness with emphasis on operational factors
(2) The candidate's knowledge of human factors is inadequate and/or not applied to the operation	(2) The candidate exhibits an adequate level of human factors knowledge in those factors relevant to the operation	(2) The candidate exhibits superior knowledge of human factors, particularly those relevant to the operation
(3) The candidate's decision making process cannot be evaluated or clearly ignores available information, especially any information related to the operation	(3) The candidate verbalises the decision making process including any decision influenced by the operational environment	(3) The candidate verbalises the decision making process with emphasis on any decision influenced by the operational environment

ASSESSMENT CRITERIA

Task: Radiotelephony tuning and 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.

Action:

The examiner/instructor 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.

Radiotelephony Tuning and Procedures

Rating_____70_____85_____100		
Not yet competent	**COMPETENT**	**Ideal**
(1) Pays little attention to radio in high traffic density airspace	(1) Maintains an adequate listening watch	(1) Maintains a continuous listening watch, guarding the appropriate radio frequencies
(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) Adopts a non-assertive, excessively assertive or verbose communication style	(3) Communicates in an adequately assertive manner	(3) Communicates in an appropriately authoritative and assertive manner
(4) Seldom uses correct aviation phraseology	(4) Uses correct aviation phraseology	(4) Uses correct aviation phraseology at all times

ASSESSMENT CRITERIA

Task: Lookout (critical task)

Objective:

To determine that the candidate;

(a) Maintains a good lookout both on the ground and in the air for collision avoidance and separation from other aircraft (**critical element**).

(b) Remains in VMC to comply with Visual Flight Rules (**critical element**).

(c) Maintains situational awareness (**critical element**).

Action:

The examiner/instructor will;

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

(b) Require the candidate to report on the position of other aircraft.

Lookout (critical task)

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Lookout grossly deficient – examiner needs to intervene	(1) Maintains an adequate lookout (**critical element**)	(1) Maintains a continuous and systematic lookout both on the ground and in the air
(2) Demonstrates a lack of knowledge in the application of VMC for VFR or would enter cloud without examiner intervention (**critical element**)	(2) Maintains marginal VMC in accordance with the minimum requirements for VFR	(2) Maintains VMC to ensure VFR flight at all times
(3) Pays little attention to situational awareness with no idea of the relative position of other traffic	(3) Maintains a minimum but adequate level of situational awareness (**critical element**)	(3) Maintains a high level of situational awareness by building a mental picture of the relative position of all traffic which may potentially affect the flight

ASSESSMENT CRITERIA

Task: Flight Orientation

Objective:

To determine that the candidate;

(a) Can navigate the aircraft from the departure airfield to a nominated training area and back.

(b) Demonstrates familiarity with airspace boundaries including control zones, VFR lanes and reporting points (**critical element**).

(c) Can identify airspace boundaries and reporting points by use of map reading or local knowledge.

Action:

The examiner/instructor will;

(a) Observe the candidate's navigational procedures and determine that the candidate's performance meets the objectives.

(b) Question the candidate to determine knowledge of local operating procedures.

Flight Orientation

Rating_____70_____85_____100

Not yet competent	COMPETENT	Ideal
(1) Knowledge of local airspace grossly deficient	(1) Shows familiarity with airspace in local area	(1) Demonstrates thorough knowledge of the airspace boundaries, VFR lanes and reporting points of the local area
(2) Infringes controlled airspace	(2) Does not infringe controlled airspace (**critical element**)	(2) At all times during the flight remains orientated with no likelihood of unintentionally infringing controlled airspace
(3) Neglects compulsory VFR reporting reports	(3) Uses VFR reporting points and makes compulsory position reports	(3) Uses VFR reporting points and makes compulsory position reports correctly and punctually