



FLIGHT TEST STANDARDS GUIDE

AIRLINE FLIGHT EXAMINER RATING

**Initial issue, biennial demonstration of continued competency
and demonstrations of competency for the issue of additional
Flight Examiner authorisations**

AEROPLANE/HELICOPTER

**Assessment criteria for the guidance of CAA Examiners and
Flight Examiner applicants**

Revision 2 – February 2021

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Foreword

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

Flight Test Standards Guides were developed by John Parker, the CAA General Aviation Examiner. Mark Woodhouse contributed significantly to this Airline Flight Examiner Rating Guide. Subsequent consultation with industry Flight Examiners has resulted in further refinement.

CAA Examiners are expected to conduct all Flight Examiner Rating initial issue demonstration of competency, biennial demonstrations of continued competency, and demonstrations of competency for the issue of additional Flight Examiner authorisations in accordance with the parameters laid down in this guide.

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

Change Notice

Revision 1 issued February 2013

- Advice to Examiners added (Page 21).
- Minor editorial.

Revision 2 issued February 2021

- Part 121 rule corrects, page 9
- Minor editorial

Introduction

This guide provides guidance and standards for the Airline Flight Examiner Rating initial issue, the biennial demonstration of continued competency and a demonstration of competency for the issue of additional Flight Examiner authorisations.

This 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 – AC61-19 Flight Examiner Ratings;
- CAR Part 119/121/125/135;
- CASA CAAP 5.23-1(1);
- FAA-H-8083-3A Airplane Flying Handbook;
- Transport Canada TP 6533E Approved Check Pilot Manual 9th edition TC-1002096;
- UK CAP 601;
- The CAANZ Personnel Licensing:- Policies, Procedures and Instructions Manual;
- Where applicable, an organisation's Operations Manual(s);
- NASA Crew Performance Indicators; and,
- Gronlund, N.E., & Linn, R.L. (1990). Measurement and evaluation in teaching. (6th ed.) New York: Macmillan.

Definitions

For clarity of intent throughout this guide, the following definitions are declared:

Applicant:	The person seeking an Airline Flight Examiner Rating initial issue, a biennial demonstration of continued competency, or a demonstration of competency for the issue of additional Flight Examiner authorisation(s).
Candidate:	The person being tested by the applicant.
Proficiency:	Trained to confidently accomplish a defined standard.
Competency:	An independent assessment of the proficiency of an Airline Flight Examiner applicant, in a real time operationally representative environment.
Standard:	The measure of accuracy, described either by units or word pictures, required to be achieved for the task.
Qualitative:	Demonstration of a defined standard from an acceptable source i.e. Part 61, Advisory Circulars, Flight Test Standards Guides, CAA procedures, or certificate holders training and checking manuals.
Subjective:	Where no qualitative standard exists the standard as defined by the CAA Examiner.
Flight Examiner:	Generic term describing aircraft and simulator Flight Examiners, both Airline Flight Examiners and General Aviation Flight Examiners.
CAA Examiner:	A CAA employee holding the appropriate Instrument of Delegation issued by the Director of Civil Aviation pursuant to section 23A(1) of the Civil Aviation Act.
Director:	The Director of New Zealand Civil Aviation or a CAA employee holding the appropriate Instrument of Delegation issued by the Director of Civil Aviation pursuant to section 23A(1) of the Civil Aviation Act.

Flight test standard concept

Civil Aviation Rule (CAR) Part 61 and the associated Advisory Circulars (ACs) specify the areas in which knowledge, skill and attitudes must be demonstrated by an applicant before an Airline Flight Examiner Rating is issued, renewed, or additional authorisations added.

Flight Test Standards Guides provide the flexibility to permit the CAA to publish flight test standards containing specific TASKS (procedures and manoeuvres) in which Flight Examiner competency must be demonstrated.

Adherence to the provisions of the appropriate flight test standards is mandatory for the evaluation of Flight Examiner applicants.

Flight test guide description

Flight Test Standards Guides are available on the CAA website <https://www.aviation.govt.nz/> and amendments are notified to those who register for the free email notification service.

This flight test guide has been designed to minimise the degree of subjectivity in the flight test, although the CAA Examiner will still have to exercise judgement.

The assessment criteria for the Airline Flight Examiner Rating initial issue, biennial demonstration of continued competency and demonstration of competency for the issue of additional Flight Examiner authorisations, defines performances that are 'Ideal', 'COMPETENT' and 'Not yet competent'.

The term 'COMPETENT' is used to describe a required standard for the Airline Flight Examiner initial issue, biennial demonstration of continued competency, and demonstrations of competency for the issue of additional Flight Examiner authorisations.

Flight test standard description

TASKS are procedures or manoeuvres appropriate to the Airline Flight Examiner Rating initial issue, biennial demonstrations of continued competency, and demonstrations of competency for the issue of additional Flight Examiner authorisations.

The OBJECTIVE that appears below the TASK relates that task to the regulatory requirements 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.

Unacceptable performance of a task is described in the 'Not yet competent' column.

The ACTION assists the CAA Examiner in ensuring that the TASK OBJECTIVE is met, and in some instances, alerts the CAA Examiner to areas upon which emphasis should be placed.

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

Use of the Flight Test Standards Guide

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

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

Neither the CAA Examiner nor the applicant is required to follow the exact order in which the tasks appear. The CAA Examiner or the applicant may change the sequence or combine tasks with similar objectives. The CAA Examiner and the applicant 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. However, where

possible, a practical sequence of groundwork, briefing, flying and debriefing should be followed.

CAA Examiners and the applicant will place special emphasis on areas of aircraft or simulator operation that are most critical to flight safety. Flight Examiners must fully assess the consequences of their actions and instructions, ensuring that flight safety is paramount. Among these considerations are; ensuring the maintenance of correct aircraft control, sound judgement in decision-making, spatial orientation, collision avoidance and use of applicable operating procedures and checklists. Although these areas may not be shown under each task, they are essential to flight safety and will receive careful evaluation throughout the flight test. If these areas are shown in the objective, additional emphasis will be placed on them.

What is an Airline Flight Examiner?

The International Civil Aviation Organisation (ICAO) does not specify Flight Examiner Ratings and considers that checks and flight testing should be done by the regulatory authority, i.e. CAA Flight Inspectors. However, they recognise that a regulatory authority may pass some of these duties on to an authorised check pilot. ICAO considers that the authorised check pilot has a special relationship with the regulatory authority.

Within New Zealand the position of authorised check pilot is served by the Flight Examiner Rating.

An Airline Flight Examiner Rating is a rating issued by the Director under the authority of the Civil Aviation Act 1990, as amended, and is subject to the conditions that the Director considers appropriate. CAR Part 61 Subpart S prescribes the privileges and limitations under which the rating is issued. This is the same as any licence or rating issued to an individual, under the New Zealand civil aviation system.

An Airline Flight Examiner Rating is issued to an individual by the Director. The individual, as a participant in the civil aviation system, is responsible for carrying out their activities safely and in accordance with the relevant prescribed standards and practices. The Airline Flight Examiner Ratings should be seen as quite different to the examiner/instructor appointments made under a Part 119 operating rule. An individual holding a Flight Examiner Rating is, in many respects, independent of the operator and responsible to the regulatory authority.

The holder of a Flight Examiner Rating is primarily responsible to the Director for upholding the standards as defined by the Civil Aviation Act, the Civil Aviation Rules, and associated documents. Flight Examiners are also responsible to the organisation within which they are exercising the privileges of their rating, to the candidate they are assessing and finally to the aviation industry in general.

Flight test prerequisites

An applicant for either an Airline Flight Examiner Rating initial issue demonstration of competency or a demonstration of competency for the issue of additional Flight Examiner authorisations is required by Civil Aviation Rule to:

- (a) Have a certified logbook record of the requisite flight experience;
- (b) Have proof of their identity; and,
- (c) Have completed the experience requirements, qualifications and eligibility requirements as detailed in the applicable Civil Aviation Rules and associated Advisory Circulars (refer below).
- (d) Have evidence of completion of the required examiner training detailed in Appendix I to AC61-19.

Part 121 Operations:

- CAR Part 61.901(a) - Flight Examiner Rating Eligibility Requirements
- AC 61-19 - Flight Examiner Rating - Airline Expansion of the Eligibility Requirements
- CAR Part 121.521 - Flight Examiner Experience Requirements
- CAR Part 121.523 - Simulator Instructor and Examiner Experience Requirements

Part 125 Operations:

- CAR Part 61.901(a) - Flight Examiner Rating Eligibility Requirements
- AC 61-19 - Flight Examiner Rating - Airline Expansion of the Eligibility Requirements
- CAR Part 125.605 - Flight Examiner Qualifications

Part 135 Operations:

- CAR Part 61.901(a) - Flight Examiner Rating Eligibility Requirements
- AC 61-19 - Flight Examiner Rating - Airline Expansion of the Eligibility Requirements
- CAR Part 135.605 - Flight Examiner Qualifications

Applications for an Airline Flight Examiner Rating

The applicant for either an Airline Flight Examiner Rating initial issue, a biennial demonstration of continued competency, or a demonstration of competency for the issue of additional Flight Examiner authorisations, in accordance with CAR Part 61 Subpart S, is responsible for ensuring that they meet the eligibility requirements, and must provide, or ensure that the following is provided, to the CAA:

- The Form CAA 24061/03 ‘Application for Flight Test Initial Issue/Biennial’ or additional authorisation; and,
- The applicant’s proposed venue and date for flight test (minimum of 30 days’ notice); and,
- The applicant’s record of examiner training (in accordance with AC61-19 Appendix I) for issue or additional authorisation.

The Airline Flight Examiner Rating is issued to the individual, thus the individual has overall responsibility. However, it is not unusual for an operator to make the arrangements on behalf of the individual, so correspondence may be directly with the operator.

Where the applicant is applying for the authorisation of Operational Competency Assessment (OCA) the applicant must demonstrate to a CAA Examiner, competency in an aircraft type or an approved simulator appropriate to the Part under which Airline Flight Examiner authorisations are sought.

A successful biennial demonstration of continued competency is not acceptable in lieu of any initial issue demonstration of competency. For example, if a Part 121 Flight Examiner decides to seek Part 135 Flight Examiner authorisations, the successful completion of a Part 121 biennial

demonstration of continued competency will not exempt the person concerned from the Part 135 initial issue demonstration of competency requirements.

Tests for the Flight Examiner authorisation of ATPL or Category D Flight Instructor Rating initial issue (available under Part 125 and 121 only) may not be combined with any other Flight Examiner Rating additional authorisation demonstration.

The examiner authorisation of ATPL or Category D Flight Instructor rating initial issue (Part 125 and 121 only) is conducted in accordance with the ATPL or Category D flight instructor rating initial issue Flight Test Standards Guide.

Where the applicant for an Airline Flight Examiner Rating is applying for any of the following authorisations, the applicant may be required to submit a current copy of the relevant part of the certificate holder's check and training manual containing the syllabus and associated standards:

- Where the OCA and route and aerodrome proficiency check, or the OCA and Instrument Rating renewal are combined by the certificate holder or
- Where the Instrument Rating renewal is conducted in accordance with [61.807(a)(5) and AC61-17, 61.807(a)(5)], and
- Route and aerodrome proficiency.

Applications for Operational Competency Assessment (OCA) authorisation should include:

- The programme for the OCA;
- The conduct of the OCA; and,
- The standards of performance for the OCA.

The authorisation of Operational Competency Assessment (OCA), normally meets the requirements of the route and aerodrome proficiency authorisation.

The relevant parts of the certificate holder's check and training manual may be supplied to the CAA Examiner at the time of the demonstration of competency, by prior agreement with the CAA Examiner.

Airline Flight Examiners making application to undertake a biennial demonstration of continued competency do not specify which of their authorisations will form the basis for the test. The CAA Examiner makes this choice prior to commencement of the test.

Acknowledgement of application

The CAA Examiner notifies the applicant and operator of the specific needs of the flight test including:

- For an initial rating application the CAA Examiner decides on the demonstration/s of competency required. This will normally only be one of the authorisations requested, but in specific circumstances may be up to all the authorisations requested.
- For a biennial demonstration of continued competency, the CAA Examiner decides on the appropriate demonstration to be observed and any specific aspects to receive attention. *
- That the flight test will be conducted in accordance with the procedures described in this Flight Test Standards Guide.
- That the applicant's training record as a Line Pilot/Pilot Instructor/Pilot Examiner, logbook, licence and medical, etc. are to be made available at the flight test. This is required for initial issue and subsequently to prove identity.
- Any matters arising from a review of the applicant's CAA Personal File and previous demonstration flight test records, including conditions that may apply.

Note:

**If the 24-month period for the biennial is exceeded, the CAA Examiner may require all of the authorisations held to be demonstrated.*

The CAA Examiner confirms with the applicant/operator the agreed venue, date and time for flight test, and if possible, the time of arrival at the venue.

When a Memorandum of Understanding has been established between the CAA and an airline some of these items need not be addressed.

Aircraft or flight simulator requirements for flight test

It is the responsibility of the applicant to ensure that enough time, facilities, equipment, resources and personnel have been provided for their competency assessment.

A certificate holder CAR119/141 may provide the facilities for the demonstration of competency as the applicant's operator. The operator is then responsible for the facilities, equipment, and documented procedures used to enable the demonstration of competency.

The CAA Examiner's crew position must provide an adequate view of the instrumentation to assess the candidate's performance and maintain situational awareness.

The CAA Examiner's crew position must provide an adequate view of the Flight Examiner applicant's position and actions, for assessment of the Flight Examiner applicant's performance.

If the CAA Examiner cannot comply with the above whilst complying with the requirements of the appropriate operating rule, the aircraft is unsuitable for an observed flight test.

The aircraft or approved flight simulator is to have intercom available to the Flight Examiner applicant and the CAA Examiner, capable of monitoring crew and ATS interactions.

The applicant must ensure that the aircraft or approved flight simulator utilised for the flight test:

- Has enough access to efficiently and effectively conduct the flight test.
- Is suitable for the conduct of the flight test in accordance with the requirements of this Flight Test Standards Guide.
- That the flight simulator is approved for use by the certificate holder in the manoeuvres, procedures and crew functions required by this flight test.
- That the flight simulator maintains the conditions of approval for the flight test, or the aircraft is serviceable.

Should a Flight Examiner applicant wish to undertake a Flight Examiner Rating flight test in an aircraft or flight simulator that is not within New Zealand, the travel costs, expenses and accommodation of the CAA Examiner would be at the applicant or operator's expense.

Airline Flight Examiner Rating initial issue flight tests for Instrument Rating renewal or Operational Competency Assessment (OCA) authorisations, carried out in single engine aircraft, will not be valid for the purpose of exercising those examiner authorisations in multi-engine aircraft.

Flight test conduct

Two pilot crew aircraft/flight simulator with 2 observer positions

In an aircraft or a flight simulator required to be operated by a two pilot crew, having two suitable positions from which the flight test can be observed, the Flight Examiner applicant may occupy a suitable observer position in the aircraft or flight simulator and the CAA Examiner will observe the Flight Examiner applicant's performance in applying the flight test from another suitable position. In an aircraft, the Flight Examiner applicant and the CAA Examiner are to be assigned by the operator as flight crew members.

Two pilot crew aircraft/flight simulator with 1 observer position

In an aircraft or a flight simulator required to be operated by a two pilot crew, having only one suitable position from which the flight test can be observed, the Flight Examiner applicant will demonstrate the ability to perform the duties of a Flight Examiner whilst acting as a competent, non-prompting, pilot monitoring, flight crew member. The CAA Examiner will observe the Flight Examiner applicant's performance in applying the flight test. In an aircraft, the CAA Examiner is to be assigned by the operator as a flight crew member.

Two pilot crew aircraft with no observer position

In an aircraft required to be operated by a two pilot crew, having no suitable position available for the conduct of an 'observed' type flight demonstration of competency, the Flight Examiner applicant will demonstrate their own ability to perform the duties of pilot-in-command whilst complying with the

requirements of the flight test syllabus. The CAA examiner must be type rated and current and is to be assigned by the operator as a flight crew member.

The CAA Examiner is to act as a competent, non-prompting, pilot monitoring, flight crew member whilst observing the Flight Examiner applicant's demonstration of competency in accordance with the flight test syllabus.

The Director may appoint an industry examiner as the CAA Examiner for the purpose of conducting this type of flight demonstration. This type of Flight Examiner Rating issue flight test is not acceptable where the applicant is requesting the authorisation of ATPL initial issue.

Single pilot certificated aircraft

In an aircraft certified to be operated single pilot, the Flight Examiner applicant will be required to demonstrate their own competency in accordance with the appropriate flight test syllabus for the Flight Examiner authorisation sought. The CAA Examiner is to be assigned by the operator as a flight crew member. Or, if the aircraft is suitable, the CAA Examiner may observe the Flight Examiner applicant's demonstration of competence in accordance with this flight test guide.

Pre-test documentation check

Prior to the flight test commencing, the applicant for either an Airline Flight Examiner Rating initial issue, a biennial demonstration of continued competency or a demonstration of competency for the issue of additional Examiner authorisations, must provide the following:

- Pilot Logbook complete with:
- Summary of hours showing compliance with the appropriate Eligibility Requirements of CAR 61.901 and AC61-19 [not required for biennial].
- Summary of hours showing compliance with operating rule requirements (CAR 121.521, 121.523, 125.605 or 135.605).

Note:

If the summary is provided by the operator (Part CAR 119/141 certificate holder) it should be certificated by the senior person CAR 119.51(b) (ii) or a person with delegated authority from the senior person.

- A Training Record showing that the applicant has been trained and is proficient for the rating in accordance with AC61-19 Appendix I (not required for biennial)
- Current Licence
- Current NZ Class I Medical
- Current flight instructor rating
- Current Instrument Rating
- Current Operational Competency Assessment*
- Aircraft type rating, for the aircraft upon which the demonstration is being conducted. *

** Logbook sticker signed by a qualified person.*

Where the applicant is acting as a flight crew member the applicant shall hold all the above.

Where the operator provides an alternative system of recording the above that is part of their accepted exposition this may be utilised if it can demonstrate the above when requested.

The above should be reviewed against the application form and the CAA database extract. If eligibility cannot be established the test cannot continue.

CAR Part 61 requires that the applicant establishes the identity of the candidate before the flight test; this can be verified in accordance with CAR 61.17.

Refer to CAA if the applicant is a Simulator Examiner with overseas qualifications.

Assessment of the applicant's demonstration of competency

The assessment of an applicant for either, an Airline Flight Examiner Rating initial issue, a biennial demonstration of continued competency, or a demonstration of competency for the issue of additional Flight Examiner authorisations, will not be commenced until the applicant has met all appropriate application and eligibility requirements.

CAR 61.901(a)(5) requires that to be eligible for the issue of an Airline Flight Examiner Rating, an applicant must have demonstrated to the Director the ability (competency) to perform the duties of an Airline Flight Examiner. The syllabus for this flight test is described in AC61–19 and is expanded in this Flight test Standards Guide. However, some airlines have a Memorandum of Understanding with CAA concerning this demonstration, which is the agreed syllabus between the CAA and the airline.

The Demonstration of Competency is much more than the observation of an applicant conducting a flight test upon a candidate. It is an assessment of the applicant's competence to hold this important licence rating and assumes that the applicant is proficient.

Where possible, the flight test will be carried out, in one continuous session, in an aircraft or approved flight simulator by observation of a flight test conducted by the Flight Examiner Rating applicant.

During the flight test adequate time will be allowed for the CAA Examiner to:

- 1 Review the Airline Flight Examiner applicant's documentation;
- 2 Brief the applicant;
- 3 Observe the applicant's conduct of a flight test;
- 4 Question the applicant;
- 5 Debrief the applicant; and,
- 6 Complete documentation.

The length of time required to complete an Airline Flight Examiner demonstration of competency varies, although generally demonstration of competency will be of approximately four hours in duration. Items 1 and 2

will take approximately 30 minutes and items 4, 5 and 6 will take approximately 30-45 minutes.

The applicant for the Airline Flight Examiner Rating is responsible for the conduct of the candidate's flight test. Adequate time for preparation by both the Flight Examiner applicant and the candidate will be permitted.

The aim of the applicant's demonstration of competency flight test is to:

- Determine, by practical demonstration, whether the applicant has achieved competency and can demonstrate ability as an Airline Flight Examiner; and,
- To ensure that safety standards are maintained.

Each Airline Flight Examiner demonstration of competency will sample the applicant's performance and will cover the authorisation(s) that are either being sought (initial issue situation) or those already held (biennial demonstration situation).

Where more than one Flight Examiner authorisation is requested, the initial issue demonstration of competency may consist of one or more flight tests (at the CAA Examiner's discretion) from the range of authorisations requested. Provided the CAA Examiner is able to adequately assess the authorisations requested, it is permissible for a CAA Examiner to assess an Airline Examiner applicant's competency in more than one authorisation during the same test.

In the biennial demonstration situation, for Airline Flight Examiners who have multiple authorisations, the CAA Examiner may require more than one Flight Examiner authorisation to be demonstrated. However, it is normal for the CAA Examiner to observe the demonstration of only one authorisation.

A successful biennial demonstration of an Airline Examiner Rating authorisation in Part 121,125 or 135 will normally cover all authorisations held in that Part only.

An Airline Flight Examiner Rating biennial demonstration of continued competency must include an approved synthetic flight trainer segment or flight segment, or both if required by the Director, on the heaviest aircraft type (MCTOW) on which the Flight Examiner will examine, or on such other aircraft as the Director may require.

Flight tests for the Flight Examiner authorisation of Instrument Rating continued competency or operational competency (IFR) will require an acceptable means of simulating instrument flight.

Airline Flight Examiners who hold Operational Competency Assessment (OCA) authorisations associated with more than one operational rule part will be required to demonstrate competency under each of those parts if currency is required.

Applicants for either an Airline Flight Examiner Rating initial issue demonstration of competency, a biennial demonstration of continued competency, or a demonstration of competency for the issue of additional Flight Examiner authorisations, are expected to conduct the flight test in accordance with the appropriate rule (61/91/121/125/135) to the level of certification of the operator and as appropriate to the authorisation(s) being sought, and to use the appropriate flight test syllabus, CAA Flight Test Standards Guide, Part 141 organisation's flight test procedures, and/or Part 119 certificate holder's flight test procedures.

Where a Part 141 flight testing organisation is conducting operational competency and/or route and aerodrome proficiency on behalf of a 119 organisation, the procedures for the flight tests contained in the organisation's manuals must have been assessed by CAA and approved.

CAA Examiner's responsibility

To minimise the risk of misunderstandings, the CAA Examiner will brief the applicant to ensure a clear understanding:

- Of the flight test syllabus.
- The status of the CAA Examiner in the applicant's flight test as either the simulator operator, non-prompting co-pilot or observer (i.e. crew positions as applicable).
- Of the flight test format and proposed sequence of events.
- Of the standards against which they will be assessed.
- Of whom is pilot-in-command and respective roles of the applicant and CAA Examiner.
- Of the simulated weather conditions (and/or actual conditions which may preclude conduct of the demonstration).
- That during the flight test for Examiner rating initial issue the applicant has no privileges until satisfactorily completing the

demonstration of competency and consequently that the CAA Examiner will make the assessment of the candidate (if required).

- During the flight test for a biennial demonstration of continued competency the applicant retains their privileges but must discuss the assessment of the candidate (if applicable) with the CAA Examiner.
- Maintain a good lookout, advising the pilot-in-command as required and/or act as safety pilot if required.
- Discuss action to be taken by flight crew members before any leave their station e.g. seat change, short duration absences.
- Discuss verbal calls that may be made by the CAA Examiner as well as minimum airspeeds, altitude or other conditions required for each planned exercise or sequence (as applicable).

Observed flight tests

In an observed test situation, it is permissible for the CAA Examiner to both assess the performance of a candidate who is seeking a rating or demonstrating operational competence at the same time as assessing a Flight Examiner applicant's performance in carrying out the test. Under such circumstances, it is possible for the CAA Examiner to pass the Flight Examiner applicant whilst the candidate who is seeking a rating is failed, and vice versa.

The role of the Examiner applicant during the flight test

The Airline Flight Examiner applicant will:

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

Advice to Examiners

Do not change the position of any system control without the Pilot in Command's consent except for simulating failures (as briefed) and then only following prior warning to the flight crew members.

Where stalling cannot be demonstrated in an appropriate simulator ensure recovery is initiated on recognition of the first symptom (for heavy aircraft). Do not commence the exercise below that recommended in the Aircraft Flight Manual (if applicable) and in no case below 5'000 feet AGL, in cloud or above cloud, unless a well-defined horizon is available and then not less than 2000 feet above the tops.

Do not initiate or call for a baulked landing (all engines operating) below 50 feet AGL or below the nominated Vref for landing flap.

Never pull circuit breaker to simulate equipment failure.

Dutch roll is to be demonstrated in an appropriate simulator only.

Where the emergency/rapid descent cannot be demonstrated in an appropriate simulator the exercise should be terminated by 5000 feet AMSL or 3000 feet AGL and for pressurised aircraft by 10,000 feet AMSL or 2000 feet above the MEA whichever is the higher.

Rejected take-off or simulated engine failure on take-off before decision speed should (for heavy aircraft) be demonstrated in an appropriate simulator only. Where a simulator is not available, require the candidate to brief on the actions of PF and PNF (If applicable) on an RTO simulated scenario.

Engine failure after take-off should only be simulated for Part 135 aeroplanes after the flaps and undercarriage are fully retracted, a safe single engine speed has been achieved (if applicable) and in all cases not below 400 feet AGL. For Part 125 and 121 aeroplanes not below VMCA plus 20 knots or V2 plus 10 knots (as applicable) and in all cases not below 400 feet AGL.

An engine out missed approach should not be initiated or called for in Part 135 aeroplanes below 500 feet AGL (higher altitudes are at examiner discretion). For Part 125 and 121 aeroplanes, not below 200 feet AGL or Vref for landing flap.

A flapless approach for Part 125 and 121 aeroplanes should be followed by a missed approach at a minimum of 50 feet AGL (examiner discretion) where the approach speed exceeds the V_{ref} for landing flap by at least 20 knots.

Manual reversion of flight controls may only be conducted for helicopters in VMC and for aeroplanes only in an appropriate simulator.

Rejected take-offs and runaway trim or jammed stabiliser scenarios for heavy aircraft are only to be demonstrated in an appropriate simulator.

Part 135 or 125 aeroplanes on a stop and go or touch and go must ensure enough runway is available. Part 121 aeroplanes are not permitted to conduct a stop and go and must meet critical field length or balanced field requirements (as applicable) for a touch and go.

Satisfactory performance

The ability of an Airline Flight Examiner applicant to perform the required TASK is based on their demonstration of competency in:

- (a) Briefing the candidate for the flight test to be undertaken;
- (b) Monitoring the performance of the candidate;
- (c) Competently assessing the candidate's performance against the applicable CAA Flight Test Standards Guide or, in the case of operational competency, the procedures for the flight tests contained in the organisations manuals;
- (d) Debriefing the candidate at the completion of the flight test;
- (e) Competently completing a flight test report and associated documentation;
- (f) Exercising good judgement/decision making and maintaining situational awareness;
- (g) Applying and demonstrating legislative and aeronautical knowledge; and
- (h) Showing complete control of the aircraft with the successful outcome of a task never seriously in doubt.

Note: "Competent" is defined as; adequately or legally qualified, effective, appropriate.

Unsatisfactory performance

During a flight test, if in the judgement of the CAA Examiner, the Flight Examiner applicant does not meet the minimum standard of any task performed, the task demonstration is failed and therefore the flight test is failed.

The CAA Examiner or applicant may discontinue the test at any time after the failure of a task makes the applicant ineligible to pass the flight test. The test will only be continued with the consent of the applicant.

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

The applicant is expected to demonstrate to the Director the ability to perform the duties of an Airline Flight Examiner, consequently the result of the assessment will either be PASS or FAIL. There will be no partial pass.

If the Airline Flight Examiner applicant fails either the initial issue or a biennial demonstration of continued competency, the Flight Examiner applicant may not exercise any of the privileges of the Airline Flight Examiner Rating.

In addition, the Flight Examiner applicant may not reapply for a flight test until the Flight Examiner applicant has completed any flight experience and/or training the Director considers appropriate in the circumstances.

Result of the candidate's flight test

The CAA Examiner will:

- (a) Establish the Flight Examiner applicant's opinion of the candidate's flight test result, Pass or Fail (where applicable);
- (b) Discuss the Flight Examiner applicant's opinion of the conduct of the candidate's flight test (where applicable);
- (c) If necessary, state the CAA Examiner's decision on the result of the candidate's flight test; and,
- (d) Ensure that the candidate is not released to conduct an air operation unless properly trained and competent to perform the operation.

Recording unsatisfactory performance

During an initial issue, biennial demonstration of continued competency, or demonstration of competency for the issue of an additional Flight Examiner authorisation, if performance is unsatisfactory the CAA Examiner will record this on the flight test report against the specific task.

Abandoning a Flight Examiner flight test

The CAA Examiner may abandon an Airline Flight Examiner applicant's demonstration of competency once started under the following circumstances:

- The applicant or operator fails to provide adequate facilities, equipment, procedures, and training, or does not comply with the Rules.
- The certificate holder operating the aircraft fails to provide enough access to the aircraft/flight simulator to efficiently conduct the flight test.
- The aircraft or flight simulator has a mechanical or systems failure that inhibits the flight test.
- The candidate decides to discontinue their flight test.
- The candidate's flight test is discontinued by the applicant or the CAA Examiner.
- The candidate's flight test is subject to restrictions by Air Traffic Control or the operator that make it impractical or impossible to complete the applicant's flight test syllabus within a reasonable time, in a logical sequence, or all of the required sequences.
- The CAA Examiner considers it necessary in the interests of safety.

An abandoned flight test will not be assessed. Any test that has been abandoned must be re-examined, in its entirety, on another occasion.

Discontinuing a candidate's flight test

Neither the Airline Flight Examiner applicant nor the CAA Examiner may overrule a decision by the candidate to discontinue the flight test. Only a candidate's decision to continue a flight may be overruled by the Flight Examiner applicant or the CAA Examiner.

The weather conditions, under which the candidate elects to demonstrate competency in accordance with the relevant flight test syllabus, are the conditions under which the candidate must perform. Excessive allowance for poor candidate performance due to weather conditions should not be made. Rather, the candidate's decision-making process should be questioned.

Use of distractions during flight tests

Artificial distractions are not appropriate to the Airline Flight Examiner Rating initial issue, biennial demonstrations of continued competency, or demonstration of competency for the issue of additional Flight Examiner authorisations.

Application of threat and error management techniques

The applicant is expected to apply Threat and Error Management (TEM) techniques throughout the various tasks which makeup the flight test.

Application of crew resource management principles

The applicant is also expected to apply Crew Resource Management (CRM) principles throughout the various tasks which makeup the flight test.

ASSESSMENT CRITERIA

Task: Eligibility assessment

Objective: To determine that the applicant assesses the candidate's eligibility for the flight test by;

- (a) Establishing the identity of the candidate.
- (b) Examining the candidate's licence, medical and ratings for compliance with the relevant CAR Parts 61/121/125/135 eligibility requirements (as applicable).
- (c) Ensuring that all ATPL written examination credits are valid and current (ATPL Flight Test only).
- (d) Ensuring that all relevant knowledge deficiency reports (KDRs) have been certified by a Category A or B flight instructor or the 4-day instructional techniques course has been completed (as applicable).
- (e) Comparing the certificate holder's exposition requirements (as applicable) to the candidate's experience and training (OCA only).
- (f) Assessing the suitability and serviceability of the aircraft/simulator.

Action: The CAA Examiner will;

- (a) Confirm that the applicant's procedures for establishing the identity of the candidate are suitable.
- (b) Role play a candidate and/or observe the assessment of the candidate's licence, medical and ratings and determine that the applicant's performance meets the objective.
- (c) Where applicable, observe the assessment of ATPL examination requirements and determine by questioning that the applicant has adequate knowledge of the written examination requirements.
- (d) Where applicable, observe the applicant's assessment of KDRs.
- (e) Observe the applicant's assessment of the candidate's experience and training with respect to the Part 121/125/135 operator's requirement.
- (f) Observe the applicant's assessment of the suitability and serviceability of the aircraft/simulator to be used.

Eligibility Assessment

Rating 70 85 100

Not yet competent	COMPETENT	Ideal
(1) The applicant does not have, or does not use, a procedure to establish the candidate's identity	(1) The applicant has (and uses) an adequate procedure for establishing the identity of the candidate	(1) The applicant employs a reliable procedure for establishing the identity of the candidate that minimises possible error
(2) The applicant does not ensure that the candidate meets the eligibility requirements of the flight test being undertaken	(2) The applicant adequately compares the candidate's pilot licence, medical and ratings with the eligibility requirements of CAR Parts 61/121/125/135 (as applicable)	(2) The applicant compares the candidate's pilot licence, medical and ratings with the eligibility requirements of CAR Parts 61/121/125/135 (as applicable), using procedures that eliminate all risk of error
(3) The applicant does not ensure that all prerequisite written examinations have been completed	(3) The applicant ensures all prerequisite written examinations have been completed, are valid and current	(3) The applicant uses a procedure that eliminates all risk of the test continuing when prerequisite written examinations are incomplete, invalid or un-current
(4) The applicant does not ensure that the applicable KDRs have been signed off (ATPL Flight Test only) or ITC completed (D Cat issue)	(4) The applicant ensures all applicable KDRs have been certified by a Category A/B flight instructor (ATPL Flight Test only) or ITC completed (D Cat issue)	(4) The applicant ensures that a Category A/B flight instructor has provided "evidence" of improvement in relation to all relevant KDRs (ATPL Flight Test only)
(5) The applicant does not consider the operator's training and experience requirements (OCA only)	(5) The applicant compares the candidate's experience and training with the operator's requirements (OCA only)	(5) The applicant ensures that the candidate's experience and training meet or exceed the operator's requirements (OCA only)
(6) The applicant does not adequately assess the suitability of the aircraft/simulator for the test to be undertaken	(6) The applicant correctly assesses the suitability of the aircraft/simulator for the test to be undertaken	

ASSESSMENT CRITERIA

Task: Logbook assessment

Objective:

To determine that the applicant assesses the candidate's prerequisite training and experience for the flight test by:

- (a) Examining the candidate's logbook and training records for compliance with the applicable CAR Part 61/121/125/135 training and experience eligibility requirements.
- (b) Establishing the currency of any applicable rating.
- (c) Ensuring the candidate holds a valid type rating for the aircraft/simulator to be used.

Action:

The CAA Examiner will:

- (a) Observe the assessment of a candidate's logbook and determine by questioning that the applicant has adequate knowledge of the applicable rules regarding prerequisite training and experience requirements.
- (b) Observe the applicant's assessment of the currency of any applicable rating and determine by questioning that the applicant has adequate knowledge of currency requirements and how currency affects the conduct of the applicable flight test.
- (c) Observe the applicant's assessment of the validity of any aircraft type rating held by the candidate and/or determine by questioning that the applicant has adequate knowledge of aircraft type rating requirements.

Logbook Assessment

Rating 70 85 100

Not yet competent

COMPETENT

Ideal

<p>(1) The applicant does not ensure that the candidate meets the training and experience requirements for the flight test being undertaken</p>	<p>(1) The applicant adequately compares the candidate's logged and certified flight time and training records with the applicable CAR Part 61/121/125/135 training and experience eligibility requirements</p>	<p>(1) The applicant compares the candidate's logged and certified flight time and training records with the applicable CAR Part 61/121/125/135 training and experience eligibility requirements using procedures that eliminate all risk of error</p>
<p>(2) The applicant does not have adequate knowledge of currency requirements or does not establish the currency of applicable ratings</p>	<p>(2) The applicant demonstrates an adequate knowledge of currency requirements and establishes the currency of any applicable rating(s)</p>	<p>(2) The applicant demonstrates a thorough knowledge of currency requirements and how currency of applicable ratings can affect the conduct of the flight test</p>
<p>(3) The applicant incorrectly assesses the validity of the candidate's aircraft type rating for the aircraft/simulator to be used</p>	<p>(3) The applicant correctly assesses the validity of the candidate's aircraft type rating for the aircraft/simulator to be used</p>	<p>(3) The applicant demonstrates a thorough knowledge of the validity requirements of aircraft type ratings</p>

ASSESSMENT CRITERIA

Task: Flight test syllabus briefing

Objective: To determine that the applicant;

- (a) Briefs the candidate on the requirements of the flight test, as described in the applicable Flight Test Guide or the certificate holder's operational competency requirements (as applicable).
- (b) Briefs the candidate on operational matters including (as applicable):
 - The status, responsibilities, operating capacities and roles of the candidate, the Examiner applicant and the CAA examiner.
 - Threat and Error Management and CRM techniques.
 - Operating procedures to be followed (e.g. the certificate holder's manual/SOPs, use of checklists).
 - R/T, ATC, nav log, weather assumptions (e.g. icing, cloud base).
 - Aircraft systems management.
 - Flight planning procedures (e.g. NOTAM and weather briefing).
 - Handling of controls and unplanned emergencies.
 - Simulator considerations (e.g. emergency shutdown, exit and safety).
 - Freedom of the crew to ask questions.
- (c) Confirms that the candidate has an adequate:
 - Understanding of the contents of the briefing.
 - Comprehension of the syllabus for the flight test they are to undertake.
 - Comprehension of the standards expected during the test.

Action: The CAA Examiner will;

- (a) Observe the applicant's briefing and determine that the applicant's performance meets the objectives.
- (b) Acknowledge and/or clarify the role of the CAA Examiner during the demonstration (if required).

Flight Test Syllabus Briefing

Rating _____ 70

85 _____ 100

Not yet competent	COMPETENT	Ideal
(1) The briefing does not set an appropriate tone, lacks interaction, unfriendly, does not seek input and/or does not appear open to queries from the candidate	(1) The briefing sets an appropriate tone, is interactive and is open to queries from the candidate	(1) The briefing is informative, interactive and professional
(2) The applicant omits applicable briefing items	(2) The applicant briefs each applicable point clearly and thoroughly and to the understanding of the candidate	(2) The applicant employs a procedure which ensures all applicable points are clearly and thoroughly briefed and ensures candidate understanding
(3) Does not confirm that the candidate understands the contents of the briefing	(3) Adequately confirms the candidate's understanding of the contents of the briefing	(3) Thoroughly confirms the candidate's understanding of the contents of the briefing
(4) Does not confirm that the candidate has an adequate comprehension of the syllabus of the flight test they are to undertake	(4) Adequately assesses the candidate's comprehension of the syllabus for the flight test they are to undertake	(4) Questions thoroughly to ensure that the candidate has an adequate comprehension of the syllabus for the flight test they are to undertake
(5) Does not confirm that the candidate has an adequate comprehension of the standards expected of them during the flight test	(5) Adequately assesses the candidate's comprehension of the standards expected of them during the flight test	(5) Questions thoroughly to ensure that the candidate has an adequate comprehension of the standards expected of them during the flight test

ASSESSMENT CRITERIA

Task: Questioning

Objective:

To determine that the applicant:

- (a) Questions the candidate on the theory and/or considerations relevant to the flight test, as described in the applicable CAA Flight Test Standards Guide or the certificate holder's operational competency requirements (as applicable).
- (b) Asks open questions that determine understanding and application as well as knowledge.

Action:

The CAA Examiner will:

- (a) Observe the applicant's questioning and determine that the applicant's performance meets the objective.

Questioning

Rating 70 85 100

Not yet competent

COMPETENT

Ideal

<p>(1) The applicant does not use an appropriate tone and/or does not question the candidate on tasks appropriate to the relevant Flight Test Standards Guide or the certificate holder's operational competency requirements</p>	<p>(1) The applicant questions the candidate on all appropriate tasks as described in the relevant Flight Test Standards Guide or the certificate holder's operational competency requirements</p>	<p>(1) The applicant phrases all questions appropriate to the tasks described in the relevant Flight Test Standards Guide or the certificate holder's operational competency requirements, without ambiguity and in a practical sense</p>
<p>(2) The applicant uses mainly closed questions</p>	<p>(2) The applicant questions the candidate using mainly open questions</p>	<p>(2) The applicant phrases all questions to determine understanding, application and/or knowledge as appropriate</p>

ASSESSMENT CRITERIA

Task: Knowledge of relevant rules and documents

Objective:

To determine that the applicant has appropriate knowledge of:

- (a) The CARs and associated advisory circular(s) applicable to the Flight Examiner authorisation sought.
- (b) The requirement to only conduct those flight tests for which authorisation has been granted by the Director.
- (c) The requirement to only exercise the privileges of a Flight Examiner under either a CAR Part 141 or Part 119 certificate holder whose schedule of conditions authorises the conduct of such flight tests.
- (d) The currency requirements of a Flight Examiner rating holder.

Action:

The CAA Examiner will:

- (a) Question the applicant about the CARs and associated advisory circular(s) applicable to the Flight Examiner authorisation(s) sought (or held, as applicable).
- (b) Question the applicant about the requirement to only conduct those flight tests for which authorisation has been granted by the Director and, if applicable, review the Flight Examiner authorisations held by the applicant.
- (c) Question the applicant about the requirement to only exercise the privileges of a Flight Examiner under either a CAR Part 141 or Part 119 certificate holder whose schedule of conditions authorises the conduct of such flight tests and, if applicable, request evidence that the applicant is complying with this requirement.
- (d) Ensure that the applicant is aware of the currency requirements and, where applicable, ensure that the applicant has not exercised the privileges of a Flight Examiner outside the currency period.

Knowledge of Relevant Rules and Documents

Rating

70

85

100

Not yet competent

COMPETENT

Ideal

<p>(1) Has insufficient knowledge of the CARs and/or associated advisory circular(s) relevant to the Flight Examiner authorisation(s) sought</p>	<p>(1) Demonstrates an adequate knowledge of the CARs and associated advisory circular(s) relevant to the Flight Examiner authorisation(s) sought</p>	<p>(1) Demonstrates a thorough knowledge of the CARs and associated advisory circular(s) relevant to the Flight Examiner authorisation(s) sought</p>
<p>(2) Has insufficient knowledge of the requirement to only conduct those flight tests for which authorisation has been granted by the Director</p>	<p>(2) Demonstrates an adequate knowledge of the requirement to only conduct those flight tests for which authorisation has been granted by the Director</p>	<p>(2) Demonstrates a thorough knowledge of the requirement to only conduct those flight tests for which authorisation has been granted by the Director</p>
<p>(3) Is unaware of the requirement to conduct all flight examining under either a CAR Part 141 or Part 119 certificate holder</p>	<p>(3) Demonstrates an adequate knowledge of the requirement to conduct all flight examining under either a CAR Part 141 or Part 119 certificate holder</p>	<p>(3) Demonstrates a thorough knowledge of the requirement to conduct all flight examining under either a CAR Part 141 or Part 119 certificate holder</p>
<p>(4) Has insufficient knowledge of the examiner rating currency requirements and/or exercises the privileges of a flight examiner outside the currency period</p>	<p>(4) Has adequate knowledge of the examiner rating currency requirements</p>	<p>(4) Has a procedure in place to ensure that examiner privileges are not exercised outside the currency period</p>

ASSESSMENT CRITERIA

Task: Knowledge of flight test performance limits

Objective:

To determine that the applicant:

- (a) Has adequate knowledge of the syllabus content and performance limits for the applicable CAA flight test or (where applicable) the certificate holder's exposition requirements.

Action:

The CAA Examiner will:

- (a) Question the applicant on the flight test syllabus content and performance limits applicable to the Flight Examiner authorisation(s) applied for (or held, as applicable).

Knowledge of Flight Test Performance Limits

Rating 70 85 100

Not yet competent	COMPETENT	Ideal
(1) Has insufficient knowledge of the flight test syllabus applicable to the flight test the candidate is to undertake	(1) Demonstrates adequate knowledge of the flight test syllabus applicable to the flight test the candidate is to undertake	(1) Demonstrates a thorough knowledge of the flight test syllabus applicable to the flight test the candidate is to undertake
(2) Has insufficient knowledge of the performance parameters applicable to the flight test the candidate is to undertake	(2) Demonstrates adequate knowledge of the performance parameters applicable to the flight test the candidate is to undertake	(2) Demonstrates a thorough knowledge of the performance parameters applicable to the flight test the candidate is to undertake

ASSESSMENT CRITERIA

Task: In flight assessment

Objective: To determine that the applicant;

- (a) Assesses the candidate's performance against the parameters stated in the applicable CAA Flight Test Standards Guide or (where applicable) as stated in the certificate holder's exposition.
- (b) Assesses the candidate on their ability to:
 - Execute procedures and manoeuvres within the aircraft's performance capabilities and limitations, including the use of the aircraft's systems.
 - Execute emergency procedures and manoeuvres appropriate to the aircraft.
 - Pilot the aircraft/simulator with smoothness and accuracy.
 - Apply aeronautical knowledge and exercise judgement.
 - Control the aircraft at all times, with the successful outcome of a procedure or manoeuvre never seriously in doubt.
 - Manage crew and apply TEM and CRM techniques.
- (c) Manages the aircraft/simulator safely throughout the flight test.
- (d) Keeps a record of the flight so that all aspects can be debriefed comprehensively.

Action: The CAA Examiner will;

- (a) Observe the applicant's assessment of the candidate's performance in complying with the applicable flight test standards, and determine that the applicant's performance meets the objective.
- (b) Observe the applicant's assessment of the candidate's ability to manage the aircraft in normal, abnormal and emergency situations, and determine that the applicant's performance meets the objective.
- (c) Observe the applicant's management of the aircraft/simulator throughout the flight test and determine that the applicant's performance meets the objective.
- (d) Observe the applicant's record keeping throughout the flight test and determine that the applicant's performance meets the objective.

In Flight Assessment

Rating 70 85 100

Not yet competent	COMPETENT	Ideal
(1) Omits items from the syllabus and/or CAA Flight Test Standards Guide, or the operator's procedures (as applicable)	(1) Conducts the flight test in accordance with the applicable syllabus and CAA Flight Test Standards Guide, or operator's procedures (as applicable)	
(2) Does not demonstrate adequate assessment of the candidate on their ability to handle, operate and manage the aircraft or simulator in normal, abnormal and emergency situations	(2) Adequately assesses the candidate on their ability to handle, operate and manage the aircraft or simulator in normal, abnormal and emergency situations	(2) Thoroughly assesses the candidate on their ability to handle, operate and manage the aircraft or simulator in normal, abnormal and emergency situations
(3) Does not adequately manage the aircraft/simulator safely throughout the flight test	(3) Demonstrates adequate management of the aircraft/simulator throughout the flight test, maintaining an adequate level of realism	(3) Demonstrates excellent management of the aircraft/simulator throughout the flight test, maintaining as much realism as is practically possible
(4) Does not keep an adequate record of the flight test	(4) Keeps a clear and comprehensive record of the flight test	(4) Unobtrusively keeps a clear and comprehensive record of the flight test

ASSESSMENT CRITERIA

Task: Debriefing

Objective:

To determine that the applicant:

- (a) Makes an appropriate recommendation to the CAA Examiner, in the case of an observed flight test, as to whether the result should be a pass or fail.
- (b) Invites candidate/crew self-analysis as appropriate.
- (c) Conducts a fair and unbiased debriefing of the candidate's performance, based on identifiable events.
- (d) Praises and reinforces well flown/managed aspects of the flight test.
- (e) Provides constructive criticism where appropriate, highlighting areas for improvement.
- (f) Provides the candidate with the result of the flight test.
- (g) Where the result is a fail, constructively outlines the reasons for the failure, in descending order of importance.

Action:

The CAA Examiner will:

- (a) Consider the applicant's recommendation as to whether the result of an observed flight test should be a pass or fail and then advise the applicant of their decision.
- (b) Observe the applicant's debriefing of the candidate and determine that the applicant's performance meets the objectives.
- (c) In the case of a fail result, observe the applicant's debriefing of the candidate and determine that the applicant's performance meets the objectives.

Debriefing

Rating 70 85 100

Not yet competent

COMPETENT

Ideal

(1) Makes an inappropriate pass/fail recommendation to the CAA Examiner	(1) Makes an appropriate pass/fail recommendation to the CAA Examiner	(1) Makes an appropriate pass/fail recommendation to the CAA Examiner based on the same observations as the CAA examiner
(2) Does not invite candidate/crew self-analysis	(2) Invites candidate/crew self-analysis (as applicable)	(2) Encourages candidate/crew self-analysis (as applicable)
(3) Does not demonstrate a fair and unbiased debriefing of the candidate's performance	(3) Conducts a fair and unbiased debriefing of the candidate's performance, based on identifiable events	
(4) Does not praise or reinforce well flown/managed aspects of the flight	(4) Praises and reinforces well flown/managed aspects of the flight	(4) Appropriately praises and reinforces well flown/managed aspects of the flight
(5) Does not provide the candidate with the result of the flight test	(5) Provides the candidate with the result of the flight test	(5) Provides the candidate with the result of the flight test in a timely manner
(6) Where the result is a fail, does not outline the reasons for the failure or is inappropriately critical	(6) Where the result is a fail, constructively outlines the reasons for the failure	(6) Where the result is a fail, constructively outlines the reasons for the failure with reference to the appropriate Flight Test Standards Guide and/or the operator's exposition (as applicable)

ASSESSMENT CRITERIA

Task: Knowledge of mandatory fail aspects

Objective:

To determine that the applicant:

- (a) Has adequate knowledge of a candidate performance that constitutes a mandatory fail applicable to the Flight Examiner authorisation(s) sought.
- (b) Applies a mandatory failure to the candidate's flight test if the applicant is required to intervene with any physical action in the interests of safety.

Action:

The CAA Examiner will:

- (a) Question the applicant to ensure the applicant has adequate knowledge of mandatory fail aspects in relation to the Flight Examiner authorisation(s) sought.
- (b) Observe the applicant's performance/decision making with respect to mandatory fail aspects (should the situation arise).

Knowledge of Mandatory Fail Aspects

Rating 70 85 100

Not yet competent	COMPETENT	Ideal
(1) Is unaware of the mandatory fail aspects for the Flight Examiner authorisation(s) sought	(1) Demonstrates adequate knowledge of the mandatory fail aspects in relation to the Flight Examiner authorisation(s) sought	(1) Demonstrates thorough knowledge of the mandatory fail aspects in relation to the Flight Examiner authorisation(s) sought
(2) Does not apply a mandatory failure to the candidate's flight test if the applicant is required to intervene in the interests of safety with any physical action	(2) Applies a mandatory failure to the candidate's flight test if the applicant is required to intervene with any physical action	(2) Without reference to the CAA Examiner, applies a mandatory failure to the candidate's flight test if the applicant is required to intervene with any physical action

ASSESSMENT CRITERIA

Task: Knowledge of remedial training required

Objective:

To determine that the applicant:

- (a) Has adequate knowledge and experience to be able to recommend appropriate remedial training based on the candidate's observed performance or as simulated by the CAA Examiner.
- (b) Advises the candidate, and certificate holder if appropriate, of any remedial training requirements.
- (c) Advises the candidate that they may not use the affected rating.

Action:

The CAA Examiner will:

- (a) Determine by observation and/or questioning that the applicant recommends appropriate remedial training as required or simulated.
- (b) Observe the applicant's performance and determine that the applicant's performance meets the objectives.

Knowledge of Remedial Training Required

Rating 70 85 100

Not yet competent	COMPETENT	Ideal
(1) Where the result is a fail, does not advise the candidate of any remedial training required	(1) Where the result is a fail, (or in response to a simulated scenario) advises the candidate and the certificate holder or the CAA Examiner (as appropriate), of any remedial training required	(1) Demonstrates a thorough knowledge of appropriate remedial training required to meet the standard of the licence, rating or operational competency requirements in relation to the candidate's observed performance and/or as simulated by the CAA Examiner
(2) Where the result is a fail, does not advise the candidate that they may not exercise the privileges of the licence or rating (as applicable)	(2) Where the result is a fail, advises the candidate that they may not exercise the privileges of the licence or rating (as applicable)	(2) Where the result is a fail, ensures the candidate understands that they may not exercise the privileges of the licence or rating (as applicable)

ASSESSMENT CRITERIA

Task: Knowledge of applicable logbook entries

Objective: To determine that the applicant;

- (a) Exhibits adequate knowledge of the appropriate logbook entries, application forms and issue or renewal procedures in relation to the Flight Examiner authorisation(s) sought.
- (b) Issues the candidate with correctly completed and appropriate logbook certification if the result of the flight test is a pass.
- (c) Correctly completes certificate holder/CAA test report, pass or fail.
- (d) Gives the candidate and certificate holder (if applicable) a copy of the flight test report, pass or fail.
- (e) Gives the CAA Examiner, or the person delegated by the CAA Examiner, a copy of the flight test report, pass or fail, for the following flight tests:
 - Airline Transport Pilots Licence; and,
 - Category D Flight Instructor Rating.

Action: The CAA Examiner will;

- (a) Question the applicant to ensure that they have adequate knowledge of logbook entries, application forms and issue or renewal procedures applicable to the Flight Examiner authorisation(s) sought (or held, as applicable).
- (b) Observe the applicant providing the candidate with appropriate logbook certification and determine that the applicant's performance meets the objectives.
- (c) Observe the applicant providing the candidate and certificate holder (if applicable) with a copy of the flight test report and determine that the applicant's performance meets the objectives.
- (d) Take a copy of the flight test report from the applicant, if applicable.

Knowledge of Applicable Logbook Entries

Rating

70

85

100

Not yet competent

COMPETENT

Ideal

(1) Does not demonstrates an adequate knowledge of logbook entries, application forms and issue or renewal procedures in relation to the Flight Examiner authorisation sought (or held)	(1) Demonstrates adequate knowledge of logbook entries, application forms and issue or renewal procedures in relation to the Flight Examiner authorisation sought (or held)	(1) Demonstrates a thorough knowledge of logbook entries, application forms and issue or renewal procedures in relation to the Flight Examiner authorisation sought (or held)
(2) Where the result of the flight test is a pass, does not issue the candidate with the appropriate logbook certification	(2) Where the result of the flight test is a pass, issues the candidate with correctly completed and appropriate logbook certification	
(3) Does not correctly complete the certificate holder/CAA flight test report	(3) Adequately completes the certificate holder/CAA flight test report	(3) Correctly completes the certificate holder/CAA flight test report
(4) Does not provide the candidate and/or the certificate holder with a copy of the flight test report	(4) Provides the candidate and the certificate holder with a copy of the flight test report	
(5) Does not give the CAA Examiner a copy of an applicable flight test report	(5) Gives the CAA Examiner a copy of the flight test report, if applicable	