

## Schedule 6 Proficiency check standards

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

### Table of Contents

<b>APPENDIX 1</b>	<b>INSTRUMENT RATING PROFICIENCY CHECK.....</b>	<b>656</b>
<b>APPENDIX 2</b>	<b>INSTRUMENT RATING PROFICIENCY CHECK — CO-PILOT .....</b>	<b>658</b>
<b>APPENDIX 3</b>	<b>NIGHT VISION IMAGING SYSTEM RATING PROFICIENCY CHECK .....</b>	<b>661</b>
<b>APPENDIX 4</b>	<b>AERIAL APPLICATION RATING PROFICIENCY CHECK.....</b>	<b>663</b>
<b>APPENDIX 5</b>	<b>INSTRUCTOR RATING PROFICIENCY CHECK.....</b>	<b>665</b>
<b>APPENDIX 6</b>	<b>EXAMINER RATING PROFICIENCY CHECK .....</b>	<b>668</b>

### Appendix 1 Instrument rating proficiency check

#### 1. Proficiency check requirements

An applicant for an instrument rating proficiency check must demonstrate the following:

- (a) knowledge of the topics listed in clause 2 that are relevant to the endorsements that are being assessed during the check;
- (b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS that are relevant to the endorsements that are being assessed during the check.

#### 2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

- (a) privileges and limitations of the instrument rating and each instrument endorsement covered by the check;
- (b) proficiency check requirements;
- (c) IFR and approach recent experience requirements;
- (d) aircraft instrument requirements;
- (e) interpreting operational and meteorological information;
- (f) take-off minima;
- (g) holding and alternate requirements;
- (h) IFR procedures for all airspace classifications;
- (i) departure and approach instrument procedures;
- (j) operations below LSALT and MSA for day and night operations;
- (k) GNSS and PBN standards;
- (l) circling approaches;
- (m) adverse weather operations;
- (n) ERSA normal and emergency procedures;
- (o) IFR planning.

#### 3. Activities and manoeuvres

*Note* For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

##### 3.1 Pre-flight

*Note* The relevant competency standards are in unit code CIR.

- (a) plan an IFR flight;
- (b) perform pre-flight actions and procedures.

**3.2** Ground operations, take-off, departure and climb

*Note* The relevant competency standards are in unit codes CIR and IFF.

- (a) complete all relevant checks and procedures;
- (b) plan, brief and conduct take-off and departure procedures;
- (c) conduct an instrument departure and, if available, in accordance with 1 of the following:
  - (i) a published procedure; or
  - (ii) an ATC clearance;

**3.3** En route cruise

*Note* The relevant competency standards are in unit code CIR.

- (a) navigate en route using ground-based and satellite-based navigation systems;
- (b) perform ground-based and satellite-based navigation system integrity checks;
- (c) identify and avoid hazardous weather conditions (may be simulated).

**3.4** Check specific activities and manoeuvres

*Note* The relevant competency standards are in unit codes CIR, IFF and IFL.

- (a) perform full panel and limited panel instrument flying;
- (b) recover from at least 2 different unusual aircraft attitudes, including the following:
  - (i) 1 recovery using a full instrument panel;
  - (ii) 1 recovery using a limited instrument panel;
- (c) for a test in a multi-engine aircraft, conduct an instrument departure with 1 engine inoperative;

*Note* For clarity, this manoeuvre must be separate to the manoeuvre required in paragraph (e), namely a missed approach.

- (d) for a test in a multi-engine aircraft, conduct an instrument approach with 1 engine inoperative;
- (e) for a test in a multi-engine aircraft, with 1 engine inoperative, conduct 1 of the following:
  - (i) a missed approach procedure;
  - (ii) a visual circling procedure.

**3.5** Descent and arrival

*Note* The relevant competency standards are in unit codes CIR, IAP2, and IAP3.

- (a) perform a descent or published arrival procedure to an aerodrome;
- (b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure, and if the approach procedure is an RNAV/(GNSS) approach, then the holding pattern or sector 3 entry procedure must be for the RNAV/(GNSS) procedure;
- (c) conduct a 2D instrument approach operation as follows:
  - (i) prepare for the operation;
  - (ii) conduct the operation;
- (d) if required for the test — conduct a 3D instrument approach operation as follows:
  - (i) prepare for the operation;
  - (ii) conduct the operation;
- (e) conduct a missed approach procedure.

**3.6** Circuit, approach and landing

*Note* The relevant competency standards are in unit code CIR.

- (a) conduct a visual circling approach involving a change of heading to the runway of at least 90°;
- (b) perform after-landing actions and procedures.

**3.7** Shut down and post-flight

*Note* The relevant competency standards are in unit code CIR.

- (a) park, shutdown and secure the aircraft;
- (b) complete post-flight administration.

**3.8** General requirements

*Note* The relevant competency standards are in unit codes CIR, NTS1 and NTS2.

- (a) maintain an effective lookout;
- (b) maintain situational awareness;

- (c) assess situations and make appropriate decisions;
- (d) set priorities and manage tasks effectively;
- (e) maintain effective communication and interpersonal relationships;
- (f) recognise and manage threats;
- (g) recognise and manage errors;
- (h) recognise and manage undesired aircraft states;
- (i) communicate effectively using appropriate procedures for the airspace being used during the test;
- (j) manage the aircraft systems required for the flight;
- (k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

#### 4. Operational scope and conditions

*Note* Reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61.880 (9) of Part 61 of CASR 1998.

##### 4.1 The following operational scope applies to the proficiency check:

- (a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
- (b) an IFR operation;
- (c) conduct an IFR departure, en route sectors, IFR arrival, instrument approach operations using at least 2 different procedures, and at least 1 missed approach procedure;
- (d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

##### 4.2 The following conditions apply to the flight test:

- (a) activities and manoeuvres are performed in accordance with published procedures;
- (b) conducted in an appropriate aircraft or a flight simulation training device approved for the purpose;
- (c) the check must include at least one 2D instrument approach operations;
- (d) demonstrating competency conducting instrument approach operations includes conducting a missed approach procedure for at least 1 approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;
- (e) for paragraph (d), demonstrate competency performing at least 1 instrument approach operation while manually manipulating the flight and power controls;
- (f) if the proficiency check is conducted in an aircraft, it must be certified for operations conducted under the IFR and be appropriately equipped according to the requirements for each instrument endorsement the check includes;
- (g) a suitable means of simulating instrument meteorological conditions must be used, if necessary, to ensure competency conducting the operation without reference to external visual cues is achieved.

## Appendix 2 Instrument rating proficiency check — co-pilot

### 1. Proficiency check requirements

1.1 This proficiency check applies to an applicant for an instrument rating proficiency check who is subject to the condition that he or she is not authorised to act as pilot in command of an aircraft conducting an IFR operation and who has not yet satisfied the requirements for the removal of the condition as prescribed in regulation 61.887 and subregulation 202.266 (5).

1.2 The applicant must demonstrate the following:

- (a) knowledge of the topics listed in clause 2 that are relevant to the endorsements that are being assessed during the check;
- (b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS that are relevant to the endorsements that are being assessed during the check.

## 2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

- (a) privileges and limitations of the instrument rating and each instrument endorsement covered by the check;
- (b) proficiency check requirements;
- (c) IFR and approach recent experience requirements;
- (d) aircraft instrument requirements;
- (e) interpreting operational meteorological information;
- (f) take-off minima;
- (g) holding and alternate requirements;
- (h) IFR procedures for all airspace classifications;
- (i) departure and approach instrument procedures;
- (j) operations below LSALT and MSA for day and night operations;
- (k) GNSS and PBN standards;
- (l) circling approaches;
- (m) adverse weather operations;
- (n) ERSA normal and emergency procedures;
- (o) IFR planning.

## 3. Activities and manoeuvres

*Note* For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

### 3.1 Pre-flight

*Note* The relevant competency standards are in unit code CIR.

- (a) plan an IFR flight;
- (b) perform the pre-flight actions and procedures.

### 3.2 Ground operations, take-off, departure and climb

*Note* The relevant competency standards are in unit codes CIR and IFF.

- (a) complete all of the relevant checks and procedures;
- (b) plan, brief and conduct the take-off and departure procedures;
- (c) conduct an instrument departure and, if available, in accordance with 1 of the following:
  - (i) a published procedure; or
  - (ii) an ATC clearance.

### 3.3 En route cruise

*Note* The relevant competency standards are in unit code CIR.

- (a) navigate the aircraft en route using ground-based and satellite-based navigation systems;
- (b) perform ground-based and satellite-based navigation system integrity checks;
- (c) identify and avoid hazardous weather conditions (may be simulated).

### 3.4 Check specific activities and manoeuvres

*Note* The relevant competency standards are in unit codes CIR, IFF and IFL.

- (a) perform full panel and limited panel instrument flying;
- (b) recover from at least 2 different unusual aircraft attitudes, including the following:
  - (i) 1 recovery using a full instrument panel;
  - (ii) 1 recovery using a limited instrument panel.

### 3.5 Descent and arrival

*Note* The relevant competency standards are in unit codes CIR, IAP2, and IAP3.

- (a) perform a descent or published arrival procedure to an aerodrome;
- (b) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure, and if the approach procedure is an RNAV/(GNSS) approach, then the holding pattern or sector 3 entry procedure must be for the RNAV/(GNSS) procedure;

- (c) conduct a 2D instrument approach operation as follows:
  - (i) prepare for the operation;
  - (ii) conduct the operation;
- (d) if required for the check — conduct a 3D instrument approach operation as follows:
  - (i) prepare for the operation;
  - (ii) conduct the operation;
- (e) conduct a missed approach procedure.

### 3.6 Circuit, approach and landing

*Note* The relevant competency standards are in unit code CIR.

- (a) conduct a visual circling approach involving a change of heading to the runway of at least 90°;
- (b) perform after-landing actions and procedures.

### 3.7 Shut down and post-flight

*Note* The relevant competency standards are in unit code CIR.

- (a) park, shutdown and secure the aircraft;
- (b) complete post-flight administration.

### 3.8 General requirements

*Note* The relevant competency standards are in unit codes CIR, NTS1 and NTS2.

- (a) maintain an effective lookout;
- (b) maintain situational awareness;
- (c) assess situations and make appropriate decisions;
- (d) set priorities and manage tasks effectively;
- (e) maintain effective communication and interpersonal relationships;
- (f) recognise and manage threats;
- (g) recognise and manage errors;
- (h) recognise and manage undesired aircraft states;
- (i) communicate effectively using appropriate procedures for the airspace being used during the test;
- (j) manage the aircraft systems required for the flight;
- (k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

## 4. Operational scope and conditions

*Note* Reference to the same kind of relevant aircraft in this section has the same meaning as relevant aircraft in subregulation 61.880 (9) of Part 61 of CASR 1998.

### 4.1 The following operational scope applies to the proficiency check:

- (a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
- (b) a multi-crew IFR operation in an appropriate aircraft or flight simulator approved for the purpose;
- (c) conduct an IFR departure, en route sectors, IFR arrival, instrument approach operations using at least 2 different procedures, and at least 1 missed approach procedure;
- (d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

### 4.2 The following conditions apply to the flight test:

- (a) activities and manoeuvres are performed in accordance with published procedures;
- (b) the check must include at least one 2D instrument approach operations;
- (c) demonstrating competency conducting instrument approach operations includes conducting a missed approach procedure for at least 1 approach operation, from the decision altitude or minimum descent altitude, as applicable, unless for safety or operational reasons a higher altitude is applied;
- (d) if the proficiency check is conducted in an aircraft, it must be certified for operations conducted under the IFR and be appropriately equipped according to the requirements for each instrument endorsement the check includes;

- (e) a suitable means of simulating instrument meteorological conditions must be used, if necessary, to ensure competency conducting the operation without reference to external visual cues is achieved.

## Appendix 3 Night vision imaging system rating proficiency check

### 1. Proficiency check requirements

- 1.1 An applicant for a night vision imaging system (NVIS) rating proficiency check must demonstrate the following:
  - (a) knowledge of the topics listed in clause 2, which are relevant to the endorsement that is being assessed during the check;
  - (b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS that are relevant to the endorsements that are being assessed during the check.

### 2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

- (a) privileges and limitations of the NVIS rating and the endorsement that is covered by the flight test;
- (b) proficiency check requirements;
- (c) night recency requirements;
- (d) night VFR and IFR operations as applicable to the endorsement that is being assessed during the check;
- (e) ground and aircraft lighting requirements;
- (f) interpreting operational and meteorological information;
- (g) use of instrument and navigation systems;
- (h) take-off minima;
- (i) holding and alternate requirements;
- (j) operational requirements and procedures for all airspace classifications;
- (k) operations below LSALT and MSA for day and night operations;
- (l) ERSA normal and emergency procedures.

### 3. Activities and manoeuvres

*Note* For paragraph 1 (b), the proficiency check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

#### 3.1 Pre-flight

*Note* The relevant competency standards are in unit code NVI.

- (a) plan an NVIS operation and determine the serviceability of the aircraft and the night vision goggles (NVG) equipment to be used for the operation;
- (b) plan a night VFR flight;
- (c) perform pre-flight actions and procedures.

*Note* An NVIS operation is defined in Civil Aviation Order 82.6.

#### 3.2 Ground operations, take-off, departure and climb

*Note* The relevant competency standards are in unit codes NVI and IFF.

- (a) complete all relevant checks and procedures;
- (b) lift-off, hover and taxi helicopter using NVG;
- (c) plan, brief and conduct take-off and departure procedures using NVG;
- (d) establish a stable hover, take-off from and climb out from an unlit helicopter landing site (HLS) using NVG.

#### 3.3 En route cruise

*Note* The relevant competency standards are in unit code NVI.

- (a) transit to and from an operational area using NVG;
- (b) navigate en route using night VFR or IFR procedures as applicable.

**3.4 Check specific activities and manoeuvres**

*Note* The relevant competency standards are in unit codes NVI, IFF and IFL.

- (a) perform full and limited panel instrument flying;
- (b) recover from at least 2 different unusual aircraft attitudes, including the following:
  - (i) 1 recovery using a full instrument panel;
  - (ii) 1 recovery using a limited instrument panel;
- (c) perform cockpit procedures and checks during goggled and de-goggled flight;
- (d) maintain control of the aircraft during transition between goggled and de-goggled flight;
- (e) using NVG, perform 1 of the following:
  - (i) land and take off from sloping ground;
  - (ii) land and take off from a pinnacle;
  - (iii) land and take off from a ridgeline;
- (f) manage abnormal and emergency situations while using NVG;
- (g) recover from inadvertent entry into IMC conditions and re-establishing VMC while using NVG;
- (h) manage flight during a multi-crew NVIS operation.

**3.5 Descent and arrival**

*Note* The relevant competency standards are in unit code NVI.

- (a) plan and conduct an arrival and circuit joining procedure;
- (b) descend to an unlit HLS while using NVG.

**3.6 Circuit, approach and landing**

*Note* The relevant competency standards are in unit code NVI.

- (a) conduct a circuit pattern, approach and landing using NVG;
- (b) conduct an approach to, and land on, an unlit HLS using NVG;
- (c) conduct a baulked landing using NVG;
- (d) perform after landing actions and procedures.

**3.7 Shut down and post-flight**

*Note* The relevant competency standards are in unit code NVI.

- (a) park, shutdown and secure the helicopter;
- (b) complete post-flight administration.

**3.8 General requirements**

*Note* The relevant competency standards are in unit codes NTS1, NTS2 and NVI.

- (a) maintain an effective lookout;
- (b) maintain situational awareness;
- (c) assess situations and make appropriate decisions;
- (d) set priorities and manage tasks effectively;
- (e) maintain effective communication and interpersonal relationships;
- (f) recognise and manage threats;
- (g) recognise and manage errors;
- (h) recognise and manage undesired aircraft states;
- (i) communicate effectively using appropriate procedures for the airspace being used during the flight;
- (j) manage the aircraft systems required for the flight;
- (k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

**4. Operational scope and conditions****4.1** The following operational scope applies to the proficiency check:

- (a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;
- (b) conduct an NVIS operation;
- (c) conduct the operation using NVG;

- (d) conducted under the night VFR, including an IFR segment if the check is for the holder of a grade 1 NVIS endorsement;
- (e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

**4.2** The following conditions apply to the proficiency check:

- (a) activities and manoeuvres are performed in accordance with published procedures;
- (b) conducted in a helicopter or a flight simulation training device approved for the purpose;
- (c) if the check is conducted in an aircraft, it must be certified for the operation.

## Appendix 4 Aerial application rating proficiency check

### 1. Proficiency check requirements

An applicant for an aerial application rating proficiency check must demonstrate the following:

- (a) knowledge of the topics listed in clause 2, which are relevant to the endorsement(s) that are being assessed during the check;
- (b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS, which are relevant to the endorsements that are being assessed during the check.

### 2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

- (a) privileges and limitations of an aerial application rating and the endorsements held by the applicant;
- (b) proficiency check requirements;
- (c) limitations of GNSS;
- (d) wind affect at low level and associated flying conditions;
- (e) analysis of actual and forecast weather relevant to application operations;
- (f) the effect of mountainous terrain on airflow and associated flying conditions;
- (g) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task;
- (h) the hazards associated with low flying and how to identify them prior to and during a low-level operation;
- (i) the effects of extreme environmental conditions on pilot health and performance;
- (j) the effects of fatigue and physical health on pilot performance;
- (k) risk assessment techniques;
- (l) managing risks at low level;
- (m) aircraft performance, including where appropriate for the category of the aircraft used for the check:
  - (i) maximum rate turning;
  - (ii) minimum radius turning;
  - (iii) best angle of climb;
  - (iv) best rate of climb;
  - (v) 1 engine inoperative performance (if applicable);
  - (vi) helicopter manoeuvring (if applicable).

### 3. Activities and manoeuvres

*Note* For paragraph 1 (b), the proficiency check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

#### 3.1 Pre-flight

*Note* The relevant competency standards are in unit codes AA1, and AA2.

- (a) perform pre-flight actions and procedures;
- (b) plan an application operation;
- (c) identify hazards and manage risks;



(d) ensure the performance capability of the aircraft being used is adequate for the operation.

### 3.2 Ground operations, take-off, departure and climb

*Note* The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

- (a) complete all relevant checks and procedures;
- (b) plan, brief and conduct take-off, departure procedure.

### 3.3 En route cruise

*Note* The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

Conduct appropriate checks and procedures before descending below 500 ft AGL.

### 3.4 Check specific activities and manoeuvres

*Note* The relevant competency standards are in unit codes AA1, AA2, and LL-A or LL-H (as applicable).

- (a) at low level, do the following:
  - (i) manoeuvre at various speeds and configurations;
  - (ii) navigate;
  - (iii) apply substances;
  - (iv) jettison load;
- (b) for the aeroplane aerial application endorsement, at low level, do the following:
  - (i) perform steep turns and procedure turns at or below 500 ft AGL;
  - (ii) recognise and avoid the stall and recover from a simulated low altitude stall;
- (c) for a check conducted in a single-engine aeroplane, perform a forced landing from below 500 ft AGL;
- (d) manage abnormal and emergency situations during low-level operations;
- (e) for the firefighting endorsements (all categories), do the following:
  - (i) demonstrate a thorough understanding of fire agency procedures, fire traffic management and other aircraft separation procedures that apply to firefighting operations;
  - (ii) conduct an aerial survey of a fire area;
  - (iii) apply firebombing substances;
  - (iv) operate aircraft at maximum permissible weights for fire operations;
  - (v) manage abnormal and emergency situations during a firebombing operation;
- (f) for the helicopter firefighting endorsement, replenish the helicopter load with snorkel or bucket (as applicable).

### 3.5 Descent and arrival

*Note* The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

Plan and conduct descent, arrival and circuit joining procedures.

### 3.6 Circuit, approach and landing

*Note* The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

- (a) conduct a low-level circuit, approach and landing (day only);
- (b) perform after-landing actions and procedures.

### 3.7 Shut down and post flight

*Note* The relevant competency standards are in unit codes LL-A or LL-H (as applicable).

- (a) park, shutdown and secure the aircraft;
- (b) complete post-flight administration.

### 3.8 General requirements

*Note* The relevant competency standards are in unit codes LL-A or LL-H (as applicable), NTS1 and NTS2.

- (a) maintain an effective lookout;
- (b) maintain situational awareness;
- (c) assess situations and make appropriate decisions;
- (d) set priorities and manage tasks effectively;
- (e) maintain effective communication and interpersonal relationships;
- (f) recognise and manage threats;
- (g) recognise and manage errors;

- (h) recognise and manage undesired aircraft states;
- (i) communicate effectively using appropriate procedures for the airspace being used during the test;
- (j) manage the aircraft systems required for the flight;
- (k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

#### **4. Operational scope and conditions**

**4.1** The following operational scope applies to the proficiency check:

- (a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
- (b) conducting operations that are relevant to the endorsements being assessed;
- (c) the check may be conducted by observation if the check is conducted in a single-seat aircraft;
- (d) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

**4.2** The following conditions apply to the aerial application rating proficiency check:

- (a) conducted in an aircraft that is suitable for the endorsements being assessed in the test (see paragraph 61.1110 (4) (a));
- (b) conducted by day under the VFR.

### **Appendix 5 Instructor rating proficiency check**

#### **1. Proficiency check requirements**

An applicant for an instructor rating proficiency check must demonstrate the following:

- (a) knowledge of the topics listed in subclause 2.1, which are relevant to the training endorsements that are being assessed during the check;
- (b) ability to conduct aeronautical knowledge training mentioned in subclause 2.2, that is applicable to the training endorsements being assessed;
- (c) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS, which are relevant to the endorsements that are being assessed during the check.

*Note 1* For the purposes of this unit, reference to trainee is a reference to the person who is receiving training that is being delivered by the applicant.

*Note 2* For the purposes of this unit, a reference to applicant is a reference to the person who is undertaking this proficiency check.

#### **2. Knowledge requirements**

**2.1** For paragraph 1 (a), the topics are the following topics:

- (a) privileges and limitations of a pilot instructor rating and the training endorsements included in the proficiency check;
- (b) proficiency check requirements;
- (c) flight review requirements;
- (d) preparing a student for training;
- (e) principles and methods of instruction;
- (f) aeronautical knowledge;
- (g) practical training aspects of the units and elements of competency;
- (h) assessment techniques and standards;
- (i) common errors experienced by students and methods for resolving them;
- (j) determining a student's ability to conduct a solo flight;
- (k) managing a student's first solo flight;
- (l) supervision;
- (m) environmental conditions;
- (n) managing common threats and errors;

- (o) administrative matters which are relevant to the training endorsements held or being assessed;
- (p) if the training endorsement authorises the instructor to conduct a flight review, the applicant is required to demonstrate knowledge of conducting flight reviews associated with the endorsement.

**2.2** For paragraph 1 (b), and the endorsements being assessed, conduct the following aeronautical knowledge training:

*Note* The relevant competency standards are in unit FIR1 and the relevant unit for the training endorsement or endorsements included in the check.

- (a) **long briefing** — conduct a lesson for at least 1 topic that is relevant to a training endorsement, which is included in the check, by doing the following:
  - (i) plan the lesson and the delivery method to be used;
  - (ii) state the training objectives and follow the lesson plan;
  - (iii) use training aids effectively;
  - (iv) present accurate technical knowledge;
  - (v) provide opportunities for the trainee to participate;
  - (vi) discuss applicable non-technical skills as well as threat and error management issues;
  - (vii) confirm training objectives are achieved and provide feedback to the trainee;
- (b) **Reserved**

**3. Activities and manoeuvres**

*Note* For paragraph 1 (b), the proficiency check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

**3.1 Pre-Flight**

*Note* The relevant competency standards are in unit code FIR3.

- (a) plan a flight training exercise that achieves an effective, efficient and safe outcome;
- (b) perform pre-flight actions and procedures;
- (c) **pre-flight briefing** — conduct a pre-flight briefing for a training lesson that is relevant to a training endorsement, which is included in the check, by doing the following:
  - (i) confirm the trainee is prepared for the training lesson and can recall underpinning knowledge;
  - (ii) brief the trainee on the training outcomes of the proposed training lesson, including the associated performance criteria;
  - (iii) brief the trainee on the format of the training lesson, how it will be conducted, and the actions required of the trainee during the training lesson;
  - (iv) discuss threat and error issues applicable to the proposed flight.

**3.2 Ground operations, take-off, departure and climb**

*Note* The relevant competency standards are in unit code FIR3.

- (a) complete all relevant checks and procedures;
- (b) plan and conduct take-off, departure procedures and climb.

**3.3 En route cruise**

*Note* The relevant competency standards are in unit code FIR3.

Maintain straight and level and turn aircraft.

**3.4 Test specific activities and manoeuvres**

*Note* The relevant competency standards are in unit code FIR3.

- (a) implement the hand-over and take-over procedure;
- (b) intervene to manage undesired aircraft states;
- (c) **Air exercise 1** — conduct flight training for a selected training activity nominated by the flight examiner and perform the following:
  - (i) demonstrate manoeuvres and provide clear explanations to the trainee;
  - (ii) direct the trainee performing manoeuvres and tasks;
  - (iii) monitor and assess the trainee performing manoeuvres and tasks and provide further instruction as required;

- (d) **Air exercise 2** — conduct flight training for a selected training activity nominated by the flight examiner and perform the following:
  - (i) manage pilot in command responsibilities;
  - (ii) demonstrate and direct manoeuvres and provide clear explanations to the trainee;
  - (iii) monitor and assess the trainee performing manoeuvres and tasks and provide further instruction as required;
- (e) for a training endorsement that is for a multi-crew operation — conduct a multi-crew flight training air exercise by demonstrating and assessing the following:
  - (i) teamwork and collaborative problem solving;
  - (ii) non-technical skills that are applicable to both roles of a multi-crew operation;
  - (iii) standard operating procedures, cockpit discipline and use of automation.

### 3.5 Descent and arrival

*Note* The relevant competency standards are in unit code FIR3.

Plan and conduct arrival and circuit joining procedures.

### 3.6 Circuit, approach and landing

*Note* The relevant competency standards are in unit code FIR3.

- (a) conduct a normal circuit pattern, approach and landing;
- (b) perform after landing actions and procedures.

### 3.7 Shut down and post-flight

*Note* The relevant competency standards are in unit code FIR3.

- (a) park, shutdown and secure the aircraft;
- (b) complete post-flight administration;
- (c) **post-flight debriefing** — conduct a post-flight debriefing for the training activities included during the test by doing the following:
  - (i) the trainee is given the opportunity to self-assess their performance against the prescribed performance criteria and the objectives of the training activity;
  - (ii) the trainee's performance is assessed accurately and discussed effectively with the trainee;
  - (iii) trainee performance deficiencies are identified, and remedial actions and proposed training are discussed;
  - (iv) discuss with the trainee any threat and error management issues that were encountered during the flight.

### 3.8 General requirements

*Note* The relevant competency standards are in unit codes NTS1, NTS2 and FIR3.

- (a) maintain an effective lookout;
- (b) maintain situational awareness;
- (c) assess situations and make appropriate decisions;
- (d) set priorities and manage tasks effectively;
- (e) maintain effective communication and interpersonal relationships;
- (f) recognise and manage threats;
- (g) recognise and manage errors;
- (h) recognise and manage undesired aircraft state;
- (i) communicate effectively using appropriate procedures for airspace;
- (j) manage the aircraft systems required for the flight;
- (k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

## 4. Operational scope and conditions

### 4.1 The following operational scope applies to the proficiency check:

- (a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
- (b) deliver a long briefing chosen by the flight examiner that is relevant to the training endorsements included in the check;

- (c) deliver a pre-flight briefing chosen by the flight examiner that is relevant to the training endorsements included in the check;
- (d) conduct a flight training operation where the flight examiner performs the role of a trainee pilot and the applicant performs the role of flight instructor;
- (e) conduct 2 air exercises that are chosen by the flight examiner;
- (f) as directed by the flight examiner, perform general handling manoeuvres that are relevant to the training endorsements, which are included in the check;
- (g) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

**4.2** The following conditions apply to the proficiency check:

- (a) activities and manoeuvres are performed in accordance with published procedures;
- (b) conducted in an aircraft, or a flight simulation training device that is approved for the purpose, that is suitable for the training endorsements included in the check;
- (c) demonstrate competency conducting aeronautical knowledge and flight training for at least 1 training endorsement.

## Appendix 6 Examiner rating proficiency check

### 1. Proficiency check requirements

An applicant for a flight examiner rating proficiency check must demonstrate the following:

- (a) knowledge of the topics listed in subclause 2.1, which are relevant to the endorsements that are being assessed during the check;
- (b) ability to conduct a pre-flight test and a pre-proficiency check knowledge assessment and briefing as mentioned in subclause 2.2;
- (c) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 13 of this MOS, which are relevant to the endorsements that are being assessed during the check.

*Note 1* To avoid doubt, in this unit, **FER check** means the flight examiner rating proficiency check and **flight test** means the activity the applicant is conducting and being assessed for the purposes of the FER check.

*Note 2* To assist readers correctly interpret this standard, the following terms are used: (a) **candidate** means the person who is undertaking a flight test or proficiency check, or the person acting as that person – which could be the flight examiner conducting the FER check; and (b) **applicant** means the person who is undertaking the FER check.

### 2. Knowledge requirements

**2.1** For paragraph 1 (a), the topics are the following:

- (a) the privileges and limitations of a flight examiner rating and the flight test endorsements the applicant holds;
- (b) proficiency check requirements;
- (c) flight review requirements;
- (d) preparing a candidate for a flight test or proficiency check;
- (e) assessment methods;
- (f) aeronautical knowledge;
- (g) assessment techniques and standards;
- (h) common errors demonstrated by candidates;
- (i) environmental conditions;
- (j) managing common threats and errors;
- (k) administrative matters which are relevant to the flight examiner endorsement(s) being checked.

**2.2** For paragraph 1 (b), and the endorsements being checked, do the following:

- (a) brief the flight examiner conducting the FER check by doing the following:
  - (i) demonstrate knowledge of the following:
    - (A) applicable flight test standards;
    - (B) proficiency check standards (if applicable);
    - (C) eligibility requirements for a candidate to undertake the flight test;

- (ii) provide a flight test plan;
  - (iii) describe the methods of evidence gathering to be applied;
  - (iv) describe how the candidate's knowledge is going to be assessed.
- (b) brief the candidate as follows:
- (i) explain the context of the flight test or proficiency check, the content and performance criteria that will be used during the test or check;
  - (ii) explain the function of the proficiency check applicant and his or her role in relation to actual emergency procedures or critical flight conditions;
  - (iii) explain the action that would be taken in the event of a failure assessment.

### 3. Activities and manoeuvres

*Note* For paragraph 1 (b), the FER check includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

#### 3.1 Pre-Flight **Reserved**

#### 3.2 Ground operations, take-off, departure and climb **Reserved**

#### 3.3 En route cruise **Reserved**

#### 3.4 Test specific activities and manoeuvres

*Note* The relevant competency standards are in unit codes FER2 and FER4.

- (a) apply the flight test process correctly;
- (b) conduct and manage the flight test effectively;
- (c) monitor and record the candidate's performance accurately;
- (d) manage any contingencies and any abnormal or emergency situations effectively;
- (e) ensure the flight test or proficiency check is completed safely;
- (f) evaluate the evidence of the candidate's performance objectively;
- (g) make an assessment decision based on an objective evaluation of the evidence.

#### 3.5 Descent and arrival **Reserved**

#### 3.6 Circuit, approach and landing **Reserved**

#### 3.7 Shut down and post-flight

*Note* The relevant competency standards are in unit codes FER5 and FER6.

- (a) **post-flight debriefing for the candidate** — conduct a post-flight debriefing to the person conducting the flight test or proficiency check by doing the following:
  - (i) advise the candidate of the result of the test or check and provide feedback on his or her performance and, if applicable, provide guidance on further training;
  - (ii) discuss with the candidate opportunities to overcome competency gaps and advise him or her about the reassessment procedures;
- (b) **post-flight debriefing for the training provider** responsible for the training — conduct a post-flight debriefing to the training provider by:
  - (i) advising them of the result of the test; and
  - (ii) providing feedback on the candidate's performance; and
  - (iii) providing information to assist the training provider improve its training course.
- (c) complete flight test or proficiency check administration.

#### 3.8 General requirements

*Note* The relevant competency standards are in unit codes NTS1, NTS2, FIR4 and the relevant units for the training endorsements included in the flight test.

- (a) maintain an effective lookout;
- (b) maintain situational awareness;
- (c) assess situations and make appropriate decisions;
- (d) set priorities and manage tasks effectively;

- (e) maintain effective communication and interpersonal relationships;
- (f) recognise and manage threats;
- (g) recognise and manage errors;
- (h) recognise and manage undesired aircraft state.

#### **4. Operational scope and conditions**

##### **4.1** The following operational scope applies to the FER check:

- (a) managing an aircraft system, which is not required for the flight, is not an assessable item unless the applicant uses the system during the flight;
- (b) prepare for and conduct a flight test or proficiency check as determined by the flight examiner conducting the FER check;
- (c) deliver a pre-flight briefing that is relevant to the flight examiner endorsements included in the FER check;
- (d) deliver a post-flight briefing for the candidate and the training provider.

##### **4.2** The following conditions apply to the FER check:

- (a) activities and manoeuvres are performed in accordance with published procedures;
- (b) the flight must be conducted in an aircraft or flight simulation training device that is approved for the purpose, and is suitable for the flight examiner endorsements included in the FER check.