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## Chapter 12—Flight crew training and checking

Note: Division 91.D.11 of CASR contains requirements that may be relevant to the use of an aeroplane for conducting a training or checking event mentioned in this Chapter.

### Division 1—Flight simulator use: specific aeroplane types

RESERVED

Note: This Division is reserved for the purposes of paragraph 121.510(1)(b) of CASR.

#### 12.01 Requirement to use flight simulators for certain kinds of aeroplanes

For the purposes of paragraph 121.510(1)(b) of CASR, an aeroplane of a kind listed in an item of table 12.01 is prescribed.

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**Table 12.01—Requirement to use flight simulators for certain kinds of aeroplanes**

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<b>Item</b>	<b>Column 1</b>	<b>Column 2</b>
	<b>Type certificate holder or manufacturer</b>	<b>Aircraft type rating or model or variant</b>
1	RESERVED	RESERVED
2		

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## **Division 2—Initial training for flight crew**

- Note 1: Provisions in Part 119 of CASR relating to human factors and non-technical skills also affect the training that an operator is required to provide to flight crew members. A flight crew member must meet the requirements in the operator's exposition about training in human factors principles and non-technical skills before carrying out a duty of the person's position: see regulation 119.180 of CASR. Regulation 119.175 of CASR requires the operator to have a program for training and assessing its operational safety-critical personnel in human factors principles and non-technical skills.
- Note 2: Other CASR provisions may affect the training that an operator is required to provide to flight crew members. For example, Australian aircraft operators must ensure that certain of its employees undertake dangerous goods training in accordance with regulation 92.110 of CASR before the employee first performs certain duties for the operator.
- Note 3: Other Commonwealth legislation such as the *Navigation Act 2012*, the *Aviation Transport Security Act 2004*, and the *Transport Safety Investigation Act 2003* may also affect the training that an operator is required to provide to flight crew members.

### **12.02 Scope of Division 2, Chapter 12**

This Division:

- (a) is made for paragraph 121.555(1)(b) of CASR; and
- (b) prescribes requirements for an aeroplane operator's initial training for a flight crew member.

### **12.03 Flight crew—training facilities and devices: initial training**

A training facility or device used to conduct the operator's initial training must meet the requirements of Division 3 of Chapter 13 that apply in relation to the training.

### **12.04 Flight crew—position description and responsibilities training**

Initial training for a flight crew member must include training on the following matters:

- (a) the flight crew member's duties and responsibilities during operations, including the need to respond promptly and effectively to emergency situations;
- (b) responsibilities in ensuring that relevant documents and manuals are kept up-to-date;
- (c) responsibilities in ensuring that the flight crew member performs his or her duties in accordance with the operator's exposition;
- (d) identifying when crew members other than flight crew members have the authority and responsibility to initiate an evacuation and any other emergency procedure.

### **12.05 Flight crew—effective communication and coordination**

- (1) Initial training for a flight crew member must include training on the importance of effective communication and coordination:
  - (a) between crew members; and

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(b) between flight crew members and other parties (such as passengers, dispatchers and other external agencies);  
in normal, abnormal and emergency situations.

(2) The training must cover:

- (a) the importance of pre-flight briefings and communicating necessary safety information during the briefing (between the crew, or the operator and the crew); and
- (b) communication techniques and the use of common language and terminology; and
- (c) the necessary information regarding ground-based emergency response procedures that would enable crew members to effectively communicate with external agencies during abnormal and emergency situations; and
- (d) the importance of coordination between flight crew and cabin crew for operational safety when applying procedures, particularly in abnormal and emergency situations.

## **12.06 Flight crew—fire and smoke: initial training**

(1) Initial training for a flight crew member must include training in fire and smoke detection and suppression, including training in:

- (a) the importance of:
  - (i) dealing promptly with flight deck and cabin emergencies involving fire and smoke; and
  - (ii) correctly identifying the source of the fire; and
  - (iii) taking specific actions necessary for coordination and assistance when fire or smoke is discovered; and
- (b) the classification of fires and the appropriate type of extinguishing agents for each classified type of fire; and
- (c) firefighting techniques for particular fire situations, including techniques for the application of extinguishing agents; and
- (d) the consequences of misapplication of extinguishing agents and of using extinguishing agents in a confined space; and
- (e) the effects of smoke in an enclosed area; and
- (f) the visual restrictions associated with using smoke protection equipment relevant to aviation.

(2) On and after 2 December 2023, the training must also include practical training in firefighting that covers:

- (a) extinguishing a fire; and
- (b) using the firefighting equipment, specified for the purpose in the operator's exposition, in a smoke-filled (or simulated smoke-filled) environment.

Note 1: The practical training mentioned in paragraph (2)(a) is a live firefighting exercise and therefore must meet the requirements in subsections 13.09(2) and (3).

Note 2: The practical training mentioned in paragraph (2)(b) must meet the requirements in subsection 13.09(1).

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Note 3: Subsection (2) does not require the firefighting equipment to be specific to a particular aeroplane type, since the requirement to use aeroplane-specific type equipment is covered by conversion training and the 3-yearly training requirements.

### **12.07 Flight crew—fatigue and fitness for duty**

Initial training for a flight crew member must include training on the following matters:

- (a) the requirements for continuing competence and fitness to operate as a flight crew member, including flight and duty time limitations and rest requirements;
- (b) alertness management, the physiological effects of fatigue, sleep physiology, circadian rhythm and time zone changes.

### **12.08 Flight crew—general-survival training**

- (1) Initial training for a flight crew member must include training in survival methods on land and water appropriate to the operator's areas of operation.
- (2) The training must include practical training using survival equipment determined by the operator, under the procedures mentioned in regulation 121.340 of CASR, for an aeroplane in respect of which the flight crew member has been assigned duties.

### **12.09 Flight crew—water-survival training**

#### *Life jackets*

- (1) The requirements in subsection (2) apply if:
  - (a) life jackets are, under section 11.59, required to be carried for a flight of an aeroplane operated by the operator; and
  - (b) the flight crew member is assigned to duty for a flight of the aeroplane.
- (2) Initial training for a flight crew member must include a comprehensive drill requiring the flight crew member to:
  - (a) don a life jacket; and
  - (b) practice, in water, the techniques that maximise survival time in the water.

#### *Life rafts, slide rafts and associated equipment*

- (3) The requirements in subsection (4) apply if:
  - (a) life rafts are, under section 11.62, required to be carried for a flight of an aeroplane operated by the operator; and
  - (b) the flight crew member is assigned to duty on the aeroplane for a flight.
- (4) The following requirements must be met:
  - (a) initial training of the flight crew member must include a demonstration of:
    - (i) the inflation of life rafts and slide rafts carried on the aeroplane; and
    - (ii) any life-saving equipment or survival equipment for the rafts mentioned in regulation 121.335 or 121.340 of CASR;

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- (b) the training must include a comprehensive drill requiring the flight crew member to:
    - (i) practice boarding the life raft in water; and
    - (ii) practice using the life-raft equipment in water.

## 12.10 Flight crew—first-aid training

- (1) This section applies if:
  - (a) a flight crew member is assigned to duty on an aeroplane for a flight; and
  - (b) regulation 121.630 of CASR does not require a cabin crew member to be carried on the aeroplane for the flight; and
  - (c) a cabin crew member is not assigned to duty on the aeroplane for the flight.

Note: The requirements of Division 121.P.7 of CASR apply in relation to cabin crew members who are carried on a flight, but are not required to be carried under regulation 121.630. The requirements cover competency, minimum age, and annual emergency and safety equipment checks.

- (1A) Despite subsection (1), this section does not apply to a flight of an aeroplane that is:
  - (a) a medical transport operation transporting medical patients—provided that:
    - (i) a person, other than a flight crew member, is on board the aeroplane for the flight; and
    - (ii) the person could reasonably provide medical aid to the patients at least equivalent to the medical aid that a first-aid trained flight crew member could provide; or
  - (b) a cargo transport operation—provided that the only persons on board the aeroplane for the flight are crew members.

### *First-aid training*

- (2) Initial training for the flight crew member must include basic first-aid training that includes instruction about treating the following:
  - (a) airsickness;
  - (b) gastro-intestinal disturbances;
  - (c) wounds;
  - (d) an unconscious person;
  - (e) fractures and soft tissue injuries;
  - (f) if the operator's exposition requires the conduct of a procedure to treat either of the following during a flight:
    - (i) hyperventilation;
    - (ii) burns.

### *First-aid equipment*

- (3) The training must include instruction and practical training on the use of appropriate equipment including first-aid oxygen, first-aid kits, universal precaution kits and emergency medical kits and their contents.

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## 12.11 Flight crew—training for passenger handling

- (1) This section applies if:
  - (a) a flight crew member is assigned to duty on an aeroplane for a flight; and
  - (b) regulation 121.630 of CASR does not require a cabin crew member to be carried on the aeroplane for the flight; and
  - (c) a cabin crew member is not assigned to duty on the aeroplane for the flight.

Note: The requirements of Division 121.P.7 of CASR apply in relation to cabin crew members who are carried on a flight, but are not required to be carried under regulation 121.630. The requirements cover competency, minimum age, and annual emergency and safety equipment checks.

- (2) Initial training for the flight crew member must include training on passenger handling, including:
  - (a) the importance of correct passenger seat allocation, as follows:
    - (i) correct seat allocation with reference to weight and balance;
    - (ii) correct seat allocation of special categories of passenger (for example, passengers who are ill or incapacitated, with reduced mobility, or restricted passengers);
    - (iii) any requirements relating to the seating of suitable passengers in emergency exit row seats; and
  - (b) regulatory requirements concerning the safe stowage of cabin baggage and cabin service items and the associated risks to safety, for example, that baggage (including a portable electronic device) or service items can:
    - (i) become a hazard to occupants; and
    - (ii) obstruct or damage the emergency equipment or exits; and
  - (c) precautions for when live animals are carried in the passenger compartment; and
  - (d) the handling of a death on board; and
  - (e) the identification of passengers affected by psychoactive substances; and
  - (f) the conduct of passenger briefings and passenger-safety demonstrations before flight; and
  - (g) motivation of passengers and crowd control during an evacuation of the aeroplane.

## 12.12 Flight crew—training in the physiological effects of flying

Initial training for a flight crew member must include training about the physiological effects of flying, including instruction on the following:

- (a) hypoxia;
- (b) oxygen requirements;
- (c) the atmosphere and atmospheric pressure;
- (d) pressurised and non-pressurised aircraft cabins;

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- (e) the physiological effects of pressure changes in the body, dealing with, for example, gases, cavities, sinuses, eustachian tubal function and barotrauma;
  - (f) time of useful consciousness.

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## **Division 3—Conversion training requirements for flight crew**

### **12.13 Scope of Division 3, Chapter 12**

This Division:

- (a) is made for paragraph 121.560(1)(a) of CASR; and
- (b) prescribes requirements for conversion training for a flight crew member in relation to an operator and an aeroplane of a particular kind.

Note: Provisions in Part 119 of CASR relating to human factors and non-technical skills also affect the training that an operator is required to provide to flight crew members:

- (a) a flight crew member must meet the requirements in the operator's exposition about training in human factors principles and non-technical skills before carrying out a duty of the person's position: see regulation 119.180 of CASR; and
- (b) regulation 119.175 of CASR requires the operator to have a program for training and assessing its operational safety-critical personnel in human factors principles and non-technical skills.

### **12.14 Flight crew—training facilities and devices: conversion training**

- (1) This section applies to conversion training that is not required to be carried out in a flight simulator under regulation 121.510 of CASR.
- (2) A training facility or device used to conduct conversion training in relation to an aeroplane of a particular kind, must meet the requirements of Division 3 of Chapter 13 that apply to the training and an aeroplane of that kind.

### **12.15 Flight crew—normal, abnormal and emergency procedures: conversion training**

- (1) Conversion training for a flight crew member and an aeroplane of a particular kind must include training on the limitations and normal, abnormal and emergency procedures for an aeroplane of that kind.

#### *Normal procedures*

- (2) The training must cover standard operating procedures that relate to the flight crew member's safety-related duties and responsibilities during normal day-to-day operations, including the following:
  - (a) safety procedures for normal operations;
  - (b) procedures for turbulence;
  - (c) the operation of equipment and aircraft systems;
  - (d) management of, and assistance to, the passengers;
  - (e) communication and coordination with crew members and other personnel who have safety-related duties (for example, ground crew);
  - (f) security requirements and procedures.

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*Abnormal and emergency procedures*

- (3) The training must cover the procedures for abnormal and emergency situations in flight and on the ground, including the following:
- (a) engine and airframe fires, and fires in the cargo compartment in the event the cargo compartment is inaccessible in flight to the crew;
  - (b) engine failures;
  - (c) fire, smoke or fumes in the flight deck;
  - (d) if cabin crew are not required to be carried on an aeroplane of that kind—fire, smoke or fumes in the passenger cabin;
  - (e) cabin pressurisation problems and decompression;
  - (f) unlawful interference;
  - (g) anticipated and unanticipated landing or ditching;
  - (h) rapid disembarkation;
  - (i) evacuation on land and water;
  - (j) crew communication and coordination (within the meaning of subsection 12.05(1)).

*Specific flight-procedures training*

- (4) The training must also cover the following:
- (a) any flight procedures or manoeuvres, conducted in an aeroplane of that kind, for which the operator holds an approval issued under regulation 91.045 or 121.010 of CASR;
  - (b) the procedures for any other operations conducted by the operator in an aeroplane of that kind that the flight crew member has not previously experienced (for example, precision runway monitor operations, LAHSO).

Note: Examples of approvals issued under regulation 91.045 or 121.010 of CASR include approvals to conduct EDTO, low-visibility operations, operations in RVSM airspace, and flights using a PBN navigation specification such as RNP AR, DP or APCH.

*Specific flight-procedures training—EDTO*

- (5) For the purposes of paragraph (4)(a), if the approval is an EDTO approval, the training must cover at least the following:
- (a) in the case that standby sources of electrical power significantly degrade cockpit instrumentation to the pilots—simulation of aerodrome approaches using standby power as the sole power source;
  - (b) contingency procedures for each area of operation intended to be used for EDTO flights;
  - (c) diversion procedures and diversion decision-making processes;
  - (d) the requirements of the civil aviation legislation in relation to extended diversion time operations.

*Upset prevention and recovery—certain aeroplanes*

- (6) On and after 31 March 2022, if an aeroplane of that kind has a maximum certificated passenger seating capacity of 30 seats or more, the training must

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include a program of upset prevention and recovery training (UPRT) that covers the following areas:

- (a) upset awareness;
  - (b) upset prevention;
  - (c) upset recovery.
- (7) The training must include a practical component in which the flight crew member participates in simulated realistic scenarios that allow the crew member to practice what is covered by the training.

### **12.16 Flight crew—crew incapacitation procedures: conversion training**

- (1) Conversion training for a flight crew member and an aeroplane of a particular kind must include training on:
  - (a) how flight crew are to respond in the event of crew incapacitation during normal, abnormal and emergency situations; and
  - (b) the elements specific to an aeroplane of that kind and the conditions relevant to the response.
- (2) The training must include instruction on how to operate any equipment fitted to, or carried on, an aeroplane of that kind that relates to treating an incapacitated crew member (for example, crew seats, first-aid oxygen).
- (3) The training must include a practical component which the flight crew member participates in simulated realistic scenarios that allow practice in what has been covered by the training.

### **12.17 Flight crew—doors and exits: conversion training**

Conversion training for a flight crew member and an aeroplane of a particular kind must include practical training on the operation of each door and exit (including any flight deck window or hatch):

- (a) fitted to each model or variant of an aeroplane of the aeroplane kind to which the crew member has been assigned duties; and
- (b) in normal and emergency mode.

### **12.18 Flight crew—evacuation slides etc.**

- (1) Conversion training for a flight crew member and an aeroplane (the *first-mentioned aeroplane*) of a particular kind must include:
  - (a) training on the use of each evacuation slide that is fitted to, or carried on, the aeroplane; and
  - (b) training on any other means of assisting evacuation on the aeroplane (for example, an escape rope).
- (2) If:
  - (a) the crew member is assigned to duty on another aeroplane of that kind; and

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- (b) an evacuation slide fitted to, or carried on, that aeroplane is different to an evacuation slide fitted to, or carried on, the first-mentioned aeroplane; then conversion training must include training on the use of the different slide.
- (3) The training must include a practical component requiring the flight crew member to safely complete a descent using an evacuation slide representative of one fitted to an aeroplane of that kind.
- (4) For the purposes of subsection (3), if the aeroplanes of that kind have more than one passenger deck, the descent using an evacuation slide is required to be conducted from the height of the lower passenger deck only.
- (5) Despite subsection (3), a descent in relation to an aeroplane of that kind (the *relevant aeroplane*) need not be conducted if:
- (a) the crew member has completed a descent when undertaking conversion training for an aeroplane of a different kind with the same operator; and
  - (b) any difference in the characteristics of the evacuation slide used for that descent (such as height or width of the slide, or angle of the slide with respect to the ground) are not significant enough to affect the outcomes of the training regarding the crew member's competency to perform a descent using an evacuation slide for the relevant aeroplane.

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## **Division 4—Recurrent flight training for flight crew**

### **12.19 Scope of Division 4, Chapter 12**

This Division:

- (a) is made for paragraph 121.570(1)(b) of CASR; and
- (b) prescribes requirements for recurrent flight training for a flight crew member in relation to an operator and an aeroplane of a particular kind.

### **12.20 Flight crew—recurrent flight training requirements**

- (1) Recurrent flight training in relation to an aeroplane of a particular kind must be carried out using an aeroplane of that kind or an approved flight simulator for an aeroplane of that kind.

Note: Regulation 121.510 of CASR requires recurrent flight training to be conducted in an approved flight simulator in certain circumstances.

- (2) Recurrent flight training for a flight crew member must include training that encompasses the units of competency prescribed in the Part 61 Manual of Standards for the grant of:
  - (a) if the flight crew member holds a type rating for an aeroplane of that kind—the type rating; and
  - (b) if the flight crew member holds a class rating for an aeroplane of that kind—the class rating.
- (3) Recurrent flight training must include:
  - (a) training or education that the operator’s safety management system has identified for flight crew members in relation to an aeroplane of that kind; and
  - (b) training in normal, abnormal and emergency procedures; and
  - (c) any other training required for the flight crew member, in relation to an aeroplane of that kind, by the operator’s training and checking system.
- (4) On and after 31 March 2022, if an aeroplane of that kind has a maximum certificated passenger seating capacity of 30 seats or more, recurrent flight training must include a program of upset prevention and recovery training (UPRT) that covers the following areas:
  - (a) upset awareness;
  - (b) upset prevention;
  - (c) upset recovery.
- (5) Recurrent training must include a course of training:
  - (a) in the failures of any system of an aeroplane of that kind that has checklist procedures in the aircraft flight manual instructions; and
  - (b) covering each major system failure, for an aeroplane of that kind:
    - (i) at least once every 4 years; or
    - (ii) more frequently in accordance with subsection (6).

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(6) For paragraph 5(b), the operator must use feedback from the operator's safety management system, and flight data analysis program (if any), to determine whether a major system failure for an aeroplane of that kind should be covered by the course more frequently than once every 4 years.

(7) In this section:

***major system failure***, in relation to an aeroplane, means a failure associated with the aeroplane's electrical, hydraulic, fuel or pressurisation system.

(8) The flight crew member completes the recurrent training for a year if the flight crew member completes the portion of the course that the operator, in accordance with subsection (5), provides for that year.

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## Division 5—Part 121 proficiency check

### Subdivision A—Part 121 proficiency check for pilots

#### 12.21 Scope of Subdivision A, Division 5 of Chapter 12

This Subdivision:

- (a) is made for subregulation 121.580(1) of CASR; and
- (b) sets out requirements for a Part 121 proficiency check for a pilot in relation to an aeroplane of a particular kind.

#### 12.22 Proficiency check requirements

##### *Use of aeroplane or simulator*

- (1) A Part 121 proficiency check for an aeroplane of a particular kind must be carried out in an aeroplane of that kind or an approved flight simulator for an aeroplane of that kind.

Note: Regulation 121.510 of CASR requires recurrent flight training to be conducted in an approved flight simulator in certain circumstances.

##### *Application to cruise-relief co-pilots*

- (2) If the pilot does not hold a type rating covering an aeroplane of that kind other than a cruise-relief co-pilot rating, the requirements of this section are subject to subsection 12.23(4).

##### *Limitations on flight manoeuvres*

- (3) During the proficiency check, the flight manoeuvres performed by the pilot under check must not involve sustained deviations outside the flight tolerances specified in table 2 in section 1 of Schedule 8 to the Part 61 Manual of Standards.
- (4) If the proficiency check involves the conduct of an instrument approach operation, the flight manoeuvres performed by the pilot under check must also not involve sustained deviations outside the flight tolerances specified in table 5 of section 1 of Schedule 8 to the Part 61 Manual of Standards.

##### *When check to be performed in IMC etc.*

- (5) The pilot must perform the proficiency check in IMC or simulated IMC during the period:
  - (a) beginning at the end of take-off; and
  - (b) reaching the landing minima for the operator and the aerodrome (the **minima**).

Note: The landing minima for the operator and the aerodrome are those determined in accordance with procedures in the operator's exposition and the prescribed landing minima requirements: see regulation 121.185 of CASR.

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*Manoeuvres generally*

- (6) The pilot must perform the following manoeuvres for the proficiency check:
- (a) if the pilot is qualified as a pilot in command under regulation 121.495 of CASR—a rejected take-off;
  - (b) take-off with engine failure between  $V_1$  and  $V_2$ ;
  - (c) a 3D instrument approach operation to minima with one engine inoperative;
  - (d) a 2D instrument approach operation to minima;
  - (e) a missed approach from minima with one engine inoperative;
  - (f) a landing with one engine inoperative.

*Pilots who may conduct operations from both pilot seats*

- (7) If the pilot will be required to operate an aeroplane of that kind from both the left-hand and the right-hand pilot seats, the pilot must perform the following manoeuvres during the proficiency check in the seat that is not the pilot's normal pilot seat:
- (a) take-off with engine failure between  $V_1$  and  $V_2$ ;
  - (b) either a 3D or 2D instrument approach to minima with one engine inoperative;
  - (c) a missed approach from minima with one engine inoperative;
  - (d) a landing with one engine inoperative.

*Manoeuvres not conducted in flight simulator*

- (8) If the proficiency check is conducted in an aeroplane, then, despite subsection (6) or (7):
- (a) the rejected take-off manoeuvre is to be performed using touch drills only; and
  - (b) the take-off with engine failure manoeuvre is only to be initiated at a safe speed above  $V_2$ ; and
  - (c) the 3D instrument approach operation to minima with one engine inoperative is only to be conducted with a simulated engine inoperative; and
  - (d) the landing with one engine inoperative is only to be performed with a simulated engine inoperative.

*Delegation of conduct of flight*

- (9) If the pilot can be delegated the conduct of a flight of an aeroplane of that kind under subregulation 121.535(3) of CASR (relief of the pilot in command), the proficiency check must include an assessment of the pilot's competence in conducting procedures applicable at or above FL 200 that:
- (a) are stated in:
    - (i) the operator's exposition for the aeroplane; or
    - (ii) the aircraft flight manual instructions for the aeroplane; and

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- (b) are solely the responsibility of the pilot in command for a flight of the aeroplane.

*Manoeuvre for ACAS resolution advisory*

- (10) If the pilot has not, for a valid Part 121 proficiency check, been assessed as competent in performing the correct manoeuvre in response to a resolution advisory from an approved ACAS within the previous 2 years, the pilot must perform the manoeuvre, for the proficiency check, in accordance with subsection (11).
- (11) Despite subsection (1), if the proficiency check is not required to be conducted in an approved flight simulator by regulation 121.510 of CASR, the performance of the manoeuvre mentioned in subsection (10) must be carried out using a training device which meets the requirements prescribed by section 13.08.

*Knowledge*

- (12) The pilot must demonstrate his or her knowledge of the following topics, as they relate to an aeroplane of that kind and the operator's operations, to the standard specified in the operator's exposition:
- (a) navigation and operating systems;
  - (b) normal, abnormal and emergency procedures;
  - (c) operating limitations;
  - (d) the instrument flight rules.

Note: See subsection 11.19(1) for the definition of *approved ACAS*.

## **12.23 Cruise-relief co-pilots—proficiency check requirements**

- (1) This section applies to a pilot who:
- (a) holds a cruise-relief co-pilot rating for an aeroplane of that kind; and
  - (b) is assigned by the operator to carry out duties only within the scope of the privileges of the pilot's cruise-relief co-pilot rating.
- (2) Subject to subsections (3) and (4), a Part 121 proficiency check for the pilot must check the competency of the pilot in accordance with the cruise-relief co-pilot type rating flight test in Appendix L.10, section L of Schedule 5 to the Part 61 Manual of Standards.
- (3) The flight tolerances for the proficiency check must be those specified in Table 2 in section 1 of Schedule 8 to the Part 61 Manual of Standards.
- (4) The knowledge requirements and practical flight standards required by Part 61 are, for the purposes of the proficiency check, limited to the requirements and standards relevant to the conduct of normal, abnormal and emergency flight procedures in the climb, cruise and descent phases of flight above FL 200.
- (5) The proficiency check must be conducted by reference only to flight deck instruments.

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## **Subdivision B—Part 121 proficiency check for flight engineers**

### **12.24 Flight engineers—Part 121 proficiency check requirements**

For the purposes of subregulation 121.580(4) of CASR, a Part 121 proficiency check for a flight engineer and an aeroplane of a particular kind must check the competency of the flight engineer in accordance with the flight engineer type rating flight test in Appendix V.2, section W of Schedule 5 to the Part 61 Manual of Standards.

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## **Division 6—Annual emergency and safety equipment training for flight crew**

### **12.25 Scope of Division 6, Chapter 12**

This Division:

- (a) is made for paragraph 121.610(1)(c) of CASR; and
- (b) prescribes requirements for annual emergency and safety equipment training for a flight crew member in relation to an operator and an aeroplane of a particular kind.

Note: Provisions in Part 119 of CASR relating to human factors and non-technical skills also affect the training that an operator is required to provide to flight crew members:

- (a) a flight crew member must meet the requirements in the operator's exposition about training in human factors principles and non-technical skills before carrying out a duty of the person's position: see regulation 119.180 of CASR; and
- (b) regulation 119.175 of CASR requires the operator to have a program for training and assessing its operational safety-critical personnel in human factors principles and non-technical skills.

### **12.26 Flight crew—training facilities and devices: annual training**

A training facility or device used to conduct annual emergency and safety equipment training in relation to an aeroplane of a particular kind, must meet the requirements of Division 3 of Chapter 13 that apply to the training and an aeroplane of that kind.

### **12.27 Flight crew—general requirements: annual emergency and equipment training**

Annual emergency and safety equipment training mentioned in this Division must, in relation to the equipment that is the subject of the training:

- (a) give a general description of the equipment;
- (b) instruct about pre-flight serviceability of the equipment;
- (c) instruct about the operation of the equipment;
- (d) instruct about the conditions required for the operation of the equipment;
- (e) instruct on the operational limitations of the equipment and duration of use;
- (f) instruct on precautions for use of the equipment;
- (g) instruct about the failure modes of the equipment;
- (h) instruct about the location of the equipment;
- (i) instruct on the relevant communication and coordination activities with crew members and other personnel;
- (j) instruct about the operator's emergency and safety-related procedures associated with the operation of the equipment.

### **12.28 Flight crew—items of emergency and safety equipment**

- (1) Annual emergency and safety equipment training for a flight crew member, in relation to an aeroplane of a particular kind, must cover each of the following

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items of emergency or safety equipment that is fitted to, or carried on, the aeroplanes of that kind in respect of which the flight crew member has been assigned duties (the *relevant aeroplanes*):

- (a) survival equipment required under section 11.13;
  - (b) signalling equipment required under section 11.13;
  - (c) oxygen equipment required under Division 9 of Chapter 11;
  - (d) a survival ELT required under Division 10 of Chapter 11;
  - (e) each item of portable equipment required under Division 11 of Chapter 11;
  - (f) life jackets required under section 11.59;
  - (g) life rafts required under section 11.62.
- (2) If life jackets are carried on a relevant aeroplane, the training must include donning of life jackets.
- (3) If a relevant aeroplane carries portable supplemental oxygen, first-aid oxygen, or protective breathing equipment—the training must include donning of the equipment.
- (4) The training must include a practical component in which the flight crew member practices handling the equipment mentioned in this section (other than the equipment mentioned in subsection (5)).
- (5) The requirement in subsection (4) does not apply in relation to:
- (a) first-aid kits, emergency medical kits, universal precaution kits, crash axes, crowbars, life rafts, slide rafts, survival ELTs or signalling equipment; or
  - (b) if other survival equipment has been determined by the operator, using the procedures mentioned in regulation 121.340 of CASR, for a relevant aeroplane—that equipment.

Note: An annual emergency and safety equipment check covering the training, that is not carried out in a relevant aeroplane, must be carried out using a training facility or device that meets the requirements in Division 3 of Chapter 13: see paragraph 121.610(2)(c) of CASR.

## 12.29 Flight crew—doors and other exits for passenger evacuation: annual training

### *Application*

- (1) This section applies to a normal and emergency exit:
- (a) fitted to an aeroplane of a particular kind in relation to which a flight crew member has been assigned duties (the *first-mentioned aeroplane*); and
  - (b) that enables passenger evacuation (a *passenger evacuation exit*).
- (2) If:
- (a) the flight crew member is assigned to duty on another aeroplane of that kind; and
  - (b) a passenger evacuation exit on the aeroplane is different to any of the passenger evacuation exits on the first-mentioned aeroplane;
- then this section also applies to that exit.

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*Training on operating the exits and evacuation procedures*

- (3) Annual emergency and safety equipment training for the flight crew member must cover:
- (a) the operation of each of the exits to which this section applies in normal and emergency mode; and
  - (b) the evacuation procedures that relate to using the exits for passenger evacuation.

*Means for assisting evacuation*

- (4) The training must include instruction on use of the means for assisting evacuation on the aeroplane to which the exit is fitted (for example, escape ropes or evacuation slides).

*Practical component*

- (5) The training must include a practical component in which the flight crew member:
- (a) operates and opens, in normal and emergency mode, the exits:
    - (i) for which the flight crew member is assigned responsibility as required by the operator's evacuation procedures; or
    - (ii) for which there is a possibility that, in the event of cabin crew member incapacitation during an emergency, the flight crew member could be required to operate the exit; and
  - (b) demonstrates the evacuation procedures that relate to using the exits for passenger evacuation.

*Flight crew compartment security door*

- (6) The training must also include:
- (a) instruction on the operation of the flight crew compartment security door fitted to the first-mentioned aeroplane; and
  - (b) if:
    - (i) the flight crew member is assigned to duty on another aeroplane of that kind (the *second-mentioned aeroplane*); and
    - (ii) the flight crew compartment security door on the second-mentioned aeroplane is different to the one fitted on the first-mentioned aeroplane;instruction on the operation of the door fitted to the second-mentioned aeroplane.

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## Division 7—The 3-yearly emergency and safety equipment training and checking requirements for flight crew

### 12.30 Scope of Division 7, Chapter 12

This Division:

- (a) is made for paragraph 121.620(1)(c) of CASR; and
- (b) prescribes requirements for 3-yearly emergency and safety equipment training for a flight crew member in relation to the operator and an aeroplane of a particular kind.

Note 1: The 3-yearly emergency and safety equipment training for a pilot, or a flight engineer, must relate to the duties the person has for an aeroplane in relation to emergency and safety equipment carried on the aeroplane: see paragraphs 121.620(1)(a) and (b).

Note 2: Provisions in Part 119 of CASR relating to human factors and non-technical skills also affect the training that an operator is required to provide to flight crew members:

- (a) a flight crew member must meet the requirements in the operator's exposition about training in human factors principles and non-technical skills before carrying out a duty of the person's position: see regulation 119.180 of CASR; and
- (b) regulation 119.175 of CASR requires the operator to have a program for training and assessing its operational safety-critical personnel in human factors principles and non-technical skills.

### 12.31 Flight crew—training facilities and devices: 3-yearly training

A training facility or device used to conduct 3-yearly emergency and safety equipment training in relation to an aeroplane of a particular kind, must meet the requirements of Division 3 of Chapter 13 that apply to the training and an aeroplane of that kind.

### 12.32 Flight crew—3-yearly emergency and safety equipment training

#### *Content of training*

- (1) The 3-yearly emergency and safety equipment training for a flight crew member, in relation to an aeroplane of a particular kind, must include the following training, in relation to the aeroplanes of that kind in respect of which the flight crew member has been assigned duties (the **relevant aeroplanes**):
  - (a) safely operating each kind of evacuation slide that is carried on, or fitted to, a relevant aeroplane;
  - (b) if life rafts are, under section 11.62, required to be carried on a relevant aeroplane—training in the use of a life raft and its associated equipment;
  - (c) training in the use of a survival ELT and any other signalling equipment fitted to, or carried on, a relevant aeroplane;

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- (d) training on firefighting that requires the flight crew member to complete a firefighting simulated exercise in a smoke-filled (or simulated smoke-filled) environment, using all of the firefighting equipment relevant to the flight crew member's duties on a relevant aeroplane, including the donning and use of protective clothing and protective breathing equipment;
  - (e) training in the operation of any exit on a relevant aeroplane that enables passenger evacuation and is not covered by the training mentioned in paragraph 12.29(5)(a);
  - (f) training in the method of opening the flight crew compartment security door (if any) in emergency mode.

*Training to be practical in nature*

- (2) The training mentioned in paragraphs (1)(b), (c) and (e) must be practical in nature and not solely theoretical.
- (3) On and after 2 December 2023, the training mentioned in paragraph (1)(d) must be practical in nature and not solely theoretical.

Note 1: A 3-yearly emergency and safety equipment check for the flight crew member must be carried out using the relevant aeroplane or a training facility or device that meets the requirements of Division 3 of Chapter 13, as they relate to the aeroplane: see paragraph 121.620(2)(b).

Note 2: Practical training that uses a firefighting simulated exercise must meet the requirements in subsection 13.09(1).