SECTION I COMMERCIAL PILOT LICENCE (CPL)

Appendix I.1 CPL Aeroplane category rating flight test

1. Flight test requirements

An applicant for a commercial pilot licence with aeroplane category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(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 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

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

(a) privileges and limitations of the commercial pilot licence with aeroplane category rating;

(b) requirements for an AOC;

(c) classification of operations;

(d) type of information contained in an operations manual;

(e) flight and duty time limits;

(f) applicability of drug and alcohol regulations;

(g) aircraft instrument requirements for day VFR commercial operations;

(h) emergency equipment requirements;

(i) requirements for landing areas and aerodromes;

(j) GNSS and its use in VFR navigation;

(k) fuel planning and oil requirements for the flight;

(l) loading and unloading fuel;

(m) managing passengers and the carriage of cargo;

(n) aircraft loading system;

(o) normal and non-normal operation of the propeller system fitted to the aeroplane that is being used for the test;

(p) aircraft performance and landing calculations;

(q) pilot maintenance authorisations;

(r) aircraft speed limitations;

(s) aircraft systems.

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 codes C2, C4 and NAV.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel an aeroplane (may be assessed by questioning).

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes A1, A2, A3, C3, IFF and NAV.

(a) complete all the relevant checks and procedures;

(b) taxi an aeroplane;

(c) plan, brief and conduct take-off and departure procedures;

(d) conduct a cross-wind take-off;

(e) conduct a short-field take-off;

(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum angle climb;
(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit codes A3, NAV and RNE.

(a) maintain straight and level flight, and turn aeroplane;
(b) navigate en route;
(c) establish and maintain cruise flight for at least 1 of the following conditions:
(i) turbulence;
(ii) holding;
(iii) range;
(d) navigate at low level;
(e) perform a lost recovery procedure;
(f) perform a diversion procedure;
(g) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes A1, A5, A6, C3, IFF and IFL.

(a) enter and recover from the following:
(i) if the test is conducted in a single-engine aeroplane, each of the following, 1 of which must be in the approach configuration:
(A) a fully developed stall;
(B) a wing drop at the stall;
(ii) if the test is conducted in a multi-engine aeroplane, 2 stalls of which 1 must be in the approach configuration;
(b) conduct steep level turns of at least 45˚ angle of bank;
(c) perform full panel and limited panel instrument flying;
(d) 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;
(e) manage an engine failure after take-off;
(f) conduct a precautionary search;
(g) manage the following malfunctions:
(i) a malfunction during start or shutdown;
(ii) any 1 of the following that is not performed under subparagraph (i):
(A) an aircraft system malfunction;
(B) engine or cabin fire;
(C) radio failure;
(h) manage an engine failure as follows:
(i) if the test is conducted in a single-engine aeroplane — perform a forced landing;
(ii) if the test is conducted in a multi-engine aeroplane — manage an engine failure en route.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes A3 and NAV.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct aerodrome arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes A3, A4 and A6.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct a cross-wind landing;
(c) conduct short-field and flapless landings;
(d) perform a go-around procedure;
(e) perform after-landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit codes A1 and C2.

(a) park, shutdown and secure an aeroplane;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes A3, C1, C3, C4, C5, CTA, CTR, OGA, ONTA, NAV; 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) operate in controlled airspace;

(j) operate in Class G airspace;

(k) operate at a controlled aerodrome;

(l) operate at a non-towered aerodrome;

(m) communicate effectively using appropriate procedures for the airspace being used during the test;

(n) manage the aircraft systems required for the flight;

(o) manage the fuel system and monitor the fuel plan and fuel usage during the flight;

(p) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(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) simulated carriage of passengers and cargo;

(c) a simulated charter cross-country operation with 1 sector to a small feature turning point or remote aerodrome;

(d) operating in Class G and controlled airspace;

(e) operating at a non-towered and a controlled aerodrome;

(f) 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 aeroplane used for the flight test must have the following characteristics:

(i) cruise true airspeed of not less than 120 kts;

(ii) a powerplant with 1 of the following:

(A) turbine engine with propeller; or

(B) piston engine with variable pitch propeller.

(c) conducted by day under the VFR;

(d) the flight must include:

(i) operating in Class G airspace and in controlled airspace; and

(ii) operating at a non-towered aerodrome and a controlled aerodrome;

(e) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable;

(f) if the aerodrome cross-wind conditions for the runway used during the test are less than 70% of the maximum in the AFM, evidence that the applicant has demonstrated competency

performing cross-wind take-off and landing manoeuvres may be taken from the applicant's training records.

Appendix I.2 CPL Helicopter category rating flight test

1. Flight test requirements

An applicant for a commercial pilot licence with helicopter category rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2;

(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 12 of this MOS which are relevant to the flight test.

2. Knowledge requirements

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

(a) privileges and limitations of the commercial pilot licence with helicopter category rating;

(b) requirements for an AOC;

(c) classification of operations;

(d) type of information contained in an operations manual;

(e) flight and duty time limits;

(f) applicability of drug and alcohol regulations;

(g) aircraft instrument requirements for day VFR commercial operations;

(h) emergency equipment requirements;

(i) requirements for landing areas and aerodromes;

(j) GNSS and its use in VFR navigation;

(k) fuel planning and oil requirements for the flight;

(l) loading and unloading fuel;

(m) managing passengers and the carriage of cargo;

(n) aircraft loading system;

(o) aircraft performance and landing calculations;

(p) pilot maintenance authorisations;

(q) aircraft speed limitations;

(r) aircraft systems.

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 codes C2, C4 and NAV.

(a) perform pre-flight actions and procedures;

(b) perform a pre-flight inspection;

(c) refuel a helicopter (may be assessed by questioning).

3.2 Ground operations, take-off departure and climb

Note The relevant competency standards are in unit codes C3, H1, H2, H3, H4, H5, IFF and NAV.

(a) complete all relevant checks and procedures;

(b) lift-off and hover a helicopter;

(c) taxi a helicopter;

(d) air transit a helicopter;

(e) plan, brief and conduct take-off and departure procedures;

(f) conduct climbs on a constant heading and climbing turns, including at least 2 of the following:

(i) maximum rate climb;

(ii) maximum angle climb;

(iii) cruise climb.

3.3 En route cruise

Note The relevant competency standards are in unit codes H5, NAV and RNE.

(a) maintain straight and level flight, and turn a helicopter;
(b) navigate en route;
(c) navigate at low-level;
(d) perform a lost recovery procedure;
(e) perform a diversion procedure;
(f) navigate using instrument navigation systems.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes H2, H6, H7, IFF and IFL.

(a) hover helicopter in cross-wind and tailwind conditions and perform turns around 1 of the following:
  (i) rotor mast;
  (ii) helicopter nose;
  (iii) helicopter tail;
(b) conduct steep level turns of at least 45˚ angle of bank;
(c) perform full panel and limited panel instrument flying;
(d) 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;
(e) perform autorotative flight manoeuvre;
(f) land on and lift off from sloping ground;
(g) land, manoeuvre, and take off in 1 of the following situations:
  (i) a confined area;
  (ii) a pinnacle;
  (iii) ridge line;
(h) execute limited power take-off, approach and landing;
(i) manage an engine failure as follows:
  (i) if the test is conducted in a single-engine helicopter — perform a forced landing;
  (ii) if the test is conducted in a multi-engine helicopter — manage an engine failure en route;
(j) manage engine failure during hover or taxi;
(k) manage a control or tail rotor malfunction in flight and at the hover;
(l) manage at least 1 of the following:
  (i) an engine fire;
  (ii) electrical failure;
  (iii) hydraulic system malfunction;
  (iv) airframe fuel system malfunction;
  (v) engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes H5 and NAV.

(a) conduct descents maintaining a constant heading and descending turns;
(b) plan and conduct aerodrome or helicopter landing site arrival and circuit joining procedures.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes H3, H4 and H5.

(a) conduct a normal circuit pattern, approach and landing;
(b) conduct an approach to the hover;
(c) conduct a helicopter air transit;
(d) perform a go-around procedure.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code C2.

(a) park, shutdown and secure a helicopter;

(b) complete post-flight administration.

3.8 General requirements

Note The relevant competency standards are in unit codes C1, C3, C4, C5, H5, NAV, CTA, CTR, ONTA, OGA, NAV, 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) operate in controlled airspace;

(j) operate in Class G airspace;

(k) operate at controlled aerodromes;

(l) operate at non-towered aerodromes;

(m) communicate effectively using appropriate procedures for the airspace being used during the test;

(n) manage the aircraft systems required for the flight;

(o) manage the fuel system and monitor the fuel plan and fuel usage during the flight;

(p) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(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) simulated carriage of passengers and cargo;

(c) a simulated charter cross-country operation with 1 sector to a small feature turning point or remote aerodrome;

(d) operating in Class G airspace, and controlled airspace;

(e) operating at a non-towered aerodrome and a controlled aerodrome;

(f) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM;

(g) activities and manoeuvres involving instrument flying, or the use of instrument navigation systems, are only included if the aircraft is appropriately fitted and the flight examiner chooses to include them in the test.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in a helicopter;

(c) conducted by day under the VFR;

(d) the flight must include:

(i) operating in Class G airspace and in controlled airspace; and

(ii) operating at a non-towered aerodrome and a controlled aerodrome;

(e) if the area where the test is conducted does not have, or have available, controlled airspace or a controlled aerodrome, operating in controlled airspace or at a controlled aerodrome may be simulated as applicable;

(f) assessment of competency for activities and manoeuvres that require the applicant to operate the helicopter in cross-wind and tailwind conditions may be taken from the applicant's training records if the conditions are insufficient.

Appendix I.3 CPL Powered-lift category rating flight test

RESERVED

Appendix I.4 CPL Gyroplane category rating flight test

RESERVED

Appendix I.5 CPL Airship category rating flight test

RESERVED