

SECTION K AIR TRANSPORT PILOT LICENCE (ATPL)

Appendix K.1 ATPL Aeroplane category rating flight test

1. Flight test requirements

An applicant for an air transport 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 air transport 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;
- (h) emergency equipment requirements;
- (i) requirements for landing areas and aerodromes;
- (j) fuel planning and oil requirements for the flight;
- (k) managing passengers and the carriage of cargo;
- (l) aircraft loading system;
- (m) aircraft performance and landing calculations;
- (n) pilot maintenance authorisations;
- (o) aircraft speed limitations;
- (p) 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, CIR and TR-MEA.

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

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes TR-MEA and CIR.

- (a) complete all relevant checks and procedures;
- (b) taxi an aeroplane;
- (c) plan, brief and conduct take-off and departure procedures;
- (d) conduct a published instrument departure if available, otherwise in accordance with an ATC clearance (all engines);
- (e) conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit codes CIR and TR-MEA.

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

- (d) establish and maintain cruise flight for at least 1 of the following conditions:
 - (i) turbulence;
 - (ii) holding;
 - (iii) range.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes CIR, IFF, IFL and TR-MEA.

- (a) perform instrument flying using normal and stand-by instrument displays;
- (b) recover from at least 2 different unusual aircraft attitudes, including the following:
 - (i) 1 recovery using a normal display;
 - (ii) 1 recovery using a stand-by instrument display;
- (c) manage an engine failure during take-off with IAS greater than or equal to V_1 ;
- (d) conduct an instrument departure procedure with 1 engine inoperative;

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

- (e) conduct an instrument approach procedure with 1 engine inoperative;
- (f) conduct a missed approach procedure with 1 engine inoperative;
- (g) manage at least 1 of the following that is not included in another item in subclause 3.4:
 - (i) a system malfunction;
 - (ii) fire;
 - (iii) radio failure.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2, IAP3 and TR-MEA.

- (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;
- (c) prepare for conducting a 2D instrument approach operation;
- (d) conduct a 2D approach operation;
- (e) prepare for conducting a 3D instrument approach operation;
- (f) conduct a 3D instrument approach operation;
- (g) conduct a missed approach procedure for at least 1 instrument approach operation.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes CIR and TR-MEA.

- (a) if applicable, conduct a visual circling approach;
- (b) land and perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code 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 C3, C5, CTA, CTR, MCO, NTS1, NTS2, OGA, ONTA and TR-MEA.

- (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 effectively as a crew member;
- (j) as pilot in command, demonstrate effective leadership and authority;
- (k) maintain multi-crew situational awareness;

- (l) make effective decisions as the pilot in command;
- (m) operate in controlled airspace;
- (n) operate in Class G airspace (only if the flight test involves operating in Class G airspace);
- (o) operate at a controlled aerodrome;
- (p) operate at a non-towered aerodrome (only if the flight test involves operating at a non-towered aerodrome);
- (q) communicate effectively using appropriate procedures for the airspace being used during the flight;
- (r) manage the aircraft systems required for the flight;
- (s) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
- (t) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

- (a) operate and monitor all aircraft systems that are available from the control seat the applicant occupies;
- (b) perform the functions of pilot in command in the pilot flying and pilot monitoring roles using checks and procedures applicable to a multi-crew operation;
- (c) conduct a multi-crew operation as an IFR simulated commercial operation;
- (d) operate in controlled airspace;
- (e) operate at 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) conducted in a multi-engine turbine aeroplane, or a flight simulator approved for the purpose, which is configured and equipped for multi-crew operations;
- (c) for paragraph 3.1 (a), the applicant may use a system-generated flight plan;
- (d) operated using multi-crew standard operating procedures;
- (e) conducted under the IFR, including the following:
 - (i) an instrument departure;
 - (ii) at least 2 different kinds of instrument approach procedure;
 - (iii) at least one 2D instrument approach operation;
 - (iv) an ILS or GLS instrument approach operation;
 - (v) at least 1 missed approach procedure commencing at the MDA or DA as applicable or a higher altitude if appropriate for safety or operational reasons;
 - (vi) at least 1 instrument approach operation without the autopilot or flight director being used;
 - (vii) if the applicant is not the holder of a multi-engine aeroplane instrument endorsement, a visual circling approach involving a change of heading to the runway of at least 90°;
- (f) the flight must include sectors in controlled airspace and at a controlled aerodrome, and may include operations in Class G airspace and at a non-towered aerodrome;
- (g) if the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:
 - (i) paragraph 3.1 (c) — perform a pre-flight inspection;
 - (ii) subclause 3.7 — Shut down and post-flight.

Appendix K.2 ATPL Helicopter category rating flight test

1. Flight test requirements

1.1 An applicant for an air transport 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.

- 1.2** Provision is made in clauses 3 and 4 for the test to be conducted under the VFR or IFR. For the test to be conducted under the IFR, the applicant must hold an instrument rating with the relevant aircraft category/class endorsement and instrument approach endorsements.

2. Knowledge requirements

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

- (a) privileges and limitations of the air transport 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;
- (h) emergency equipment requirements;
- (i) requirements for landing areas and aerodromes;
- (j) fuel planning and oil requirements for the flight;
- (k) managing passengers and the carriage of cargo;
- (l) aircraft loading system;
- (m) aircraft performance and landing calculations;
- (n) pilot maintenance authorisations;
- (o) aircraft speed limitations;
- (p) 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, CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

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

3.2 Ground operations, take-off departure and climb

Note The relevant competency standards are in unit codes CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

- (a) complete all relevant checks and procedures;
- (b) plan, brief and conduct the take-off and departure procedures;
- (c) if the test is an IFR operation, conduct an instrument departure procedure (normal operations);
- (d) conduct climb profiles and climbing turns.

3.3 En route cruise

Note The relevant competency standards are in unit codes CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

- (a) navigate en route;
- (b) perform a diversion procedure;
- (c) navigate using instrument navigation systems;
- (d) perform navigation systems integrity checks.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes IFF, IFL and TR-SEH or TR-MEH (as applicable).

- (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) land on and lift off from sloping ground;
- (d) execute a limited power take-off, approach and landing;
- (e) land, manoeuvre, and take off from 1 of the following:
 - (i) a confined area;
 - (ii) a pinnacle;
 - (iii) ridge line;
- (f) manage an engine failure as follows:
 - (i) for a test in a single-engine helicopter — in 1 of the following:
 - (A) after take-off;
 - (B) cruise flight;
 - (C) approach and landing;
 - (ii) for a flight test in a multi-engine helicopter, 1 engine inoperative in 1 of the following situations:
 - (A) after take-off;
 - (B) cruise flight;
 - (C) approach and landing;
- (g) manage a control or tail rotor malfunction in flight and at the hover;
- (h) manage at least 1 of the following:
 - (i) an engine fire;
 - (ii) an electrical failure;
 - (iii) an hydraulic system malfunction;
 - (iv) an airframe fuel system malfunction;
 - (v) an engine governor system malfunction.

3.5 Descent and arrival

Note The relevant competency standards are in unit codes CIR, IAP2 and IAP3 (if applicable), and TR-SEH or TR-MEH (as applicable).

- (a) plan and conduct arrival and circuit joining procedures;
- (b) for a flight test conducted under the IFR, do the following:
 - (i) perform a descent or published arrival procedure to an aerodrome;
 - (ii) track to the holding fix position and conduct a holding pattern or sector 3 entry procedure;
 - (iii) prepare for conducting a 2D instrument approach operation;
 - (iv) conduct a 2D instrument approach operation;
 - (v) prepare for conducting a 3D instrument approach operation;
 - (vi) conduct a 3D instrument approach operation;
 - (vii) conduct a missed approach procedure for at least 1 instrument approach operation.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit codes CIR (if applicable) and TR-SEH or TR-MEH (as applicable).

- (a) conduct a circling approach, if required;
- (b) conduct a normal circuit pattern, approach and landing.

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, CTA, CTR, MCO, NAV, NTS1, NTS2, ONTA, OGA and TR-SEH or TR-MEH (as applicable).

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

- (c) assess situations and make appropriate decisions;
- (d) set priorities and manage tasks;
- (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 effectively as a crew member;
- (j) as pilot in command, demonstrate effective leadership and authority;
- (k) maintain multi-crew situational awareness;
- (l) as pilot in command, make effective decisions;
- (m) operate in controlled airspace;
- (n) operate in Class G airspace;
- (o) operate at a controlled aerodrome;
- (p) operate at a non-towered aerodrome;
- (q) communicate effectively using appropriate procedures for the airspace being used during the flight;
- (r) manage the aircraft systems required for the flight;
- (s) manage the fuel system and monitor the fuel plan and fuel usage during the flight;
- (t) manage passengers and the carriage of cargo.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

- (a) operate and monitor all aircraft systems;
- (b) perform the functions of pilot in command in the pilot flying and pilot monitoring roles using checks and procedures applicable to a multi-crew operation;
- (c) conduct the operation as a simulated commercial VFR or IFR operation;
- (d) operate in controlled airspace;
- (e) operate at 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) conducted in a sufficiently complex multi-engine or single-engine turbine helicopter, or a flight simulator approved for the purpose, which is configured and equipped for multi-crew operations;
- (c) operated using multi-crew standard operating procedures;
- (d) except as provided in paragraph (f), conducted by day under the VFR;
- (e) the flight must include the following:
 - (i) operating in Class G airspace and in controlled airspace;
 - (ii) operating at a non-towered and a controlled aerodrome;
- (f) if the applicant is the holder of an instrument rating and chooses to perform the test under the IFR, then he or she must demonstrate competency by performing the following:
 - (i) at least 2 different kinds of instrument approach procedures;
 - (ii) at least one 2D instrument approach operation;
 - (iii) an ILS or GLS instrument approach procedure;
 - (iv) at least 1 missed approach procedure commencing at the MDA or DA as applicable, or a higher altitude if appropriate for safety or operational reasons;
 - (v) at least 1 instrument approach operation without the autopilot or flight director being used;
- (g) if the flight test is conducted in an area that 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;

- (h) if the flight test is conducted in a flight simulator, the following activities may be assessed by oral questioning:
 - (i) paragraph 3.1 (c) — perform a pre-flight inspection;
 - (ii) subclause 3.7 — Shut down and post-flight.

Appendix K.3 ATPL Powered-lift category rating flight test

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