

9 Commercial Pilot Licence – Aeroplane

The aim of this flight test is for the applicant to demonstrate competency in the knowledge, skills and attitudes as required in Schedule 5 of the Part 61 MOS for the grant of the commercial pilot licence and aeroplane category rating (CPL A).

9.1 Examiner requirements

The following examiner requirements are applicable to the conduct of the CPL A flight test:

1. The examiner must conduct the CPL A flight test in accordance with clauses 1 to 3 of Schedule 5 of the Part 61 MOS.
2. The examiner must conduct the CPL A flight test within the operational scope and conditions described in clause 4 of Schedule 5 of the Part 61 MOS.
3. The examiner must ensure that the ground component of the flight test is successfully completed before conducting the pre-flight briefing and flight component of the flight test.
4. The examiner must not introduce simultaneous, multiple and unrelated simulated emergencies or abnormal events during the flight. Emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe must be limited to those described in the AFM.
5. After a simulated failure, the examiner must ensure the aircraft is reconfigured to a normal operating mode before another simulated failure may be introduced, except where the simulated failures are linked. The safety of the aircraft should never be in doubt when simulating emergencies or failures.
6. Where credits are available for flight test items, they are valid for 28 days only. After 28 days, the flight test must be conducted in full.

9.2 Plan

9.2.1 Testing methodology

The examiner should apply the flight test methodology described in FEH chapter 3, Adult education and competency-based assessment and FEH chapter 4, Assessment of human factors and non-technical skills.

The flight test should be designed such that all required components can be assessed in a logical sequence. Where one or more mandatory units or elements are unable to be assessed for any reason, the flight test cannot be completed.

The examiner must ensure the applicant is given adequate notice of the intended navigation task to allow for unhurried preparation and planning (simulating a commercial passenger/cargo carrying operation). The applicant should be given the general test details least 24 hours before the start of the flight test and the specific scenario for the test route at least 2 hours before the start of the flight test.

It is recommended that the examiner plans an **airborne** time of approximately:

- 1.7 hours for the navigation task (this should not include time delays which may be experienced at a busy Class C or D airport)
- 0.8 hour for the general handling and test specific manoeuvres.

The examiner may choose to conduct the general handling and navigation components in 2 separate flights.

Use of IFR procedures

If IFR procedures are used for a positioning flight, this part of the flight should not form part of the flight test or be taken into account in the flight test flight time. A landing and shutdown should terminate the IFR flight segment before commencing the CPL A assessment flight sequences.

The CPL A flight test should be concluded by a landing and shutdown in VFR conditions before commencing the IFR return positioning flight.

Only the flight time associated with the CPL A flight test should be considered as the flight time for the flight test.

9.2.2 CPL A assessment scope and conditions

The CPL A flight test must be conducted by day in VMC, under the VFR and in an aeroplane, in accordance with subregulation 61.580(3) of CASR. The aeroplane must have a cruise TAS of not less than 120 kts and either a turbine engine with a propeller or a piston engine with a variable pitch propeller.

The activities and manoeuvres, listed in FEH 9.4.3 table 20, mirror the CPL A test form and FTM items. They are a paraphrase of the Part 61 MOS Schedule 5 for the CPL A flight test.

These activities and manoeuvres, described in clause 3 of Schedule 5 of the Part 61 MOS and the CPL A test form, must be assessed against a representative sample of the performance criteria applicable to the Element being assessed, taking into account the relevant competency standards prescribed in Schedule 2 of the MOS.

CPL A flight tolerances and ground reference tolerances are specified in Table 2 of Schedule 8 of the MOS. Sustained deviation outside the applicable flight tolerance is not permitted.

The CPL A applicant should demonstrate that control of the aircraft or procedure is maintained at all times, that the successful and safe outcome of any manoeuvre is not in doubt and that any corrective action is taken promptly.

Where the aircraft is fitted with an autopilot system, the applicant must demonstrate competency in the system on at least one leg.

9.3 Conduct (ground component)

9.3.1 Initial brief to applicant

In accordance with FEH chapter 3, Adult education and competency-based assessment; the examiner must begin the flight test with a brief to the applicant on the following items:

- flight test context, purpose and content
- assessment procedure
- function of the examiner
- standards against which competency will be assessed
- actions in the event of a failure assessment.

The applicant should be encouraged to ask for clarification should they become uncertain on any of the flight test elements.

9.3.2 Document review

The examiner must confirm that an applicant for the CPL A satisfies the eligibility requirements to undertake the flight test for the grant of the CASR Part 61 licence. To achieve this, the CASR subregulation 61.235(2) certification, training records, logbook, licence (or ARN if RPL/PPL not issued) and medical certificate must be checked. Ideally, these documents should be presented to the examiner prior to the commencement of the flight test.

Minimum age – the examiner must sight one of the following documents to verify that the applicant is at least 18 years of age:

- Australian driver licence
- CASA issued medical certificate
- Australian passport
- Australian birth certificate.

Aeronautical knowledge examinations – the examiner must review the applicant's theory examination pass records.

Knowledge deficiency report (KDR) – the examiner must ascertain whether the training provider has completed the KDR requirements. It is strongly recommended that the KDR assessment be conducted by an instructor before the flight test.

If the KDR has not been completed, the examiner must complete this before the flight component. Where the examiner conducts the KDR assessment, this should be on the first day of flight test.

Flight training requirements – the examiner must review the applicant's pilot training records to ensure that the training requirements have been met. Normal evidence should at least be a course completion certificate.

Aeronautical experience – the examiner must review the applicant's pilot logbook to ensure that the minimum aeronautical experience requirements have been met.

English language proficiency – the examiner must ensure that the applicant holds a current AELP assessment.

Eligibility certification – the examiner must ensure that an appropriate person of the training provider has certified in writing that the applicant is eligible to take the flight test.

Medical certificate – the examiner must check that the applicant holds a Class 1 medical certificate or a medical exemption allowing them to exercise the privileges of the licence. (Refer to FEH 2.9 table 1 for a summary of medical requirements.)

Security check and fit and proper person requirements – regulation 11.055 of CASR and the Aviation Transport Security Regulations require that the applicant has completed the applicable declarations.

If the flight test is a retest following a failed assessment – the examiner must review the applicant's training records for evidence that appropriate remedial training has been successfully carried out with the applicant.

9.3.3 Assessment of knowledge requirements

Questions for the oral knowledge assessment must be in accordance with the knowledge requirements topics listed in clause 2 of Schedule 5 of the Part 61 MOS.

The examiner should use a developed set of scenario-based questions for the listed topics to achieve effective assessment of the applicant's working knowledge and reasoning ability. It should be a structured conversation to a logical conclusion, starting broad and funnelling down, rather than simple factual recall. (Refer to FEH 3.2.5 to 3.2.7 for appropriate questioning techniques and methods of enquiry.)

It is recommended the examiner allows 45 to 60 minutes for the knowledge requirements.

9.3.4 Assessment of flight planning

As part of the flight test, the applicant must complete a:

- flight plan
- fuel plan
- flight notification

- weight and balance calculation
- take-off and landing distance/performance calculation.

When reviewing the applicant's flight preparation documents, the examiner must be satisfied that the applicant is able to validate the data on which the planning decisions and calculations have been made (including, forecast weather, NOTAMs, aircraft data, chart validity).

The examiner must ensure, through considered questioning, that the preparation is solely the work of the applicant and meets the knowledge standards as applicable.

9.4 Conduct (flight component)

9.4.1 Assessment of the applicant's performance

When assessing the competency standards for the activities and manoeuvres in this chapter and on the flight test form, the examiner should consider both the technique used to execute the activity or manoeuvre and that tolerances are maintained within required parameters.

The relevant performance criteria for each element frequently use the terms: technique, smoothness, accuracy, judgement, procedures, knowledge, and flight management.

The following explanations are provided to assist the examiner in assessing the flight component:

- **Technique** – is the method by which a task is performed. There may be more than one acceptable technique and the examiner should be mindful of this in their assessment. Technique should, however, always involve the application of smooth, coordinated and accurate control inputs. Adjusting power, attitude and trim should be in a timely and coordinated fashion whilst following correct procedures
- **Smoothness** – is the ability to skilfully make the appropriate rate of adjustment to power and attitude during a manoeuvre. The applicant should demonstrate smooth flying in all sequences
- **Accuracy** – is the ability to control height, airspeed, heading, balance and trim within the required MOS flight tolerances. Sustained errors outside the MOS flight tolerances in any of these aspects should result in a fail assessment
- **Judgement** – is applicable to all tasks but is of importance with respect to the effect of environmental conditions such as cloud, visibility, wind and turbulence. It may be that on some occasions the flight conditions are such that even though the applicant's technique is sound, the aircraft may deviate outside specified tolerances for short periods. In such cases the assessment of technique, smoothness, accuracy and judgment should be the determining factors
- **Procedures** – the applicant should demonstrate awareness and practical application of nominated standard operating procedures and checklist discipline throughout the flight test. In many circumstances, the adherence to SOP's may be the reason a committed error has been corrected in a timely manner
- **Knowledge** – during the flight test the applicant's underpinning knowledge may be further tested. For example, during the management of an aircraft system failure, it may become apparent that there is a lack of knowledge of that system
- **Flight management** – the applicant should demonstrate satisfactory proficiency in aircraft and flight management systems, situational awareness, threat and error management and decision-making during the flight.

Assessment should be based on the technique used by the applicant and not just the ability to perform the task within specified numerical tolerances.

Applicants should not be given a second opportunity to demonstrate a manoeuvre unless, in the opinion of the examiner, the circumstances causing failure of the first attempt were outside the control of the applicant in the test environment or the applicant recognised the error and self-managed corrective actions. This should be considered when the examiner is observing an error or errors which may have the potential to become safety critical, providing the applicant is demonstrating non-technical skills and threat and error management appropriately before the examiner is required to intervene.

9.4.2 Pre-flight briefing

In accordance with FEH chapter 3, Adult education and competency-based assessment; the examiner must brief the applicant on:

- the scenario applied to the test environment (e.g. passenger carrying commercial operation/simulation of passengers)
- pilot in command, including traffic separation roles and responsibilities
- transfer of control
- flight tolerances and ground references
- simulating emergencies, methods and calls
- actual emergencies
- procedures for simulating IMC
- the expectations of the examiner during the lost procedure simulation
- multiple flights and the assessment of competencies (if applicable).

The applicant should be encouraged to ask for clarification should they be uncertain about any of the briefed items.

9.4.3 Assessment of activities and manoeuvres

An examiner must comply with the requirements and take into account the recommendations described below when planning and conducting the CPL A flight test. Where there are no specific recommendations, 'NSR' is listed in the table against the unit or element.

Table 20. Assessment of activities and manoeuvres - CPL A

Phase of flight	Requirements	Recommendations
Pre-flight	(a) Perform pre-flight actions and procedures	The examiner should conduct a review of the flight plan to assess correct application of wind computations and fuel planning. Gross error checks should also be applied, however where errors are not safety related the applicant should be permitted the opportunity to correct them in flight.
	(b) Perform pre-flight inspection	The examiner should engage the applicant during the pre-flight with questions relevant to the inspection, without disrupting the inspection or compromising safety. Where the aircraft already has a valid maintenance release certification for the day, the applicant is still required to complete the daily inspection in all respects and should explain the certification process.
	(c) Refuel aircraft	Training record evidence and oral questioning should be used in the absence of an actual refuel event. In this case the examiner must indicate competency by marking the item on the flight test form with 'TR'.
Ground operations, take-off, departure and climb	(a) Complete all relevant checks and procedures	It is recommended that the examiner pose a start malfunction or emergency just prior to the start procedure so the applicant's touch drills can be assessed.
	(b) Taxi aircraft	NSR
	(c) Plan, brief and conduct take-off and departure procedures	NSR

Phase of flight	Requirements	Recommendations
	(d) Conduct crosswind take-off	Training record evidence of dual or solo competence in crosswinds of at least 70% of the AFM maximum and oral questioning should be used in the absence of a crosswind. In this case the examiner must indicate competency by marking the item on the flight test form with 'TR'.
	(e) Conduct short field take-off	The examiner should attempt to pose scenarios such as an obstacle at 300' AGL following a short field take off
	(f) Conduct climbs and climbing turns – must include any 2 of maximum rate, maximum angle or cruise climb	The examiner should attempt to pose scenarios such as an obstacle at 300' AGL following a short field take off; or a requirement for best rate to 2000' AGL.
En route cruise	(a) Maintain straight and level and turn aircraft	NSR
	(b) Navigate aircraft en route	<p>The navigation task should be designed such that all of the required competencies can be assessed in a logical sequence. There should be at least one sector of sufficient distance that allows basic navigation technique to be adequately assessed. This sector should be of a sufficient duration to enable the assessment of:</p> <ul style="list-style-type: none"> • multiple navigation cycles • track correction techniques • continued maintenance of navigation and fuel logs (ETAs and fuel status) • position fixing at suitable intervals. <p>Importantly, the examiner should be satisfied that the applicant is using a suitable navigation methodology that is supported by sound reasoning and application of acceptable VFR navigation procedures. The examiner should give particular attention to the applicant's navigation techniques in and around controlled airspace and how they plan to avoid controlled airspace and/or restricted and prohibited airspace, as applicable.</p>
	(c) Maintain any 1 cruise configuration for turbulence, holding or range	NSR
	(d) Navigate at low level	NSR
	(e) Perform lost procedure	It is an acceptable practice for the examiner to introduce the 'lost' scenario immediately following the instrument flying assessment. In normal circumstances the examiner should ensure the 'lost position' is at least several nautical miles laterally displaced from the original planned track.

Phase of flight	Requirements	Recommendations
	(f) Perform diversion procedure	The examiner should provide a suitable scenario that will enable the applicant to 'self-select' the 'diversion route' to a 'suitable aerodrome or an alternate aerodrome'. The examiner should not apply any specific time constraints (subject to operational requirements) to execute the diversion. The examiner should ensure that the applicant is at a known position prior to introducing the diversion task.
	(g) Use instrument navigation systems	The examiner should consider selecting an appropriate leg for assessing the applicant's ability to use the aircraft navigation systems.
Test specific activities and manoeuvres	(a) Enter and recover from stalls – one must be in the approach configuration and at least: <ul style="list-style-type: none"> • single engine: 1 stall and 1 wing drop at the stall • multi engine: 2 stalls 	The examiner should place emphasis on the application of correct technique rather than the achievement of a minimum height loss.
	(b) Conduct steep level turns of at least 45° bank	NSR
	(c) Perform full and limited panel instrument flying	The examiner should limit this to no longer than five minutes and position for sufficient altitude to conduct unusual attitude recoveries. For the limited panel assessment, the primary attitude indicator/display and the primary heading indicator/display may be 'failed' simultaneously. If assessed, unreliable airspeed indications must be a separate exercise. For EFIS cockpits, the use of standby instruments is acceptable for limited panel assessments.
	(d) Full and limited panel instrument flying, recover from at least 2 unusual attitudes	At least one recovery full panel and at least one recovery limited panel must be assessed.
	(e) Manage engine failure after take-off	The examiner must consider the airfield terrain, obstacles and noise abatement requirements. Where the aerodrome does not allow the safe practise of EFATO, the examiner should simulate the procedure elsewhere at altitude.
	(f) Conduct precautionary search	The examiner should initiate the precautionary search with a suitable scenario that allows the applicant initiate the precautionary search procedure.
	(g) Manage a malfunction during start or shutdown and one of: a system malfunction, fire or radio failure	NSR
	(h) Perform forced landing (single engine) or manage engine failure in cruise (multi engine)	For SE, the examiner should initiate the simulated engine failure at least 2,500'AGL to ensure the applicant has sufficient time to perform the procedure.

Phase of flight	Requirements	Recommendations
Descent and arrival	(a) Conduct descents and descending turns	NSR
	(b) Plan and conduct arrival and circuit joining procedures	NSR
Circuit, approach and landing	(a) Conduct normal circuit pattern, approach and landing	NSR
	(b) Conduct crosswind landing	The examiner is required to assess a crosswind landing unless the applicant's training records certify dual or solo competence in crosswinds of at least 70% of the AFM maximum. In this case the examiner must indicate competency by marking the item on the flight test form with 'TR'.
	(c) Conduct short field and flapless landings	NSR
	(d) Perform a go-around procedure	NSR
	(e) Perform after-landing actions and procedures	NSR
Shut down and post-flight	(a) Park, shut down, secure aircraft and complete post-flight administration	NSR
General requirements	(a) Maintain effective lookout	<p>In most flight tests, the assessment of emergency and non-normal events will provide sufficient evidence of the NTS competencies. The examiner should provide, where possible, applicable operational environment scenarios to support these events.</p> <p>The examiner should request a copy of company SOPs to ensure familiarity with standard briefs, work-cycles and procedural techniques.</p>
	(b) Maintain situational awareness	
	(c) Assess situations and make decisions	
	(d) Set priorities and manage tasks	
	(e) Maintain effective communications and interpersonal relationships	
	(f) Recognise and manage threats	
	(g) Recognise and manage errors	
	(h) Recognise and manage undesired aircraft state	

Phase of flight	Requirements	Recommendations
	(i) Operate in controlled airspace	Where a test cannot be conducted in actual controlled airspace the examiner is required to simulate CTR and CTA. The simulation should include all performance criteria of CTR (Part 61 MOS Schedule 2). At a minimum, the simulation methodology should include simulated: <ul style="list-style-type: none"> • VTC including – airspace boundaries, classes, frequencies, altitudes • ERSA information • weather and NOTAMS. The examiner should provide the applicant with the simulated charts and ERSA information at the time of advising the flight test route. The examiner is required to accurately replicate the role of air traffic control in the simulated environment. The simulated CTA/CTR environment shall remain 'active' for the duration of the flight test (i.e. the simulated CTR shall not be the same aerodrome for the 'operations at non-towered aerodromes' assessments).
	(j) Operate in Class G airspace	NSR
	(k) Operate at controlled aerodrome	Where a test cannot be conducted at a controlled aerodrome, refer to recommendations in (i) above
	(l) Operate at non-towered aerodrome	NSR
	(m) Use correct radio procedures	NSR
	(n) Manage relevant aircraft systems	NSR
	(o) Manage fuel system and monitor fuel plan and usage	NSR
	(p) Manage passengers and the carriage of cargo	The examiner should role play as a passenger for the duration or part of the flight test.

9.4.4 Failure assessment

The failure to perform a manoeuvre or procedure may be broken into 2 levels depending on the safety implications during the flight test. Both levels result in a fail assessment.

Safety-critical items

The highest level, being safety critical, is where the control of the aircraft is such that the safe outcome of the manoeuvre or procedure is in doubt and the examiner has to take control (physically or by direction).

Examples of safety-critical failure items include, **but are not limited to**:

- failure to complete checklist items mandated by the AFM
- failure to correctly prepare the aircraft for flight
- failure to comply with ATC clearances and airspace requirements
- failure to operate the aircraft within the limitations of the AFM
- failure to maintain required flight visibility and cloud separation during a visual segment

- failure to maintain required terrain clearance
- failure to comply with minimum descent altitudes
- failure to maintain minimum traffic separation standards
- failure to comply with the hand-over/take-over technique (not applicable to single pilot authorisations)
- failure to safely and consistently apply the elements of NTS1 and NTS2.

If the error is safety critical and the examiner needs to take control or intervene, the flight test must be terminated immediately. Some credits may be given for test items already assessed that are not associated with or relevant to the safety-critical event.

Non safety-critical items

The second level is where the control of the aircraft is such that the safe outcome of the manoeuvre or procedure is certain, but the flight tolerances have been exceeded or the technique is unsatisfactory. Under these circumstances the flight test may be continued and credits given for successfully completed test items.

The examiner has the discretion to enable the applicant to demonstrate NTS2 TEM to avoid the situation where the error becomes safety critical.

Credits are only valid for one retest.

9.5 Complete (post flight)

9.5.1 Debriefings

The examiner must debrief the applicant and the training provider as soon as practicable after the conclusion of the flight component.

In the event of a fail assessment, in addition to the verbal debriefing, the examiner should ensure sufficient detail is entered into the applicant's training records to allow the training provider to construct a remedial training program. CASR 61.385 implications should also be discussed with the applicant.

9.5.2 Flight test administration

At the conclusion of the flight test, the examiner must:

- within 14 days after the day of the test, complete the flight test report and provide a copy of the report to the applicant and training provider
- within 14 days after the day of the test, complete the flight test management system notification requirements
- direct the applicant to the myCASA portal to complete the online licence application. If the online application cannot be completed, submit the forms with a certified ASIC to applications@casa.gov.au

All items on the test form must be marked to indicate the assessment, with either ✓ (pass), X (fail), N (not tested) or TR (training records).

Licence entries made by the examiner (if applicable) must be in accordance with the Flight Crew Licensing Manual.