

12 Air Transport 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 air transport pilot licence and aeroplane category rating (ATPL A).

12.1 Examiner requirements

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

1. The examiner must conduct the ATPL A flight test in accordance with clauses 1 to 3 of Schedule 5 of the Part 61 MOS.
2. The examiner must conduct the ATPL 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 commencing in-aircraft or FSTD flight test components.
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. If the flight test is conducted in an aircraft, from a safety of flight perspective, 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. The aeroplane category ATPL flight test involves assessing a range of competencies including those in units TR-MEA and CIR. Passing the ATPL flight test in a type rated aeroplane satisfies the requirement in 61.805 to have a valid instrument proficiency check to conduct an IFR operation in an aircraft covered by that aircraft type rating. It also satisfies the requirement for the ATPL to have a valid IPC for the aeroplane category and multi-engine aeroplanes – 61.695. The examiner should hold that aircraft type rating. However, if the examiner does not hold that type rating, guidance should be obtained from the CASA Manager FTO.
7. 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.

12.2 Plan

12.2.1 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 flight test route to allow for unhurried preparation and planning (simulating an air transport passenger/cargo carrying operation). The applicant should be given the test route at least 24 hours before the start of the flight test.

Approximately 3 hours flight time is required to adequately assess the ATPL flight test competencies.

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

With prior Manager FTO approval, the examiner may choose to conduct the flight test in combination with a type rating flight test if the applicant holds course completion certificates for both. In this case, the time for any flight should not exceed 4 hours. All the ATPL and TR competencies may be assessed concurrently or over 2 events within 28 days, with a transfer of credits, and the TR flight test must be conducted first. The examiner must conduct both flight tests and hold both the ATPL and TR flight examiner endorsements.

12.2.2 ATPL A assessment scope and conditions

The ATPL A flight test must be conducted under the IFR and in an aeroplane or an FSTD approved for the purpose, in accordance with subregulation 61.700(5) of CASR. The aeroplane or FSTD must be multi-engine, turbine-powered and configured for flight, and operated, with a co-pilot.

- Note 1:** Multi-engine, turbine powered aircraft that are single pilot type certificated, must have a CAR 232 approved multi-pilot Flight Check System to be used for ATPL flight tests.
- Note 2:** Where the examiner is not familiar with the SOPs, the examiner must obtain the abbreviated and expanded format multi-crew procedures in sufficient time to achieve familiarity.

The activities and manoeuvres, listed in FEH 12.4.3 table 23, mirror the ATPL A test form and FTM items. They are a paraphrase of the Part 61 MOS Schedule 5 for the ATPL A flight test.

These activities and manoeuvres, described in clause 3 of Schedule 5 of the Part 61 MOS and the ATPL 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.

ATPL A flight tolerances and ground reference tolerances are specified in Tables 2 and 5 of Schedule 8 of the MOS. Sustained deviation outside the applicable flight tolerance is not permitted.

The ATPL A applicant should demonstrate safe and effective management of the flight as the pilot in command (PIC) in a multi-crew environment, 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.

The entire flight test must be conducted as a multi-crew operation (2-pilot) for all flight component test items. The applicant may use the aeroplane automation systems unless otherwise directed by the examiner.

It is expected that the applicant occupies the normal command seat for the aircraft type and operation. If for compliance with CASR 121.535, or with prior Manager FTO approval, the applicant does not occupy the normal command seat, a note must be included in the FTM 'Examiner comments'. Regardless of the seat occupied, all PIC duties and command decision making must be demonstrated by the applicant. The examiner must ensure that all SOPs relating to PIC decisions are directed to the applicant. Particularly for critical situations where the manufacturer directs duties to a seat, careful consideration of the SOPs may be needed. The examiner must assess the command role of the applicant and brief the crew on these topics.

Examiners must ensure that they do not impart training or provide assistance to the applicant during the conduct of the ATPL A test. If the examiner is occupying a control seat they must provide the normal duties of a co-pilot in that role, but only to the extent required by the operator's operations manual.

The applicant must demonstrate competency in performing instrument approach operations for at least 2 different kinds of procedure. One must be a 2D instrument approach operation. Additionally, the applicant must demonstrate competency in performing a 3D ILS or GLS instrument approach operation.

Examiners should use only the authorised instrument approach procedures for the aerodromes being used. Overlay instrument approaches are not to be used for an ATPL flight test, except where an aeroplane's navigation system has been approved for such approaches.

The flight should be planned to include a sector to an aerodrome serviced by a published instrument approach which the aeroplane is equipped to use.

The applicant must demonstrate proficiency to operate the aircraft for at least one instrument approach operation without the autopilot and flight director being used (manually manipulating the flight controls). Establishing manual flight must be accomplished prior to the Initial Approach Fix (IAF) or equivalent. If circling is required to complete the instrument approach manual flight must be continued to a point from where the landing can be achieved.

Where the aircraft is fitted with auto throttle capability, it is acceptable for the auto throttle to remain on.

For aircraft where a significant degradation of equipment would be required to achieve a flight director off approach to be flown, the examiner has the option of allowing the flight director on for the approach.

In-Aircraft Flight Test

When the flight test is conducted in an aircraft, the examiner may occupy either a control seat or a suitable observer seat (jump seat). Where the examiner occupies a co-pilot control seat (as co-pilot), the examiner must be the nominated pilot in command (PIC).

Where the examiner occupies a jump seat, a suitably qualified pilot should occupy the co-pilot seat and be the nominated PIC. A suitably qualified pilot means:

1. A company check pilot who is approved to conduct asymmetric operations in the flight test aircraft from the co-pilot seat and has flown all the intended flight test manoeuvres within the preceding 90 days in the flight test aircraft type.
2. A pilot who is current on the flight test aircraft type, holds a valid FPC, holds a training endorsement for the flight test aircraft type, is familiar with and competent in the multicrew procedures intended to be used during the flight test and has flown all the intended flight test manoeuvres within the preceding 90 days in the flight test aircraft type.

Where the examiner or a suitably qualified pilot occupies a control seat, the examiner must brief all crew members on the following:

- command/safety of flight responsibilities
- flight test profile and scenario
- role of the 'co-pilot'
- introduction of non-normal sequences
- discontinuation/termination of the flight test
- communication protocols.

Examiners must be cognisant of the general competency requirement of regulation 61.385 of CASR regarding the authority to exercise the privileges of a rating or an activity in an aircraft. For manoeuvres that involve elevated risk (abnormal and emergency flight manoeuvres) when conducting a flight test in an aircraft, the examiner must be competent in the management of all flight test activities including the ability to safely manage potential applicant mishandling. This level of competency should be achieved with a targeted program of examiner training in an aircraft or a simulator where one is available.

FSTD Flight Test

When the flight test is conducted in an approved FSTD, the examiner should not position the applicant over the top of a navigation aid or at the commencement of the approach procedure being assessed. The examiner should not speed up or in any other way change the real-time nature of the flight, except when a non-normal sequence has been completed and the simulator returned to its normal operating state. For example, after a landing, the 'aircraft' may be re-positioned to the start of the runway to facilitate another take-off without the requirement to taxi to the holding point once again.

ATPL flight test profile development guidance

To assist examiners with the development of suitable ATPL flight test profiles, the following guidance is provided:

The ATPL flight test profile could be designed into 4 components:

1. **Line orientated evaluation (LOE)** – a simulated commercial flight (normally passenger carrying) planned between a pre-determined aerodrome pairing. To assist with time management and competency assessment, this may involve a diversion.
2. **Manoeuvre based sequence (MBS #1)** – an air exercise involving an abnormal event originating and terminating at the same aerodrome. Commonly (simulated) passengers, cabin crew or freight are not carried for this or the remaining sequences.
3. **Manoeuvre based sequence (MBS #2)** – commencing at altitude for the purpose of demonstrating the remaining CIR competencies:
 - basic manoeuvres by reference to standby flight instruments
 - unusual attitude recovery assessment using normal and standby instrument displays.
4. **Manoeuvre based sequence (MBS #3)** – a short sector to assess the applicant's command presence including NTS and MCO competencies while operating as PM.

The design of the LOE is simplified by the development of a table of 2 levels of contingency events categorised abnormal and emergency. The abnormal event could be defined as a resolvable technical or procedural event with a low level of complexity. The emergency event could be either technical or non-technical in nature with a high level of complexity requiring a command decision to continue, return or divert. These events should be designed to assess the competencies as outlined on the relevant flight test form and the FEH.

The design of the MBS could be such that it commences from the original LOE departure aerodrome using the pre-determined take-off performance data. This could commence from the runway threshold with aircraft state being at the ready with engines running. This sequence could include any further abnormal (e.g. one engine inoperative at $>V1$) with a return to aerodrome for the conduct of any of the flight component competencies not yet included.

12.3 Conduct (ground component)

12.3.1 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.

12.3.2 Document review

The examiner must confirm that an applicant for the ATPL A satisfies the eligibility requirements to undertake the flight test for the grant of the CASR Part 61 licence. To achieve this, the training records, logbook, licence (CPL A, MPL or foreign ATPL) and medical certificate must be checked, referring to subregulation 61.235(2) of CASR. 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 21 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) – not required under paragraph 61.235(2)(b) of CASR.

Training requirements – paragraph 61.700(3)(b) & (e) of CASR requires that the applicant has completed flight training for the ATPL and the associated category rating and a course in MCC. 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 – paragraph 61.235(2)(aa) of CASR excludes the ATPL from the requirement for HOO eligibility certification.

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.

Note: A CASA Flight Crew Licence cannot be issued until the applicant has been issued with an ASIC or AVID.

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.

12.3.3 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. In addition, as the ATPL (A) incorporates the privileges of an instrument rating, the examiner should also assess the CIR knowledge requirements as a safety of flight requirement.

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.

12.3.4 Assessment of flight planning

As part of the flight test, the applicant must complete or demonstrate knowledge of (if computer generated):

- flight plan
- fuel plan
- flight notification
- loading system
- 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.

12.4 Conduct (flight component)

12.4.1 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.

The examiner should assess adherence to either company SOPs, training provider SOPs or the aeroplane manufacturer's SOPs, for example, operator specific, Boeing or Airbus, as nominated by the applicant.

Assessment should be based on the technique used by the applicant to satisfy compliance with SOPs in a multi-crew environment, and not just the technique used by the applicant and 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.

12.4.2 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 air transport operation/simulation of passengers and flight attendant roles)
- pilot in command, including traffic separation roles and responsibilities
- transfer of control
- flight tolerances
- simulating emergencies, methods and calls
- clarification of crew responsibilities in the event of actual emergencies
- procedures for simulating IMC
- 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.

12.4.3 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 **ATPL** flight test. Where there are no specific recommendations, 'NSR' is listed in the table against the unit or element.

Table 23. Assessment of activities and manoeuvres - ATPL A

Phase of flight	Requirements	Recommendations
Pre-flight	(a) Plan an IFR flight	Applicants should be given notice and pre-flight material of the intended flight test route in accordance with their operation.
	(b) Perform pre-flight actions and procedures	An applicant may apply operator specific fuel policies for carriage over and above the minimum legal statutory fuel requirements.
	(c) Perform pre-flight inspection	In-transit (aircraft turnaround) pre-flight cockpit preparation is acceptable for the purposes of the pre-flight inspection. External pre-flight inspection knowledge should be assessed by oral questioning if the test is conducted in an FSTD.
Ground operations, take-off, departure and climb	(a) Complete all relevant checks and procedures	NSR
	(b) Taxi aircraft	The applicant should have full access to braking and nosewheel steering capability.

Phase of flight	Requirements	Recommendations
	(c) Plan, brief and conduct take-off and departure procedures	If the test is conducted in an aircraft and the conditions prevent a crosswind take-off, it is acceptable for the examiner to satisfy competency through verbal questioning of the type specific crosswind technique.
	(d) Conduct instrument departure (normal operations)	If available, the departure should be published, or ATC cleared.
	(e) Conduct climb profiles and climbing turns	NSR
En route cruise	(a) Navigate aircraft en route using ground and satellite navigation systems	NSR
	(b) Perform navigation systems integrity checks	NSR
	(c) Identify and avoid hazardous weather conditions	NSR
	(d) Maintain any 1 cruise configuration for turbulence, holding or range	NSR
Test specific activities and manoeuvres	(a) Perform instrument flying using normal and standby instrument displays	Where a failure of the primary attitude, heading or airspeed indication is introduced in-aircraft, the examiner should not simulate a failure of the system when the aircraft is flying in IMC or at night. In complex aircraft types with multiple primary instrument display redundancy capability, the intent of the Part 61 MOS (IFL unit of competency) is satisfied with a reduction of full primary instrument displays as a result of a system or systems failure. This MOS competency requires the applicant to demonstrate instrument flying using an altered instrument scan. This should be accomplished by the applicant demonstrating system/checklist knowledge (recovering instrumentation where applicable) to a level whereby satisfactory manoeuvring can be conducted, albeit on an altered instrument scan. Forcing the aircraft into a situation of multiple unrealistic failures, whereby the standby attitude indicator and magnetic compass are the only primary means of instrumentation, is not necessary.
	(b) Instrument flying using normal displays and standby displays, recover from at least 2 unusual attitudes	In-aircraft - If the flight test is being conducted in an aircraft and not a FSTD, recovery from unusual attitudes should only be conducted by day and the examiner should have a clear horizon.

Phase of flight	Requirements	Recommendations
	(c) Manage engine failure during take-off - IAS \geq V1	<p>The applicant shall attain optimum aeroplane performance following failure of an engine. The speed at which that failure may be simulated shall be as follows:</p> <p>(i) aeroplanes for which the take-off performance is predicated on the establishment of a V1, failure of the engine shall be simulated at a speed greater than V1;</p> <p>(ii) aeroplanes other than those described in subparagraph (i) above, failure of the engine shall be simulated at a speed greater than either, (a) the 1 engine inoperative best rate of climb speed or (b) the take-off safety speed plus 10 knots, whichever is the higher.</p> <p>In an aircraft the simulated engine failure should not be conducted at night or in IMC and the examiner should have visual reference at all times during the manoeuvre.</p>
	(d) Conduct instrument departure OEI	The departure must be a separate event to the one engine inoperative (OEI) missed approach.
	(e) Conduct instrument approach OEI	The simulated engine failure should be introduced before the Initial Approach Fix (IAF).
	(f) Conduct missed approach OEI	The applicant should fly the published approach followed by the published missed approach whilst maintaining the specified flight path tolerances for OEI operations.
	(g) Manage an event – system malfunction, fire or radio failure	This event must be one that is not included in other test specific activities and manoeuvres.
Descent and arrival	(a) Perform a descent or published arrival procedure to an aerodrome	NSR
	(b) Track to holding fix and conduct a holding pattern or sector 3 entry procedure	<p>If a sector 3 entry into a holding pattern is conducted, an additional holding pattern is not required.</p> <p>If conducting an RNAV(GNSS) approach, the applicant must conduct RNAV(GNSS) holding or sector 3.</p> <p>Only one holding procedure is required for the flight test.</p>
	(c) 2D, prepare for approach	NSR
	(d) 2D, conduct approach	<p>For an ATPL applicant who does hold an Australian instrument rating with 2D, 3D and MEA endorsements.</p> <p>For an ATPL applicant who does hold an Australian instrument rating but is missing one or more of the above endorsements, the examiner must contact the Manager FTO for advice.</p> <p>For an ATPL applicant who does not hold an Australian instrument rating, 2 X 2D approaches of different kinds must be demonstrated.</p>
	(e) 3D, prepare for approach	NSR
	(f) 3D, conduct approach	NSR

Phase of flight	Requirements	Recommendations
	(g) Conduct missed approach	Only one missed approach is required to be demonstrated. Since an OEI missed approach is required in the flight test, an all engines operating (AEO) missed approach may be included but is not required. If the applicant conducts a 2D missed approach, they must be able to describe the 3D DA procedure. If a 3D missed approach is conducted, they must describe the 2D MDA procedure. This is best completed during the ground component.
Circuit, approach and landing	(a) Conduct circling approach if required	For an ATPL applicant who does not hold an Australian instrument rating, the ATPL flight test must include assessment of a circling approach. The circling approach must be demonstrated as the continuation of the instrument approach from the specified circling minima, must be flown over the aerodrome specified on the instrument approach plate and must be at least a 90° heading change to the runway. It must not be flown as a standalone low-level circuit. For simulators, the environmental settings should be set to not more than 1.5 times the visibility minima of the circling approach minima. The circling approach may not be demonstrated in a flight simulator unless it is specifically approved for this manoeuvre.
	(b) Land and perform after-landing actions and procedures	NSR
Shut down and post-flight	(a) Park, shut down, secure aircraft and complete post-flight administration	Post-flight actions and procedures may be assessed by oral questioning if the flight test is conducted in an FSTD.
General requirements	(a) Maintain effective lookout (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 (i) Operate effectively as a crew member (j) Demonstrate effective leadership and authority	In most flight tests, the assessment of emergency and abnormal events will provide sufficient evidence of the NTS and MCO competencies. The examiner should provide, where possible, applicable operational environment scenarios to support these events. The examiner should request a copy of company SOPs to ensure familiarity with standard briefs, work-cycles and procedural techniques. For MCO, the flight test will examine the ability of the applicant to operate effectively and safely as the pilot in command (PIC) in a multi-crew environment. To this end the applicant must be assessed during operations as pilot flying (PF) and pilot monitoring (PM). The examiner should ensure that the flight test is structured in such a way that the applicant demonstrates command skills while nominated as PM.

Phase of flight	Requirements	Recommendations
	(k) Maintain multi-crew situational awareness	
	(l) Make effective decisions as multi-crew	
	(m) Operate in controlled airspace	NSR
	(n) Operate in Class G airspace	If applicable to test profile.
	(o) Operate at controlled aerodrome	NSR
	(p) Operate at non-towered aerodrome	If applicable to test profile.
	(q) Use correct radio procedures	NSR
	(r) Manage relevant aircraft systems	NSR
	(s) Manage fuel system and monitor fuel plan and usage	NSR
	(t) Manage passengers and the carriage of cargo	The examiner should role-play ground crew, flight attendant and passengers in the context of the nominated company operating procedures. Examples: For air transport operations, the applicant should provide a cabin crew pre-flight briefing. Freight operations where there is provision for carriage of persons other than the flight crew – the applicant should provide a passenger pre-flight safety briefing. During the flight test, the applicant should demonstrate cabin crew and/or passenger management IAW nominated company procedures. With respect to cargo management, this item may be assessed via oral questioning on; loading, dangerous good, LMC procedures etc.

12.4.4 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 and in accordance with the flight check system (FCS), including failure to recall memory items (however described)
- sustained failure to maintain SOPs
- 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 or operations manual

- failure to demonstrate sound working knowledge of aeroplane automation (i.e.: FMS, AFDS, and/or MCP) or incorrect use of the aeroplane automation systems
- 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 or any specified altitude limitations when operating in IMC or simulated IMC
- 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, NTS2 and MCO.

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 at the discretion of the examiner 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.

12.5 Complete (post flight)

12.5.1 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.

12.5.2 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, training provider and CASA
- within 14 days after the day of the test, complete the flight test management system notification requirements.

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

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