

30 Aerial Application Proficiency Check

The aim of this proficiency check is for the applicant to demonstrate competency in the knowledge, skills and attitudes as required in Schedule 6 of the Part 61 MOS for the aerial application proficiency check (APC).

30.1 Examiner requirements

The following examiner requirements are applicable to the conduct of the APC:

1. The examiner must conduct the APC in accordance with clauses 1 to 3 of Schedule 6 of the Part 61 MOS.
2. The examiner must conduct the APC within the operational scope and conditions described in clause 4 of Schedule 6 of the Part 61 MOS.
3. The examiner must ensure that the ground component of the proficiency check is successfully completed before conducting the pre-flight briefing and flight component of the proficiency check.
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 proficiency check items, they are valid for 28 days only. After 28 days, the proficiency check must be conducted in full.

30.2 Plan

30.2.1 Testing methodology

The examiner should apply the proficiency check 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 proficiency check 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 proficiency check cannot be completed.

The examiner must ensure the applicant is given adequate notice of the intended task to allow for unhurried preparation and planning (simulating a commercial operation). The applicant should be given the test scenario at least 24 hours before the start of the proficiency check.

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

- 1.5 hours for the general handling and test specific manoeuvres.

Use of IFR procedures

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

The APC should be concluded by a landing in VFR conditions before commencing the IFR return positioning flight.

Only the flight time associated with the APC should be considered as the flight time for the proficiency check.

30.2.2 APC scope and conditions

The APC must be conducted by day or night, as applicable, in VMC, under the VFR and in an aircraft, in accordance with subregulation 61.1110 4(a) of CASR.

The aircraft used for the APC must be of the appropriate category and be capable of being operated for the kind of operations relevant to the aerial application endorsements the applicant holds and that are assessed in the APC.

The activities and manoeuvres, listed in FEH 30.4.3 table 41, mirror the APC test form and FTM items. They are a paraphrase of the Part 61 MOS Schedule 6 for the APC.

These activities and manoeuvres, described in clause 3 of Schedule 6 of the Part 61 MOS and the APC 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.

APC flight tolerances and ground reference tolerances are specified in Tables 2 and 4 of Schedule 8 of the MOS. Sustained deviation outside the applicable flight tolerance is not permitted.

The APC 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.

For aeroplanes a simulated engine failure in low-level operations must not be initiated below a height of 200 ft AGL.

For single engine helicopters only, a simulated engine failure in low-level operations must not be initiated below a height of 150 ft AGL and not below V_y speed. (Not applicable to hover or taxi simulated engine failures).

30.3 Conduct (ground component)

30.3.1 Initial brief to applicant

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

- proficiency check 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 proficiency check elements.

30.3.2 Document review

The examiner must confirm the identity of the applicant for the APC. To achieve this, the logbook, licence and medical certificate must be checked. Ideally, these documents should be presented to the examiner prior to the commencement of the proficiency check.

Licence – the applicant for the APC must hold a CPL or ATPL of the same category as the aircraft in which the proficiency check is conducted and hold the AA.

Aeronautical knowledge examinations – N/A.

Knowledge deficiency report (KDR) – N/A.

Flight training requirements – N/A.

Aeronautical experience – N/A.

English language proficiency – N/A.

Eligibility certification – N/A.

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

Security check and fit and proper person requirements – N/A.

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

30.3.3 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 6 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.

30.3.4 Assessment of flight planning

As part of the proficiency check, the applicant must complete:

- 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.

30.4 Conduct (flight component)

30.4.1 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.

30.4.2 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 proficiency check environment (e.g. aerial application commercial operation/simulation of observers)
- pilot in command, including traffic separation roles and responsibilities
- transfer of control
- flight tolerances and ground references
- simulating emergencies, methods and calls
- actual emergencies
- 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.

30.4.3 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 **APC**. Where there are no specific recommendations, 'NSR' is listed in the table against the unit or element.

Table 41. Assessment of activities and manoeuvres - APC

Phase of flight	Requirements	Recommendations
Pre-flight	(a) Plan an aerial application operation to ensure a safe outcome	NSR
	(b) Identify hazards and manage risks	NSR
	(c) Ensure aircraft performance capability	NSR
	(d) Perform pre-flight actions and procedures	NSR
Ground operations, take-off, departure and climb	(a) Complete all relevant checks and procedures	NSR
	(b) Plan, brief and conduct take-off and departure procedures	NSR
En route cruise	(a) Conduct appropriate checks and procedures before descending below 500ft AGL	NSR
Test specific activities and manoeuvres	(a) For application ops, fly aircraft, manoeuvre and navigate at low-level	NSR
	(b) For application ops, apply substances	NSR
	(c) For application ops, jettison load	NSR
	(d) For A application ops, perform steep turns and procedure turns at or below 500 ft AGL	NSR
	(e) For A application ops, recognise and avoid the stall and recover from a simulated low altitude stall	NSR
	(f) For A application ops, perform forced landing from below 500 ft AGL (SE only)	For single engine helicopters a simulated engine failure in low-level operations must not be initiated below a height of 150 ft AGL and not below V_y speed. Note: not applicable to hover or taxi simulated engine failures
	(g) For A application ops, manage abnormal and emergency situations during low-level operations	NSR
	(h) For firefighting end, operate in accordance with fire traffic management and other aircraft separation requirements	NSR
	(i) For firefighting end, conduct an aerial survey of a fire area	NSR
	(j) For firefighting end, apply substances	NSR
	(k) For firefighting end, operate aircraft at maximum permissible weights for fire operations	NSR
	(l) For firefighting end, manage abnormal or emergency situations during low-level operations on a fire ground	NSR
	(m) For H firefighting end, replenish helicopter load with snorkel or bucket	NSR
Descent and arrival	(a) Plan and conduct arrival and circuit joining procedures	NSR

Phase of flight	Requirements	Recommendations
Circuit, approach and landing	(a) Conduct low-level circuit, approach and landing (day only)	NSR
	(b) 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	In most proficiency checks, 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.
	(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) Use correct radio procedures	NSR
	(j) Manage relevant aircraft systems	NSR
	(k) Manage fuel system and monitor fuel plan and usage	NSR

30.4.4 Failure assessment

The failure to perform a manoeuvre or procedure may be broken into 2 levels depending on the safety implications during the proficiency check. 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 proficiency check 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 proficiency check 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.

30.5 Complete (post flight)

30.5.1 Debriefings

The examiner must debrief the applicant and, if applicable, the operator 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 operator to construct a remedial training program. CASR 61.385 implications should also be discussed with the applicant.

30.5.2 Proficiency check administration

At the conclusion of the proficiency check, the examiner must:

- within 14 days after the day of the check, complete the proficiency check report and provide a copy of the report to the applicant, the operator and CASA
- within 14 days after the day of the check, complete the flight test management system notification requirements.

All items on the proficiency check 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 must be in accordance with the Flight Crew Licensing Manual.