



ATPL FLIGHT TESTS
INSTRUMENT RATING PROFICIENCY CHECKS
ENGLISH LANGUAGE PROFICIENCY ASSESSMENTS

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ATPL(A) Flight Test – Australian Civil Trained

ATPL(A) Flight Test

Overview

An ATPL flight test conducted IAW this section meets the requirements of Part 61, Part 61 MOS and the Flight Examiners Handbook (FEH) for the completion of an ATPL(A) flight test.

See *Flight Examiner Handbook section 12 – Air Transport Pilot Licence (Aeroplane)*.

CASA Client Services/Flight Operations and Licencing Client Services has confirmed under 61.695 that following a 'Pass' result being notified, you will be issued an IPC (MEA) based on an ATPL flight test with no further documentation required.

A Licence re-print will be issued by Client Services as part of the ATPL processing.

Applicants Documentation Requirements 61.235 (2)

- Form 61-1AA completed and certified correct (sections A, B and C.) Refer to CASR 61.700
- Copy of part 61 Flight Crew Licence.
- Copy of current CASA medical certificate.
- **Certified** copy of MCC certificate (or meets the CASA exemption – Approved Course of Training Multi-crew Cooperation).
- Last 5 pages of pilot's logbook (certified correct) and time on type.
- Copies of the last two OPC or Recurrent Checks.
- **Certified** copy of ASIC.
- Examination results. (See Exams 'Widow' definition on page 6).
- Copy of current passport or drivers' licence or Australian birth certificate.
- Evidence of required training prior to commencing the test (if required).

Examiner Requirements

An ATPL(A) flight test must be conducted by either:

1. A Flight Examiner who holds an ATPL (A) Flight Examiner Endorsement on his/her Flight Examiner Rating; or
2. The holder of an approval under CASR 61.040 (**the approval holder**) to conduct the ATPL(A) flight test.

Where the Flight Examiner or approval holder does not hold the relevant Type Rating, a Type Rated Check Pilot will be used to facilitate the Flight Test. In this case, the responsibility for the decision on the outcome of the ATPL(A) flight test rests solely with the Flight Examiner or approval holder.

Training Aids and Resources

All elements of the *ATPL(A) Flight Test* must be completed in an approved full-flight simulator.



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Flight Test process

Normally, the ATPL Flight Test is completed over two days.

Day 1

3 hours:

- The Ground Component - Assessment of knowledge.
- Document review.

Day 2.

90 minutes report time to cover:

- Pre-flight briefing
- Assessment of flight planning

3 hrs 50 minutes:

- Flight Test

45 minutes:

- Debriefing -Test result
- Documentation completion
- Client Services test result report and submission of forms.

Documentation

The following CASA forms and procedures are required to be completed:

- Flight test notification via the *Flight Test Management System (FTMS)*
- CASA form 61.1AA (Air Transport Pilot Licence (Aeroplane) Application Australian Civil Trained)
- CASA form 61.1493 (Air Transport Pilot Licence (Aeroplane) Flight Test Report).
- Certified copy of your ASIC
- Certified copy of you MCC Certificate

Session Content

Priority Requirements

The ATPL(A) flight test must meet the requirements of Part 61 MOS and CASA *Flight Examiner Handbook (FEH)*.

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.



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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.

The applicant should occupy the normal command seat for the aircraft type and operation.

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.

FSTD Flight Test

As this flight test is conducted in an approved FSTD, during the navigation component, the examiner should not accelerate or in any other way change the real-time nature of the flight. The applicant must demonstrate competency in performing instrument approach operations for at least two 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.

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 aeroplane on at least one instrument approach without the autopilot and flight director being used (raw data and hand flown), manually manipulating flight and power controls.

ATPL flight test profile development guidance

The ATPL flight test profile is 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 and
- Unusual attitude recovery assessment using normal and standby instrument displays.



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(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 two 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 (eg. one engine inoperative at >V1) with a return to aerodrome for the conduct of any of the flight component competencies not yet included.

Knowledge Requirements

The following knowledge requirements are required to be completed:

- Oral assessment as required by Part 61 MOS for ATPL flight test
- Review flight plan and determine fuel and operational requirements, including alternate and minimum fuel requirements

Overview

The *ATPL(A) Flight Test* is conducted as a series exercises, including:

1. Ground component
2. Assessment of flight planning, performance calculation and loading
3. A *Line Orientated Evaluation* with the candidate acting as PF. **LOE**
4. *Manoeuvre Orientated Evaluation* exercises covering remaining sequences required for the flight test. **MBS 1 and 2**
5. A *sequence* with the candidate acting as PM. **MBS 3**

Sequences

The following flight manoeuvres and sequences are required to be completed:

- **Line Operations Evaluation (LOE)** sequences:
 - Conduct pre-flight inspections, actions and procedures (Oral questions for external inspections)
 - Taxi aeroplane
 - Normal take-off and instrument departure (SID)
 - Navigate enroute under the IFR
 - Perform an in-flight diversion



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- Identify and avoid hazardous weather
- Perform any 1 cruise configuration for either turbulence, holding, or range
- Manage a non-normal event - system failure, fire or radio failure
- Descent and arrival under the IFR
- After landing procedures. Park, shutdown and secure the aircraft

- *Manoeuvre Based Sequence (MBS 1 and 2)*
 - Full and limited panel instrument flying (PFD failure)
 - Unusual attitude recovery (full- and limited panel)
 - Engine failure during take-off following engine failure immediately after V1
 - One Engine Inoperative (OEI) instrument departure
 - OEI instrument approach involving an engine failure at or before the FAF
 - OEI missed approach
 - At least one approach flown without the use of flight director or auto-pilot or Autothrottle
 - Holding procedure or sector 3 entry using GNSS equipment
 - 2D approach
 - 3D approach
 - Missed approach (AEO)

- An OEI missed approach
- One Engine Inoperative (OEI) approach and landing

- Circling approach. This procedure 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.

Pilot Monitoring Assessment (P.M) (MBS 3)

- An event will be selected once airborne that enables the PM competencies to be assessed.



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Multi-subject part exams - 'Window' definition

An examination, consisting of a number of subject-parts, is referred to as an exam 'bundle'. All subject-parts within the bundle must be passed within a prescribed period of time, referred to as a 'window' in order to gain a theory credit for a particular licence. The three main 'bundles' that must be passed within a 'window' are:

1. the seven subject-parts for the awarding of either a CPL or an ATPL theory credit;
2. a bundle of subject-parts when converting from an aeroplane to a helicopter category, or vice versa; and
3. a bundle of subject-parts for pilots converting a foreign licence to an Australian licence.

CASR Part 61.225 (2) requires that a person passes all parts of an examination within a period of 2 years.

Candidates commencing a 'bundle' of subject-parts on or after 1st September 2014 should plan their studies and exams so that all subject-parts are completed within two years of their first pass. If at the end of two years, a candidate has not passed all subjects within their bundle, then the status of individual subject passes will progressively change to **expired** on the second anniversary of the pass date of that subject and must be passed again.

Once a full theory credit has been awarded for a completed 'bundle' of subject-parts completed within a window, then that credit is perpetual. Candidates should take particular care checking the dates of exams when applying for a licence or rating to ensure that all subject-parts required have been passed within one 'window' which is:

1. 3 years for those who passed one or more of their CPL or ATPL exams prior to the introduction of Part 61 and have now completed their 'bundle'; and
2. years for those who passed their first CPL or ATPL exam after the introduction of Part 61.
3. 2 years and 6 months for those who are eligible under CASA exemption [EX83/20 \(PDF 658.84 KB\)](#). Candidates must have a valid pass in one or more subject-part exams, gained between 16/03/2018 and 15/03/2020 to be eligible and complete their 'bundle' within a period of 2 years and 6 months.

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