

SCHEDULE 6

PART A

[Regulation 58(2)(c)]

Procedures for the Conduct of Airline Transport Pilot Licence Aeroplane Type or Class Rating Skill Test

General

1. The applicant shall have completed the required instruction in accordance with the syllabus. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner shall be determined by the Authority.

2. Items to be covered in skill tests are shown on the applicable forms authorized by the Authority. With the approval of the Authority, several different skill scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, where available and other training devices as approved shall be used.

3. The applicant shall pass all paragraphs of the skill test. Where any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. Any applicant failing only one paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test including those paragraphs that have been passed at a previous attempt will require the applicant to take the entire test again.

4. Further training may be required after a failed test. Failure to achieve a valid pass in all paragraphs in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill tests that may be attempted.

5. The Authority will provide the examiner with safety criteria to be observed in the conduct of the test.

6. Should an applicant choose not to continue with a test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

7. At the discretion of the examiner any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's competency requires a complete re-test.

8. Checks and procedures shall be carried out or completed in accordance with the authorized check list for the aircraft used in the test and, if applicable, with the Multi-Crew Co-ordination concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used and should be agreed with the Flight Test Examiner. Decision heights or altitude, minimum descent heights or altitudes and missed approach point shall be determined by the applicant in advance and agreed by the examiner.

Special Requirements for the Skill Test for Multi-Pilot Aeroplane and for the Skill Test Required for the Airline Transport Pilot Licence

9. The test for a multi-pilot aircraft shall be performed in a multi-crew environment. Another applicant or another pilot, may function as second pilot. If an aircraft, rather than a simulator, is used for the test, the second pilot shall be an instructor.

10. An applicant for the initial issue of a multi-pilot aircraft type rating or Airline Transport Pilot Licence shall be required to operate as “pilot flying” during all paragraphs of the test. The applicant shall also demonstrate the ability to act as “pilot not flying”. The applicant may choose either the left hand or the right hand seat for the test.

11. The following matters shall be specifically checked when testing applicants for the Airline Transport Pilot Licence or a type rating for multi-pilot aircraft extending to the duties of a pilot in command, irrespective of whether the applicant acts as a pilot flying:

- (a) management of crew co-operation;
- (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
- (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

12. The test should be accomplished under Instrument Flight Rules and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

Flight Test Tolerance

13. The applicant shall demonstrate the ability to—

- (a) operate the aircraft within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew co-ordination and incapacitation procedures, if applicable;
and
- (g) communicate effectively with the other crew members, if applicable.

14. The limits shown below are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of aircraft used.

Height

Generally ±100 feet
Starting a go-around at decision height + 50 feet/-0 feet
Minimum descent height/altitude + 50 feet/-0 feet

Tracking

on radio aids ± 5°
Precision approach half scale deflection,
azimuth and glide path

Heading

- all engines operating $\pm 5^\circ$
- with simulated engine failure $\pm 10^\circ$

Speed

- all engines operating ± 5 knots
- with simulated engine failure +10 knots/-5 knots

Ground Drift (Helicopters)

- T.O. hover I.G.E. +/- 3 feet
- Landing +/- 2 feet (with 0 feet rearward or lateral flight)

PART B

[Regulation 60(1)(b)(iv), 87(b)(iii)]

**CONTENT OF SKILL TEST FOR THE ISSUE OF AN INSTRUMENT RATING
(AEROPLANE)**

Contents of Test

The skill test contents and paragraphs set out in the standard below—Contents of the Skill Test for the issue of an Instrument Rating—shall be used for the skill test. The format and application form for the skill test may be determined by the Authority. Paragraph 2 item (d), and paragraph 6 of the skill test and the proficiency check may, for safety reasons, be performed in a flight simulator or approved training device.

PARAGRAPH 1

PRE-FLIGHT OPERATIONS AND DEPARTURE

Use of checklist, airmanship, anti-icing and de-icing procedures, etc., apply in all paragraphs.

- (a) use of flight manual (or equivalent) especially aircraft performance calculation, mass and balance;
- (b) use of Air Traffic Services document, weather document;
- (c) preparation of Air Traffic Control flight plan, Instrument Flight Rules, flight plan or log;
- (d) pre-flight inspection;
- (e) weather minima;
- (f) taxiing
- (g) pre-take off briefing;
- (h) take off Transition to instrument flight;
- (i) instrument departure procedures, altimeter setting; and
- (j) Air Traffic Control liaison-compliance, R/T procedures.

PARAGRAPH 2

GENERAL HANDLING*

- (a) control of the aircraft by reference solely to instruments, including: level flight at various speeds, trim;
- (b) climbing and descending turns with sustained Rate 1 turn;
- (c) recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns;
- (d) recovery from approach to stall in level flight, climbing or descending turns and in landing configuration; and
- (e) limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.

PARAGRAPH 3

EN-ROUTE INSTRUMENT FLIGHT RULES PROCEDURES

- (a) Tracking, including interception, e.g., NDB, VOR, RNAV;
- (b) Use of radio aids Level flight, control of heading, altitude and airspeed, power setting, trim technique;
- (c) Altimeter settings;
- (d) Timing and revision of Estimated Times of arrivals (En-route hold—if required);
- (e) Monitoring of flight progress, flight log, fuel usage, systems management;
- (f) Ice protection procedures, simulated if necessary; and
- (g) Air Traffic Control liaison and compliance, Radio Telephony procedures.

PARAGRAPH 4

PRECISION APPROACH PROCEDURES

- (a) Setting and checking of navigational aids, identification of facilities;
- (b) Arrival procedures, altimeter checks;
- (c) Approach and landing briefing, including descent/approach/landing checks;
- (d)+ Holding procedure;
- (e) Compliance with published approach procedure;
- (f) Approach timing;

- (g) Altitude, speed heading control, (stabilised approach);
- (h) +Go-around action;
- (i) +Missed approach procedure/landing; and
- (j) ATC liaison—compliance, Radio Telephony procedures.

PARAGRAPH 5

NON-PRECISION APPROACH PROCEDURES

- (a) Setting and checking of navigational aids, identification of facilities;
- (b) Arrival procedures, altimeter settings;
- (c) Approach and landing briefing, including descent or approach or landing checks;
- (d) Holding procedure +;
- (e) Compliance with published approach procedure;
- (f) Approach timing;
- (g) Altitude, speed, heading control, (stabilised approach);
- (h) Go-around action +;
- (i) Missed approach procedure/landing +; and
- (j) Air Traffic Control liaison—compliance, Radio Telephony procedures

PARAGRAPH 6 (if applicable)

SIMULATED ASYMMETRIC FLIGHT

- (a) Simulated engine failure after take-off or on go-around;
- (b) Asymmetric approach and procedural go-around;
- (c) Asymmetric approach and landing, missed approach procedure; and
- (d) Air Traffic Control liaison: compliance, Radio Telephony procedures.

*May be performed in a Flight Simulator or Approved Flight Training Device.

*May be performed in either paragraph 4 or paragraph 5.

PART C

[Regulation 60(1)(c) and 88(b)]

PROCEDURES FOR THE CONDUCT OF INSTRUMENT RATING, SKILL TEST AND PROFICIENCY CHECK

1. An applicant for a skill test for the Instrument Rating shall have received instruction on the same class or type of aircraft to be used for the skill test. The aircraft used for the skill test shall meet the requirements for training aircraft as set out in the Act or Regulations made thereunder. The instrument rating course shall be provided by an approved organization or authorized instructor approved to conduct such courses.

2. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner will be determined by the Authority which approved the applicant's training.

3. An applicant shall pass paragraphs 1 through 5 of the test below, and paragraph 6 if a multi-engine aircraft is used. If any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. An applicant failing only one paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire test again. All paragraphs of the skill test shall be completed within six months.

4. Further training may be required following any failed test. Failure to achieve a pass in all paragraphs of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

Conduct of the Test

5. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.

6. The Authority will provide the examiner with safety advice to be observed in the conduct of the test.

7. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those paragraphs not completed shall be tested in a further flight.

8. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

9. An applicant shall normally be required to fly the aircraft from a position where the pilot in command functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial instrument rating skill test acting as if there was no other crew member on a single-pilot aircraft. Responsibility for the flight shall be allocated in accordance with national regulations.

10. Decision heights, altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

11. An applicant for Instrument Rating shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized check list for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

Note: During the proficiency check for revalidation or renewal of the Instrument Rating, the licence holder has to demonstrate the same as above to the examiner involved.

Flight Test Tolerances

12. The applicant shall demonstrate the ability to—

- (a) operate the aircraft within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge; and
- (e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt.

13. The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aircraft used:

Height

Generally ±100 feet
Starting a go-around at decision height +50 feet/-0 feet
Minimum descent height/MAP/altitude +50 feet/-0 feet

Tracking

on radio aids ±5°
Precision approach half scale deflection,
azimuth and glide path

Heading

all engines operating ±5°
with simulated engine failure ±10°

Speed

all engines operating ±5 knots
with simulated engine failure +10 knots/-5 knots

PART D

[Regulation 60(1)(b)(iii)]

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating in at least the following areas:

Air law

- (a) rules and regulations relevant to flight under Instrument Flight Rules, related air traffic services practices and procedures;

Aircraft general knowledge for the aircraft category being sought

- (b) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under Instrument Flight Rules and in instrument meteorological conditions; use and limitations of autopilot;
- (c) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments;

Flight performance and planning for the aircraft category being sought

- (d) pre-flight preparations and checks appropriate to flight under Instrument Flight Rules;
- (e) operational flight planning; preparation and filing of air traffic services flight plans under Instrument Flight Rules; altimeter setting procedures;

Human performance for the aircraft category being sought

- (f) human performance relevant to instrument flight in aircraft including principles of threat and error management;

Meteorology for the aircraft category being sought

- (g) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- (h) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (i) in the case of helicopters and powered-lifts, effects of rotor icing;

Navigation for the aircraft category being sought

- (j) practical air navigation using radio navigation aids;
- (k) use, accuracy and reliability of navigation systems used in departure, *en route*, approach and landing phases of flight; identification of radio navigation aids;

Operational procedures for the aircraft category being sought

- (l) application of threat and error management to operational performance;
- (m) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, *en route*, descent and approach;
- (n) precautionary and emergency procedures, safety practices associated with flight under Instrument Flight Rules; obstacle clearance criteria;

Radiotelephony

- (o) communication procedures and phraseology as applied to aircraft operations under Instrument Flight Rules, action to be taken in case of communication failure.

PART E

[Regulation 60(1)(b)(vi) and (d)]

The following experience meets the requirements for the Instrument Rating sought:

- (a) the applicant shall hold a pilot licence for the aircraft category being sought.
- (b) the applicant shall have completed not less than—
 - (i) 50 hours of cross-country flight time as pilot in command of aircraft in categories acceptable to the Authority, of which not less than 10 hours shall be in the aircraft category being sought; and
 - (ii) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time;
- (c) the ground time under subparagraph (b) (ii), shall be under the supervision of an authorized instructor.

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