

6. Flight component debriefing

The testing officer should debrief the candidate as soon as possible after the conclusion of the flight. The debriefing should cover the following items of the pre-flight briefing and air exercises, as appropriate:

Pre-flight briefing

- Linked with previous relevant exercise
- “Student” provided with clear aim
- “Student” made aware of what he or she will see and do during the flight
- Significant airmanship points stressed
- Logical presentation
- Essential knowledge checked

Air exercise debriefing

- Revision - included
- Patter – must be coordinated with the demonstration
- Transfer of control – ‘hand over/take over’ or ‘follow through’ drill should be observed
- Fault analysis – should be accurate
- Explanations – should be brief, clear and audible
- Remedial training – should be appropriate
- Smooth and accurate handling

Airmanship debriefing considerations

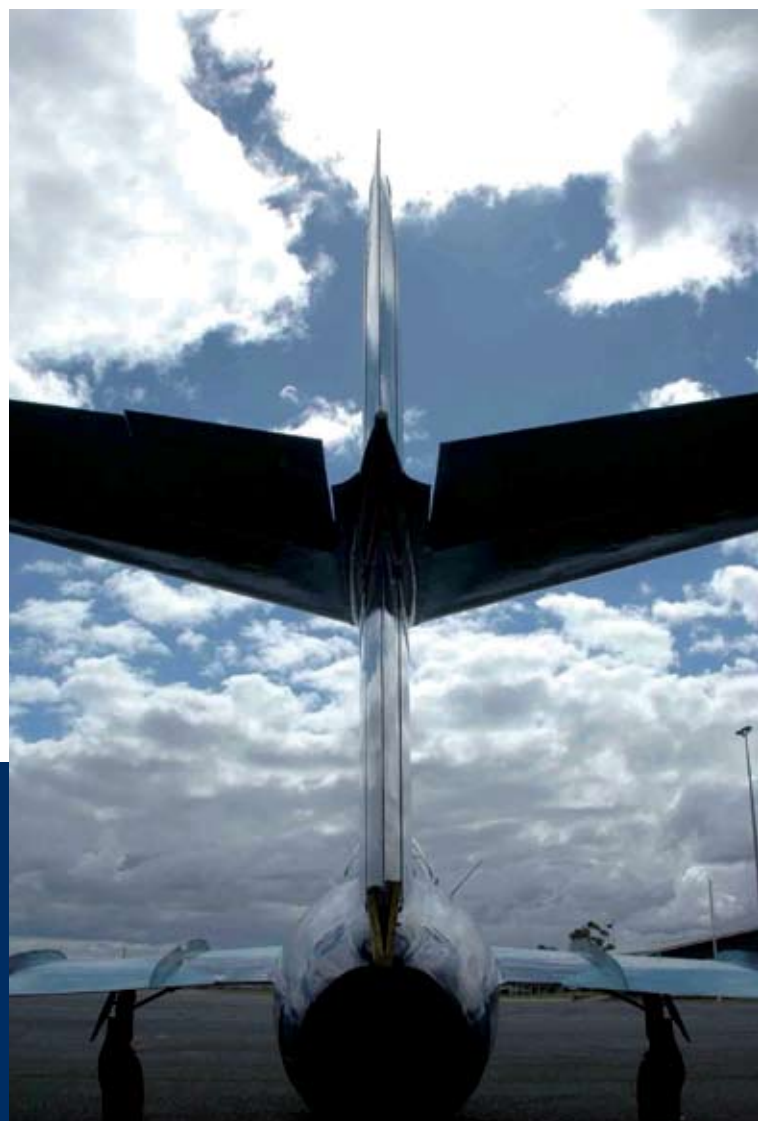
- Aircraft and engine handling during both normal and emergency procedures
- Lookout
- VMC maintained
- VFR separation maintained
- Command judgement

7. Post test debriefing

Regardless of the overall result of the test, the testing officer must discuss with the candidate's instructor and, if possible, the CFI of the flying training organisation the strengths and weaknesses observed during the flight test. In any event, the testing officer must make an entry in the candidate's training record to reflect the details and outcome of the assessment.

8. Post flight administration

At the conclusion of the debrief process the testing officer should complete the *Application for Flight Instructor Rating – Aircraft* test form. If the test resulted in a pass assessment, the testing officer may endorse the candidate's logbook [for delegates holding a CAR 5.14(2) delegation]. The guidance for this process may be found in the *Flight Crew Licensing Industry Delegates Handbook*.



For more information phone CASA on 131 757

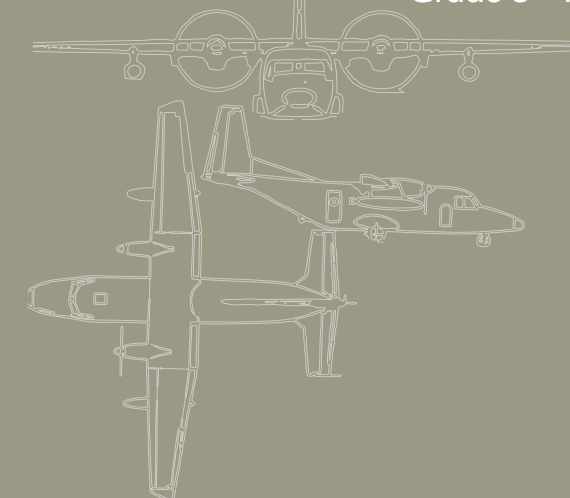


FLIGHT TEST GUIDE



Australian Government
Civil Aviation Safety Authority

Flight Instructor (Aeroplane) Rating
Grade 3 – Initial Issue



1. Introduction

This flight test guide has been prepared to assist delegates in the assessment of candidates for the initial issue of grade three flight instructor ratings and to provide guidance to supervising instructors and trainees in preparing for the flight test.

To ensure a consistent and standardised approach to the assessment of candidates for the Flight Instructor (Aeroplane) Rating Grade 3 (FIR Gr3), I require that CASA Delegates, where possible, follow the procedures contained in this Flight Test Guide.



Bruce Byron AM
Chief Executive Officer

June 2006

2. Test considerations

The briefings to be tested for a FIR Gr3 initial issue should be selected from the following sequences as contained in the CASA Flight Instructor Manual.

- Operation of controls
- Straight and level
- Climbing
- Descending
- Turning
- Stalling
- Sideslipping
- Takeoff
- Approach and landing
- Emergency and special procedures.

Note: The topic of the briefings should only be given to the candidate on the day of the flight test.

- The CFI recommendation, training records, logbook, licence and medical certificate must be checked in accordance with the delegate's handbook.
- The testing officer must set the scenario for the test e.g. "student profile."
- Assessment of aeronautical knowledge and ground instructional ability must be completed prior to conducting the pre-flight briefing and air exercises.
- Ground instructional ability, including the use of training aids, must be assessed.
- The candidate must present a long briefing.
- Good practical aeronautical knowledge must be tested by questioning the candidate.
- The flight component of the test must not be conducted unless the candidate passes the ground components of the test.
- The candidate must present a pre-flight briefing which is followed by the air exercise.
- The testing officer must brief the candidate on the format of the air exercise to ensure that the candidate is in no doubt about what is required.
- The candidate must conduct a daily inspection which will be assessed by the testing officer.
- The testing officer must clarify crew responsibilities in the event of a real emergency.
- The candidate should demonstrate good situational awareness.

3. The Ground Component

The candidate's performance will be assessed on the basis of instructional technique, subject knowledge, confidence and fluency of delivery. The following explanations are set down to assist the testing officer in assessing the ground component:

- **Instructional technique** – the use of questioning, teaching aids, lesson planning, preparation, and management of the learning environment are some of the aspects of lesson delivery that the testing officer should consider.
- **Subject knowledge** – the candidate is expected to have a sound understanding of the aeronautical knowledge subjects from the Day VFR Syllabus; the candidate should be able to demonstrate a clear understanding of the theoretical aspects of the lesson topic and be able to provide accurate explanations.
- **Confidence and fluency of delivery** – speech should be clear, deliberate and instruction should be relevant.

4. Ground component debriefing

The ground component must be debriefed and assessed as a pass before commencing the flight component.

Debrief should cover the following items as appropriate:

- Lesson introduction
- Clear lesson objectives
- "Student" participation
- Speech clear and deliberate
- Training aids properly used
- Instruction to the point
- Sound knowledge of subject
- Lesson objectives were achieved.

Note: Partial credits are not applicable to the ground component. A pass in the ground component may remain valid for up to 28 consecutive days from the date of the test.

5. The Flight Component

A competent performance of a flight manoeuvre is one in which the pilot is obviously in control of the aeroplane and the successful outcome of the manoeuvre is never in doubt. The candidate's performance will be assessed on the basis of technique, judgement, knowledge, smoothness and accuracy. The following explanations are set down to assist the testing officer in assessing the flight component:

- **Technique** – the method in which a manoeuvre is performed. There may be more than one acceptable technique and testing officers must be flexible in their assessment.
- **Judgement** – is applicable to all manoeuvres but is of particular importance in respect of wind strength, use of power and flap, allowance for drift and landing technique.
- **Knowledge** – during the course of the flight test the candidate's knowledge may be further tested.
- **Smoothness** – the candidate must demonstrate smooth flying in all sequences. Anything less is unacceptable and will result in a fail assessment.
- **Accuracy** – accuracy in the control of height, airspeed, direction and trim are all important. Persistent errors in any of these aspects must result in a fail assessment.

To assist in the assessment of the candidate's decision-making ability, the candidate must decide positioning, height and orientation for all flight sequences, and manage all relevant radio communications.

Where the candidate recognises that a demonstration was substandard, he/she should redemonstrate the manoeuvre.

Airborne sequences must follow an acceptable method of teaching such as: demonstrate, direct then monitor. Fault analysis while simulating student flying should be followed by further demonstrations in order to correct faults.

Note: Any demonstration of sustained poor airmanship is an overall fail assessment and no credits may be given.

Examples (not limited to the following):

- Failure to lookout
- Descent below minimum heights
- Failure to comply with hand over take over drill
- Failure to complete checks
- Failure to correctly prepare aircraft for flight
- Failure to operate the aircraft within the parameters of the POH
- Failure to maintain VMC
- Appropriate VFR procedures and separation maintained

Note: Where the control of the aeroplane is such that the successful outcome of a procedure or manoeuvre is in doubt and the testing officer has to take control of the aircraft (physically or by direction) an overall fail assessment must be made and no credits may be given.