

## 16.1 Overview of Flight Tests for Private and Commercial Licences

This section describes how to conduct and record successful flight tests for PPLs and CPLs.

The checklist for the GFPT is included in *Flight Crew Licensing Procedures Licence Checklist* ([Form 1056](#)).

## 16.2 Overview of Conducting Engine Failure Simulation During Flight Tests

Recent accidents have highlighted the hazards associated with simulating emergencies, specifically engine failure, during flight tests.

Accidents involving engine failure simulation at low level under operating conditions leave little room for error. In a certain case a testing officer was unable to recover the situation that developed following the simulated failure, resulting in one fatal accident and another with severe aircraft damage.

Most flight test forms call up a simulated engine failure as a mandatory item, but ATOs obviously have the responsibility to ensure that such procedures can be conducted safely under prevailing conditions, taking into account the real possibility of mishandling by the applicant and other factors.

Simulating engine failure in an aircraft at any time carries inherent risk, but a recognised outcome of continuous exposure to risk is a diminished perception of the actual risk involved. ATOs frequently conduct engine failure simulations in flight and have a high degree of experience and expertise in conducting the activity, however each individual exercise needs to be planned and conducted so that the risk is recognised and managed.

Simulations need to be realistic but should always be conducted at a height and with an aircraft configuration that provide for safety margins which allow for a safe recovery in the event of mishandling.

Only one emergency should be simulated at a time, double failures are not only unrealistic but are likely to overload the applicant and increase the likelihood of errors.

Testing officers should plan the simulation of emergency procedures carefully, including risk mitigation strategies, and ensure that applicants are fully briefed on the simulation procedures to be used and the actions and responsibilities expected of both the applicant and the testing officer. Unplanned, spur of the moment simulations should be avoided, as should the combining of simulated emergencies with other high workload elements as a time saving measure.

#### 16.2.1 Multiple Failures

Only one emergency should be simulated at a time. Double failures are beyond the requirements of the flight test, are unrealistic and are likely to overload the applicant and increase the likelihood of errors. Simulating engine failure in multi-engine aeroplanes during a touch and go landing carries a similar level of risk.

#### *Engine Failure Simulation in Turbo-Propeller Aircraft*

Some recent incidents have also highlighted the dangers associated with engine failure simulation in multi-engine turbo-propeller aeroplanes. ATOs conducting flight tests in turbo-propeller aeroplanes should ensure that they are completely familiar with the procedures specified in the aircraft flight manual for engine failure simulation, as mishandling of engine controls has the potential to place the aircraft in an extremely high drag configuration which may not be recoverable.

As a general rule, engine failure in turbo-propeller aeroplanes should only be simulated by moving the power lever to a zero thrust setting rather than flight idle. The power lever should never be moved beyond the flight idle stop and into the Beta/reverse range for any reason in flight, as high drag configuration and resulting loss of control is highly probable.

### 16.3 Who May Conduct a PPL or CPL Flight Test and Record the Results?

	Activity	Personnel
	Pre-flight test preparation	CFI
CAR 5.41	Conduct the flight test	Delegate under the appropriate paragraph of CAR 5.41
CAR 5.09	Issue the PPL or CPL	CASA employees holding a delegation under CAR 5.09

### 16.4 Controls

CARs 5.04,  
5.07, 5.09,  
5.41, 5.42

- CARs 5.04, 5.07, 5.09, 5.41, 5.42(2) and other CARs applicable to the class of licence and aircraft category. See also section 11.4. *Legislative References.*
- Flight Test Report for PPL or CPL, as appropriate:
  - Application for Aircraft Radiotelephone Operator Certificate of Proficiency/Flight Radio Operator Licence (Form 638)
  - Private Pilot (Aeroplane) Licence (Form 077)
  - Private Pilot (Helicopter) Licence (Form 185)
  - Commercial Pilot (Aeroplane) Licence (Form 090)
  - Commercial Pilot (Helicopter) Licence (Form 190)
  - Commercial Pilot (Balloons) Licence (Form 192).

### 16.5 Flight Test Notes

See the introductory text on the relevant Flight Test Report:

- Application for Aircraft Radiotelephone Operator Certificate of Proficiency/Flight Radio Operator Licence (Form 638)
- Private Pilot (Aeroplane) Licence (Form 077)
- Private Pilot (Helicopter) Licence (Form 185)
- Commercial Pilot (Aeroplane) Licence (Form 090)
- Commercial Pilot (Helicopter) Licence (Form 190)
- Commercial Pilot (Balloons) Licence (Form 192).

## 16.6 Flight Test Procedure

### Chief Flying Instructor

1. Prior to recommending the applicant for the flight test, confirm the identity of the applicant and that he or she:

CAR 5.09

- Satisfies the requirements of CAR 5.09
- Possesses the required aeronautical experience
- Meets the syllabus requirements relevant to the licence or meets the standard set out in the syllabus, as appropriate
- For a PPL is at least 17 years of age; for a CPL is at least 18
- Has passed the required theory examination
- Holds or is qualified to hold a FROL.

2. Recommend the applicant for the flight test.

### Approved Test Officer

3. Notify your local CASA Regional Office of your intention to conduct the flight test, and obtain a test number. (This must be done at least 24 hours before the test.)
4. Check whether the aircraft is suitable for the test.
5. Confirm the identity of the candidate and that he or she:
  - a. Has been recommended for the test by a CFI
  - b. Holds a current Class 1 or Class 2 medical certificate.

**Note:** The medical certificate only has to be appropriate to the licence held and not the licence sought—that is, a PPL holder only requires a Class 2 medical certificate to undertake a CPL flight test.

6. Where applicable, (see Note 1 below), conduct the oral examination on topics identified in the candidate's Knowledge Deficiency Report (KDR), which accompanies his/her exam result. This exam simply extends the oral portion of the flight test. KDRs issued before April 2002 are printed on CASA blue watermarked paper (form 643). KDRs issued by CyberExams are printed on white paper with CASA background logos "watermarked" across the pages. A sample KDR is provided at section 6.7 and 6.8 below.

The number and range of questions asked of the candidate is up to you, provided all items on the KDR and flight test report are covered.



If you are completely satisfied that the candidate has demonstrated a safe standard of knowledge of the subject material listed on the KDR, sign the KDR and proceed with the flight test. The KDR is to be attached to the flight test report. You do not need to list the questions asked or elaborate on how you formed the opinion that the candidate met this requirement.

If you are not satisfied that the candidate has an adequate understanding of those items listed on the KDR, or the flight test report, advise the candidate that he/she will need to undertake further study and re-schedule the flight test.

**Notes:** 1. The requirement to pass a KDR exam with an ATO accords with CASA policy to ensure candidates achieve a pass in the theory examination and a safe standard of knowledge in subject areas where knowledge deficiencies were identified in the examination. The requirement came into effect for CPL and instrument ratings on 1 January 1998 and therefore only applies to candidates who pass the exam after that date. The requirement was extended to PPL exams on 1 November 1998. (The requirement also applies to CPL and PPL conversion exams.)

The KDR exam does not necessarily have to be held on the same day as the flight test or be given by the same ATO.

2. As mentioned previously, the KDR indicates the subject areas that were answered incorrectly in the theory exam. It does not identify the actual questions the candidate got wrong, merely the subject areas to which the questions relate. The report does, however, quote the applicable syllabus references to assist the candidate undertake remedial study before presenting himself/herself for assessment.

7. Conduct the flight test.
8. After the test, complete the flight test report. Include advice of any airspace endorsements issued as part of the test in the Comments section of the form.
9. Send the completed report to the CASA CLARC Office within 14 days of the test, together with any "fail" flight test reports, the signed *Commercial Pilot Licence (Aeroplanes) Achievement Record (Form 1024)*, the signed KDR and the relevant licence fee.



10. If the “fail” flight tests were conducted by another ATO and you do not have the reports in your possession, send the “pass” flight test report and KDR as applicable, to CASA with a covering note.

**Note:** The Flight Checks and Approvals summary page of the log book should no longer be used to record the successful completion of a PPL or CPL licence flight test.

On receipt of all appropriate paperwork and the scheduled fee, CASA issues the licence. It usually takes CASA five to 10 days from receipt of the paper work to dispatch the licence, depending on the workload at the time of processing.

#### 16.6.1 Converting Between Aeroplanes and Helicopters

Information on the licensing requirements for converting from aeroplanes to helicopters or vice versa is provided in the [Flight Crew Licensing Procedures Section 3. Issuing Licences](#) applicable to each licence and [3.12 Conversion Guidelines](#).

## 16.7 Example of a CPL (pre-April 2002) Knowledge Deficiency Report (KDR)



Australian Government  
Civil Aviation Safety Authority

Civil Aviation Safety Authority  
GPO Box 2005  
CANBERRA CITY ACT 2601

NAME  
ADDRESS

ARN:

#### Flight Crew Examination Result Advice

SITTING DATE	SUBJECT	URN	RESULT
	CPLA Commercial Pilot Licence—Aeroplanes		80%
	<b>RESULT based on 3-part aggregate marks achieved</b>		
	<b><u>PART ASSESSMENT</u></b>		
	Part 1 75%	Part 2 75%	Part 3 85%

- Note 1:** A pass result is conditional on achieving the following requirements:
- (a) Achieve not less than 75% of the total possible marks for the 3 parts.
  - (b) Achieve the minimum permitted part assessment of not less than 65% of the raw marks for that part to the percentage, for the purpose of assessing whether the minimum achievement level for each part has been attained.

- Note 2:** Percentages for each part are only a conversion of the raw mark for that part to a percentage, for the purpose of assessing whether the minimum achievement level for each part has been attained.
- They do not have any bearing on the overall percentage mark, which is determined by converting the total of the raw scores to a percentage in each individual part.

#### ISSUED WITHOUT ERASURE OR CORRECTION

Flight Crew Licensing, GPO Box 2005, CANBERRA CITY ACT 2601  
Email: cyberexams@casa.gov.au  
TELEPHONE (02) 6217 1665 FACSIMILE (02) 6217 1664



**URN - Knowledge Deficiency Report—CPLA Part 1**

Special VFR Syllabus Reference	1.3.3.1(e)
flight and duty times Syllabus Reference	2.3.2.2
Carriage of cargo Syllabus Reference	2.3. 4.1(d)(i)
Airways clearance Syllabus Reference	2.3.6.4(a)
Daily inspection Syllabus Reference	2.8.10.3

**SAMPLE**

**Candidate Requirement**

Candidates for Commercial Pilot Licence (Aeroplanes) flight test must produce this critique for the use by the Approved Testing Officer (ATO). The ATO will orally examine the candidate on the knowledge deficiencies detailed in this critique. It is a requirement that candidates demonstrate 100% knowledge of the subject before a Commercial Pilot Licence (Aeroplanes) will be issued.

**Approved Testing Officer's Certification**

I, ..... (Name) ..... (ARN) have examined the person nominated on this critique, on the subjects detailed above and have assessed the candidate as having demonstrated knowledge of those subjects to a standard required for a Commercial Pilot Licence (Aeroplanes) pass.

..... Approved Testing Officer's Signature

Date .....

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**URN - Knowledge Deficiency Report—CPLA Part 3**

Turbocharging	VFR Day Syllabus—2.2.1.2
Yaw on take-off	VFR Day Syllabus—1.6.9.3
Effect of drugs	VFR Day Syllabus—2.11.3.3
Sensory illusions	VFR Day Syllabus—2.11.7.10
Stress	VFR Day Syllabus—2/11/13/3(a)
Communication	VFR Day Syllabus—11.13.6(a)

**SAMPLE**

**Candidate Requirement**

Candidates for Commercial Pilot Licence (Aeroplanes) flight test must produce this critique for the use by the Approved Testing Officer (ATO). The ATO will orally examine the candidate on the knowledge deficiencies detailed in this critique. It is a requirement that candidates demonstrate 100% knowledge of the subject before a Commercial Pilot Licence (Aeroplanes) will be issued.

**Approved Testing Officer's Certification**

I, .....(Name).....(ARN)  
have examined the person nominated on this critique, on the subjects detailed above and have assessed the candidate as having demonstrated knowledge of those subjects to a standard required for a Commercial Pilot Licence (Aeroplanes) pass.

.....Approved Testing Officer's Signature

Date.....

**ISSUED WITHOUT ERASURE OR CORRECTION**

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Email: cyberexams@casa.gov.au  
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#### 16.8 Example of a CPL (post-April 2002) Knowledge Deficiency Report (KDR)



Civil Aviation Safety Authority  
GPO Box 2005  
CANBERRA CITY ACT 2601

NAME  
ADDRESS

ARN:

#### Flight Crew Examination Result Advice

SITTING DATE	SUBJECT	RESULT	
1 Oct 2002	CADA cada	85%	Pass

The marks you have achieved for this exam attempt indicate that there are still deficient areas in your aeronautical knowledge. You are advised to study the listed topic areas as you will be tested by the Approved Testing Officer (ATO) on these items.

You are required to present this KDR to the ATO prior to the flight test.

A requirement for proceeding with the flight test is that you must achieve a satisfactory result in the oral examination.

**WARNING:** This document is for information only, and should not be relied on as proof for issuing a flight crew licence.

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**URN -**

**Knowledge Deficiency Report—CPLA**

Special flight and duty times	VFR Syllabus Reference 1.3.3.1(e)
Carriage of cargo	VFR Syllabus Reference 2.3.2.2
Airways clearance	VFR Syllabus Reference 2.3.4.1(d)(i)
Daily inspection	VFR Syllabus Reference 2.3.6.4(a)
	VFR Syllabus Reference 2.8.10.3

**SAMPLE**

**Candidate Requirement**

This procedure applies only to a candidate who has passed all the examinations for the licence (or rating). The candidate for a flight test must produce this Knowledge Deficiency Report (KDR) for the Approved Testing Officer (ATO) prior to the flight test for the licence (or rating). The ATO will orally examine the candidate on the knowledge deficiencies listed in this KDR. Before the flight test may be conducted, the candidate is required to demonstrate to the ATO's complete satisfaction a safe standard of knowledge of the listed knowledge deficiencies.

Approved Testing Officer's Certification

I, .....(Name).....(ARN)  
have examined the person nominated on this critique, on the subjects detailed above and have assessed the candidate as having demonstrated knowledge of those subjects to a standard required for a Commercial Pilot Licence (Aeroplanes) pass.

.....Approved Testing Officer's Signature

Date.....

**ISSUED WITHOUT ERASURE OR CORRECTION**

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Email: cyberexams@casa.gov.au  
TELEPHONE (02) 6217 1665 FACSIMILE (02) 6217 1664



## 16.9 Student Achievement Record

The Student Achievement Record was introduced in September 2000 to record the achievement of the student's standards of competencies at various stages of flying training.

Each phase of training incorporates an Achievement Record listing the units and elements of competency relating to that phase. Before being recommended for first solo, first area solo or any flight test, a student must have been assessed as competent in each element listed in the appropriate Achievement Record at the standards specified for that phase. The Achievement Record must be certified to this effect by the instructor making the assessment at the time that the student achieves the competency element.

The student must additionally sign the achievement record as evidence that he/she received that training.

The following Achievement Records are available:

- Day VFR Syllabus First Solo Achievement Record ([Form 1021](#))
- Day VFR Syllabus First Area Solo Achievement Record ([Form 1022](#))
- Day VFR Syllabus General Flying Progress Test Achievement Record ([Form 1023](#))
- Day VFR Syllabus Private Pilot Licence (Aeroplanes) Achievement Record ([Form 1024](#))
- Day VFR Syllabus Commercial Pilot Licence (Aeroplanes) Achievement Record ([Form 1025](#)).

## 16.10 Recognising Overseas Pilot Licences and ADF Pilot Qualifications

### 16.10.1 Overview

The CARs provide for certain exemptions to holders of equivalent overseas licences and to holders of pilot licences issued by the Australian Defence Forces (ADF), where CASA has determined an equivalent standard has been achieved.

### 16.10.2 Recognition of Overseas Pilots Qualifications

The requirements an overseas pilot must meet to convert his or her licence to the Australian equivalent are set out in the regulations applicable to each class of licence. In most cases, the pilot needs to pass an Air Law examination and the prescribed flight test.

#### *Procedure*

1. Advise applicants that they must submit their overseas licences and log books to CASA, together with the licence application for assessment and verification by CASA that the overseas licence is suitable for conversion. An Aviation Reference Number (ARN)/Student Pilot Licence—Application (form 1162) must also be submitted to identify the applicant and enable the issue of an ARN to undertake the necessary CASA theory examinations on CyberExams and obtain a medical.
2. After completion of the examinations and flight test, advise applicants that they must submit their overseas licences and log books to CASA, together with the Flight Test Report/Applications, if applicable, and an [Authorisation on the Basis of Overseas Qualifications—Application](#) (Form 209).

The applicable Flight Test Reports are:

- [Application for Aircraft Radiotelephone Operator Certificate of Proficiency/Flight Radio Operator Licence](#) (Form 638)
- [Private Pilot \(Aeroplane\) Licence Application](#) (Form 077)
- [Private Pilot \(Helicopter\) Licence Application](#) (Form 185)
- [Commercial \(Aeroplane\) Licence Application](#) (Form 090)
- [Commercial Pilot \(Helicopter\) Licence Application](#) (Form 190)
- [Commercial Pilot \(Balloons\) Licence Application](#) (Form 192).

#### 16.10.3 Recognition of ADF Pilots Qualifications

The requirements ADF pilots must meet depend on whether CASA recognises the courses they completed as being of an equivalent standard to the licences applied for. CASA has determined the completion of the ADF pilot courses, 2FTS, ADFHS, AFTC and SAA to be of an equivalent standard to a PPL. As a consequence, the regulations allow for graduates of these courses to be exempt the theory exam and flight test for the private licence sought.

Should such graduates subsequently complete their operational conversion, they would be exempt from the theory exam and flight test for the CPL sought.

In both instances, the ADF pilot must meet aeronautical experience requirements for licence.

**Note:** No exemptions are available to persons who fail to graduate from the above courses. However, credit can be given for aeronautical experience.

#### *Procedure*

1. Refer ADF applicants to the CASA CLARC office.
2. Advise the applicants to present their service log books, together with a [Flight Crew Licence on the Basis of ADF Qualifications—Application](#) (Form 186).