



4 Recreational Pilot Licence Flight Test – Aeroplane and Helicopter

4.1 Overview

The aim of this flight test is to allow the applicant to demonstrate the knowledge, skills and attitudes as required in Schedule 5 of the CASR Part 61 MOS, for the issue of a Recreational Pilot Licence (RPL) and associated aircraft category rating at Pilot in Command level.

4.2 Examiner Requirements

The following examiner requirements are applicable to the conduct of the RPL flight test:

1. Examiners must ensure that the flight component is conducted in daylight under the V.F.R. in VMC.
2. Examiners must ensure that the ground component of the flight test is successfully completed prior to conducting the pre-flight briefing and flight component of a flight test.
3. Examiners must not introduce simultaneous, multiple unrelated simulated emergencies or abnormal situations during the flight.
4. After a simulated failure, the examiner must ensure the aircraft is configured back to a normal operating mode before another simulated failure may be introduced, except where the simulated failures are linked.
5. 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.
6. Where credits are available for flight test items they are valid for 28 days only. After 28 days, the flight test must be conducted in full.
7. Examiners must assess the applicant in the complete context of the environment in which the test is conducted (e.g. A flight test at Moorabbin Airport will require the applicant to demonstrate competency in the use of radio, operations in controlled airspace and operations at a controlled aerodrome). Examiners must not operate the radio or any aircraft systems to assist the applicant during the flight test.



4.3 Testing Methodology

Examiners should apply the flight test methodology described in Chapter 03 Flight Test Principles and Standardisation.

Examiners should assess all units and elements required by Schedule 5 of the MOS for the RPL. Where one or more units or elements are unable to be assessed for any reason, the flight test cannot be completed.

The assessment of the RPL competencies should involve a minimum of 1.2 hour airborne time.

4.3.1 RPL Endorsements

Examiners are not responsible for assessing or issuing the applicant with RPL endorsements, this is the responsibility of the Part 141 or 142 operators.

As RPL endorsements cannot be issued prior to holding the licence, CASA will provide specific application forms for the Part 141/142 operator and the RPL applicant to complete where the RPL applicant is wishing to be issued with RPL endorsements concurrent with licence issue.

4.4 Ground Component

4.4.1 Initial Brief to Applicant

In accordance with the flight test principles in chapter 03, the examiner should begin the flight test with a brief to the applicant on the following items:

- Flight test context, purpose and content
- Assessment procedure
- Function of the examiner
- Standards against which competency will be assessed
- Explain and confirm actions in the event of failure.

The applicant should be encouraged to ask for clarification should they become uncertain on any of the flight test elements.

4.4.2 Documents

Document Review

The examiner should confirm that an applicant for an RPL satisfies the eligibility requirements to undertake the flight test for the grant of the CASR Part 61 licence. To achieve this, the CASR 61.235(5) certification, training records, logbook, licence and medical certificate should be checked.

Age Verification - The examiner should sight one of the following documents:

- Australian drivers Licence
- CASA issued medical certificate
- Australian Passport
- Australian Birth Certificate



Medical Certificate - The examiner should check that the applicant holds either a Class 2 medical certificate or a recreational pilot medical certificate or a medical exemption allowing them to exercise the privileges of a recreational pilot licence.

Passes in required theory examinations - The examiner should review the applicant's theory examination pass records.

Required aeronautical experience - The examiner should review the applicant's pilot logbook.

Completed required training - The examiner should review the applicant's pilot training file.

If the flight test is a retest following a fail assessment - the examiner should review the applicant's training records for evidence that appropriate remedial training has been carried out with the applicant.

4.4.3 General Knowledge Quiz

For the ground component of the flight test, questions for the oral quiz should be based on the relevant aeronautical knowledge requirements listed in Schedule 5 of the CASR Part 61 MOS.

4.5 Flight Component

The flight test should be designed such that all required components can be assessed in a logical sequence.

The RPL applicant should demonstrate that control of the aircraft or procedure is maintained at all times but if the successful outcome is in doubt, corrective action is taken promptly to recover to safe flight.

The applicant's performance should be assessed on technique, judgement, knowledge, smoothness and accuracy. The following explanations are provided to assist the examiner in assessing the flight component:

- **Technique** - the method in which a task is performed. There may be more than one acceptable technique and the examiner should be flexible in their assessment.
- **Judgement** - is applicable to all tasks but is of particular importance in respect of environmental conditions and effects such as cloud, wind and turbulence.
- **Knowledge** - during the course of the flight test the applicant's knowledge may be further tested.
- **Smoothness** - the applicant should demonstrate smooth flying in all sequences. Anything less is unacceptable and should result in a fail assessment.
- **Accuracy** - accuracy in the control of height, airspeed, direction, balance and trim are all important. Persistent errors in any of these aspects should result in a fail assessment.

Assessment should be based on the technique used by the applicant and not just the ability to perform the task within specified numerical tolerances. Technique involves smooth and accurate control application in adjusting power, attitude, trim and balance in a timely and coordinated fashion whilst following correct procedures.

Additionally, sound judgement and decision-making should be displayed. It may be that on some occasions the flight conditions (e.g. turbulence) 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 and judgement should be the determining factors.

4.5.1 Pre-Flight Brief and Daily Inspection

In accordance with the flight test principles in Chapter 03, the examiner should brief the applicant on:

- Simulating emergencies,
- Actual emergencies,
- Pilot in command,
- Transfer of control,
- Ground references (for numerical tolerances in schedule 8 of the MOS),
- The scenario applied to the test environment (e.g. passenger carrying private operation / simulation of passengers),
- Multiple flights and the assessment of competencies (if applicable).

The examiner should observe and assess the applicant conducting a daily inspection. Where the aircraft already has a valid maintenance release certification for the day, the applicant is required to complete the daily inspection in all respects with the exception of certifying the maintenance release or an equivalent document.

Assessing 'Non-Technical Skills

An applicant should not be deemed competent in these competencies (by default) simply from an 'uneventful flight'.

The examiner should pre-plan scenarios that will enable assessment of the NTS competencies detailed within Schedule 2 of the CASR Part 61 MOS. The NTS competencies should be assessed either in flight under actual conditions (traffic/weather/terrain) or through pre-planned scenarios presented to the applicant by the examiner.

4.5.2 General handling Assessment

Assessing 'Take-Off & Land Aeroplane in a Crosswind

Where the meteorological conditions on the day of the flight test preclude the assessment of 'Take-Off Aeroplane' (A2.3) and 'Land Aeroplane' (A4.2), the examiner may continue the flight test utilising the provision contained in subclause 1.3 of Appendix G1 in Schedule 5 of the MOS. In this case the examiner should indicate this by marking the applicable items in the flight test report with "TR"

Assessing 'Aeroplane Advanced Manoeuvres

In assessing achievement of the "minimum height loss" requirement, the examiner should place emphasis on the application of a correct technique.

Assessing 'Manage Engine Failure' – Take-off (simulated) (A6.1)

In assessing this element the examiner should:

- Place emphasis on the application of correct technique and sound judgement
- Initiate simulated failures or emergencies at heights and airspeeds that permit the assessment of all performance criteria listed in the element

Assessing 'Perform Forced Landing (Simulated)' (A6.3)



In assessing A6.3 the examiner should:

- Place emphasis on the application of correct technique and sound judgment
- Initiate simulated failures or emergencies at heights and airspeeds that permit the assessment of all performance criteria listed in A6.3.

Assessing 'Refuel Aircraft' (C4.3)

Refuelling of aircraft during the test is not mandatory; however the examiner should be satisfied the applicant has the knowledge that would enable them to refuel an aircraft satisfactorily. This may be achieved by review of student records (task has been signed off) and an oral quiz.

Assessing 'Hover helicopter in cross/tailwind' H2.2 and 'Ground taxi helicopter' H3.1

Where the meteorological conditions on the day of the flight test preclude the assessment of H2.2 and H3.1, the examiner may continue the flight test utilising the provision contained in subclause 1.3 of Appendix G.2 in Schedule 5 of the MOS. In this case the examiner should indicate this by marking the applicable items in the flight test report with "TR"

Assessing 'Helicopter Advanced Manoeuvres, Abnormal Situations and Emergencies' (H6 and H7)

In assessing the required units and elements the examiner should:

- Place emphasis on the application of correct technique and sound judgment
- Initiate simulated failures or emergencies at heights and airspeeds that permit the assessment of all performance criteria listed in H6 and H7 to Schedule 2 CASR Part 61 MOS.

NOTE Land and take off from pinnacle and ridge line is not required

4.5.3 Simulated Emergencies

The safety of the aircraft should never be in doubt when simulating emergencies/failures.

4.5.4 Failure Assessment

If fail assessment is made, the flight test should be terminated at that time. Credits for test items may be given at the discretion of the examiner.

Where the control of the aircraft is such that the successful outcome of a procedure or manoeuvre is in doubt and the examiner has to take control of the aircraft, (physically or by direction) an overall fail assessment should be made and no credits shall be given for the flight component.

Where an applicant fails to demonstrate competency with a single safety critical item, a fail assessment should be made. Examples of immediate failure items include, but are not limited to:

- Failure to complete checks in accordance with the AFM (or equivalent),
- Failure to correctly prepare aircraft for flight,
- Failure to comply with ATC clearances & airspace requirements,
- Failure to operate the aircraft within the parameters of the AFM,
- Failure to maintain VMC,
- Failure to maintain appropriate VFR procedures and separation,
- Failure to follow published procedures (including radio).



Any demonstration of sustained poor flight management is an overall fail assessment and no credits given for the flight component. Examples include, but are not limited to:

- Sustained failure to lookout,
- Sustained descent below minimum heights (e.g. built up area),
- Sustained failure to comply with hand over take over drill.

4.6 Post Flight

The examiner should debrief the applicant and the flying training organisation in as soon as practicable after the conclusion of the flight component.

In the event of a fail assessment, in addition to the verbal de-briefing, the examiner should ensure sufficient detail is entered in to the applicants training record to allow the operator to construct a remedial training program.

4.6.1 Complete Post-Examination Administration

At the conclusion of the debrief process above, The examiner should:

- Within 14 days after the day of the test, complete the flight test report and provide a copy of the report to the applicant, Part 141 or 142 operator and CASA,
- Within 14 days complete the FTNS notification requirements.