

## **Schedule 6      Proficiency check standards**

The following Table of Contents and Index of Codes are for guidance only and are not part of the Schedule.

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## Appendix 1 Instrument proficiency check – aeroplane category

### 1. Proficiency check requirements

- 1.1 An applicant for an instrument proficiency check for the aeroplane category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
  - (a) conducting at least 2 instrument approach operations, including at least one 2D operation;
  - (b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
  - (c) performing manoeuvres in an aeroplane within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.
- 1.2 For paragraphs 1.1(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
- 1.3 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR and a suitable means of simulating instrument meteorological conditions must be used.

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topics as applicable to the operations she or he conducts:
  - (a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
  - (b) IFR flight and duty limitations as applicable;
  - (c) the interpretation of operational meteorological information;
  - (d) take-off minima;
  - (e) holding and alternate requirements;
  - (f) IFR procedures for all airspace classifications;
  - (g) departure and approach instrument procedures;
  - (h) operations below LSALT and MSA for day and night operations;
  - (i) GNSS, including PBN standards;
  - (j) circling approaches;
  - (k) ERSA normal and emergency procedures;
  - (l) IFR planning;
  - (m) adverse weather operations;
  - (n) equipment requirements.

### 3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – <i>Re-establish visual flight</i> is not required.
CIR	Conduct an IFR flight	For element CIR.3 – <i>Conduct a published instrument departure (all engines)</i> , is only required if a SID or other published procedure is available.  For a test in a single-engine aircraft, Elements CIR.4 – <i>Conduct an instrument departure (1 engine inoperative) – simulated IMC</i> and CIR.9 – <i>Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – simulated IMC</i> are not required.

Unit code	Unit of competency	Modifications
IAP2	Conduct an instrument approach 2D	<p>For this unit, the following paragraphs apply:</p> <p>(a) for the following elements:</p> <ul style="list-style-type: none"> <li>(i) element IAP2.3 – conducts a holding pattern;</li> <li>(ii) element IAP2.5 – conducts a missed approach;</li> </ul> <p>demonstration of competency is only required for 1 of the approaches in paragraph 3(j) of the range of variables;</p> <p>(b) for element IAP2.3 – conducts a holding pattern, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.</p>
IAP3	Conduct an instrument approach 3D	<p>This unit is not required.</p> <p><i>Note: If the applicant holds the IAP 3D instrument endorsement and this unit is not included in the check, limitations apply to exercising the privileges of that endorsement – refer to regulation 61.900.</i></p>

## Appendix 1A Instrument proficiency check — aeroplane category (co-pilot)

### 1. Proficiency check requirements

- 1.1 This proficiency check standard applies to the following:
  - (a) the holder of a continued authorisation that is equivalent to an instrument rating for the aeroplane category if the authorisation is subject to the condition that the holder is not authorised to act as pilot in command under the IFR licence;
  - (b) the holder of an instrument rating for the aeroplane category granted on the basis of regulation 202.272 or 202.274 if the rating is subject to the condition that the holder is not authorised to act as pilot in command under the IFR.
- 1.2 An applicant for an instrument proficiency check for the aeroplane category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
  - (a) conducting at least 2 instrument approach operations, including at least one 2D operation;
  - (b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
  - (c) performing manoeuvres in an aeroplane within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS.
- 1.3 For paragraphs 1.2(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
- 1.4 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR and a suitable means of simulating instrument meteorological conditions must be used.
- 1.5 An instrument proficiency check completed in accordance with this appendix does not meet the requirements for the removal of the condition about acting as pilot in command under the IFR as specified in regulation 61.887 or subregulation 202.266(5).

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topics as applicable to the operations she or he conducts:
  - (a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
  - (b) IFR flight and duty limitations as applicable;
  - (c) the interpretation of operational meteorological information;
  - (d) take-off minima;
  - (e) holding and alternate requirements;
  - (f) IFR procedures for all airspace classifications;
  - (g) departure and approach instrument procedures;
  - (h) operations below LSALT and MSA for day and night operations;
  - (i) GNSS, including PBN standards;
  - (j) circling approaches;
  - (k) ERSA normal and emergency procedures;
  - (l) IFR planning;
  - (m) adverse weather operations;
  - (n) equipment requirements.

### 3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – <i>Re-establish visual flight</i> is not required.

Unit code	Unit of competency	Modifications
CIR	Conduct an IFR flight	<p>For element CIR.1 – <i>Plan a flight under the IFR</i>, paragraphs 2.1(c) and (d) are not required.</p> <p>For element CIR.2 – <i>Perform an instrument departure</i>, paragraphs 2.1(b) and (b) are not required.</p> <p>For element CIR.3 – <i>Conduct a published instrument departure (all engines)</i>, is only required if a SID or other published procedure is available.</p> <p>Element CIR.4 – <i>Conduct an instrument departure (1 engine inoperative) – Simulated IMC</i>, is not required.</p> <p>Element CIR.9 – <i>Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – Simulated IMC</i>, is not required.</p>
IAP2	Conduct an instrument approach 2D	<p>For this unit, the following paragraphs apply:</p> <p>(c) for the following elements:</p> <ul style="list-style-type: none"> <li>(i) element IAP2.3 – conducts a holding pattern;</li> <li>(ii) element IAP2.5 – conducts a missed approach;</li> </ul> <p>demonstration of competency is only required for 1 of the approaches in paragraph 3(j) of the range of variables;</p> <p>(d) for element IAP2.3 – conducts a holding pattern, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.</p>
IAP3	Conduct an instrument approach 3D	<p>This unit is not required.</p> <p><i>Note: If the applicant holds the IAP 3D instrument endorsement and this unit is not included in the check, limitations apply to exercising the privileges of that endorsement – refer to regulation 61.900.</i></p>

## Appendix 2 Instrument proficiency check — helicopter category

### 1. Proficiency check requirements

- 1.1 An applicant for an instrument proficiency check for the helicopter category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
  - (a) conducting at least 2 instrument approach operations, including at least one 2D operation;
  - (b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
  - (c) performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
- 1.2 For paragraphs 1.1(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
- 1.3 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR.

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topic as applicable to the operations she or he conducts:
  - (a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
  - (b) IFR flight and duty limitations as applicable;
  - (c) the interpretation of operational meteorological information;
  - (d) take-off minima;
  - (e) holding and alternate requirements;
  - (f) IFR procedures of all airspace classifications;
  - (g) departure and approach instrument procedures;
  - (h) operations below LSALT/MSA for day and night operations;
  - (i) GNSS, including PBN standards;
  - (j) circling approaches;
  - (k) ERSA normal and emergency procedures;
  - (l) IFR planning;
  - (m) adverse weather operations;
  - (n) equipment requirements.

### 3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – <i>Re-establish visual flight</i> is not required.
CIR	Conduct an IFR flight	For element CIR.3 – <i>Conduct a published instrument departure (all engines)</i> , is only required if a SID or other published procedure is available. (e) For a test in a single-engine aircraft, Elements CIR.4 – <i>Conduct an instrument departure (1 engine inoperative) – simulated IMC</i> and CIR.9 – <i>Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – simulated IMC</i> are not required.

Unit code	Unit of competency	Modifications
IAP2	Conduct an instrument approach 2D	<p>For this unit, the following paragraphs apply:</p> <p>(a) for the following elements:</p> <ul style="list-style-type: none"> <li>(i) element IAP2.3 – <i>Conducts a holding pattern</i>;</li> <li>(ii) element IAP2.5 – <i>Conducts a missed approach</i>;</li> </ul> <p>demonstration of competency is only required for 1 of the <i>approaches</i> in paragraph 3(j) of the range of variables;</p> <p>(b) for element IAP2.3 – <i>Conducts a holding pattern</i>, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.</p>
IAP3	Conduct an instrument approach 3D	<p>This unit is not required.</p> <p><i>Note: If the applicant holds the IAP 3D instrument endorsement and this unit is omitted, limitations apply to the exercise of privileges of that endorsement – refer to regulation 61.900.</i></p>



## Appendix 2A Instrument proficiency check — helicopter category (co-pilot)

### 1. Proficiency check requirements

- 1.1 This proficiency check standard applies to the following:
  - (a) the holder of a continued authorisation that is equivalent to an instrument rating for the helicopter category if the authorisation is subject to the condition that the holder is not authorised to act as pilot in command under the IFR licence;
  - (b) the holder of an instrument rating for the helicopter category granted on the basis of regulation 202.272 or 202.274 if the rating is subject to the condition that the holder is not authorised to act as pilot in command under the IFR.
- 1.2 An applicant for an instrument proficiency check for the helicopter category must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
  - (a) conducting at least 2 instrument approach operations, including at least one 2D operation;
  - (b) performing instrument approach operations within the flight tolerances specified in table 5 in Section 1 of Schedule 8 of this MOS;
  - (c) performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
- 1.3 For paragraphs 1.2(b), and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
- 1.4 The aircraft that is used for an instrument proficiency check must be certificated for flight under the IFR.
- 1.5 An instrument proficiency check completed in accordance with this appendix does not meet the requirements for the removal of the condition about acting as pilot in command under the IFR as specified in regulation 61.887 or subregulation 202.266(5).

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topic as applicable to the operations she or he conducts:
  - (a) the privileges and limitations of the instrument rating and the instrument endorsement(s) held by the applicant, including recency and proficiency check requirements;
  - (b) IFR flight and duty limitations as applicable;
  - (c) the interpretation of operational meteorological information;
  - (d) take-off minima;
  - (e) holding and alternate requirements;
  - (f) IFR procedures of all airspace classifications;
  - (g) departure and approach instrument procedures;
  - (h) operations below LSALT/MSA for day and night operations;
  - (i) GNSS, including PBN standards;
  - (j) circling approaches;
  - (k) ERSA normal and emergency procedures;
  - (l) IFR planning;
  - (m) adverse weather operations;
  - (n) equipment requirements.

### 3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Element A8.4 – <i>Re-establish visual flight</i> is not required.

Unit code	Unit of competency	Modifications
CIR	Conduct an IFR flight	<p>For element CIR.1 – <i>Plan a flight under the IFR</i>, paragraphs 2.1(c) and (d) are not required.</p> <p>For element CIR.2 – <i>Perform an instrument departure</i>, paragraphs 2.1(b) and (b) are not required.</p> <p>For element CIR.3 – <i>Conduct a published instrument departure (all engines)</i>, is only required if a SID or other published procedure is available.</p> <p>Element CIR.4 – <i>Conduct an instrument departure (1 engine inoperative) – Simulated IMC</i>, is not required.</p> <p>Element CIR.9 – <i>Perform an instrument approach 1 engine inoperative (multi-engine aircraft only) – Simulated IMC</i>, is not required.</p>
IAP2	Conduct an instrument approach 2D	<p>For this unit, the following paragraphs apply:</p> <p>(c) for the following elements:</p> <ul style="list-style-type: none"> <li>(iii) element IAP2.3 – <i>Conducts a holding pattern</i>;</li> <li>(iv) element IAP2.5 – <i>Conducts a missed approach</i>;</li> </ul> <p>demonstration of competency is only required for 1 of the <i>approaches</i> in paragraph 3(j) of the range of variables;</p> <p>(d) for element IAP2.3 – <i>Conducts a holding pattern</i>, if the applicant is authorised to conduct instrument approach operations using a GNSS procedure, then competency conducting a holding pattern using GNSS must be demonstrated.</p>
IAP3	Conduct an instrument approach 3D	<p>This unit is not required.</p> <p><i>Note: If the applicant holds the IAP 3D instrument endorsement and this unit is omitted, limitations apply to the exercise of privileges of that endorsement – refer to regulation 61.900.</i></p>

## Appendix 3 Night vision imaging system proficiency check

### 1. Proficiency check requirements

- 1.1 An applicant for a night vision imaging system proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
- (a) performing an operation at night under the VFR using vision imaging equipment;
  - (b) performing manoeuvres in a helicopter within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
- 1.2 For paragraph 1.1(b), a sustained deviation outside of the applicable flight tolerance is not permitted.

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topic except where the topic is not relevant to the proficiency check:
- (a) the privileges and limitations of the night vision imaging system rating and night vision imaging system endorsements;
  - (b) proficiency check requirements;
  - (c) night recency requirements;
  - (d) NVFR and IFR operations as applicable to night vision imaging system endorsements;
  - (e) interpreting operational and meteorological information;
  - (f) ground and aircraft lighting requirements;
  - (g) use of instrument and navigation systems;
  - (h) take-off minima;
  - (i) holding and alternate requirements;
  - (j) operational requirements and procedures for all airspace classifications;
  - (k) operations below LSALT and MSA for day and night operations;
  - (l) ERSA normal and emergency procedures.

### 1. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
IFF	Full instrument panel manoeuvres	Nil
IFL	Limited instrument panel manoeuvres	Nil
NVI	Night vision imaging system operation	Nil

## Appendix 4 Aerial application proficiency check

### 1. Proficiency check requirements

- 1.1 An aerial application proficiency check must include a test of competency of at least 1 aerial application endorsement.
- 1.2 An applicant for an aerial application proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
  - (a) performing low-level operations;
  - (b) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
  - (c) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS.
- 1.3 For paragraphs 1.2(b) and (c), a sustained deviation outside of the applicable flight tolerance is not permitted.
- 1.4 The aircraft used for an aerial application proficiency check must be capable of being operated for the kind of operations that are covered by the endorsements which are included in the check.

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topics, except where the topic is not relevant to the aerial application endorsements the applicant holds:
  - (a) the privileges and limitations of an aerial application rating and the aerial application endorsements held by the applicant;
  - (b) the authority given by the rating and the endorsements and the applicable operational requirements;
  - (c) proficiency check and flight review requirements;
  - (d) risk assessment techniques;
  - (e) wind affect at low level and associated flying conditions;
  - (f) the effect of mountainous terrain on airflow and associated flying conditions;
  - (g) the hazards associated with low flying and how to identify them prior to and during a low-level operation;
  - (h) operating in hilly terrain;
  - (i) managing risks at low level and when conducting aerial application operations;
  - (j) aircraft performance, including:
    - (i) maximum rate turning;
    - (ii) minimum radius turning;
    - (iii) best angle of climb;
    - (iv) best rate of climb;
    - (v) 1 engine inoperative performance (if applicable);
  - (k) conducting aerial survey of treatment area;
  - (l) conducting operations at an operational airstrip;
  - (m) conducting operations at, or in the vicinity of, certified or registered aerodromes;
  - (n) the effects of typical and extreme environmental conditions on pilot health and performance that are relevant to aerial application operations;
  - (o) the effects of fatigue and physical health on pilot performance;
  - (p) analysis of actual and forecast weather relevant to low-level operations;
  - (q) assessment of the geographical characteristics of the area of flying operations to ensure safe completion of the task.

### 3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
AA1	Aeroplane aerial application operation	<p>This unit is required only if the applicant holds an aeroplane aerial application endorsement and the proficiency check is being conducted in an aeroplane.</p> <p>The following elements are not required:</p> <ul style="list-style-type: none"> <li>(a) AA1.1 – <i>Pre-flight action</i>;</li> <li>(b) AA1.2 – <i>Fly to, assess, land and take-off from an operational strip</i>;</li> <li>(c) AA1.3 – <i>Fly between operational airstrip and application area</i>;</li> <li>(d) AA1.4 – <i>Conduct operations at a certified or registered aerodrome</i>;</li> <li>(e) AA1.5 – <i>Conduct an aerial survey of a treatment area</i>;</li> <li>(e) AA1.8 – <i>Manoeuvre and navigate at low level</i>;</li> <li>(f) AA1.11 – <i>Conduct operations over and under powerlines</i>;</li> <li>(g) AA1.13 – <i>Operate aircraft safely and effectively using GNSS swath guidance equipment</i>;</li> <li>(h) AA1.14 – <i>Operate at low level in hilly terrain</i>.</li> </ul>
AA2	Helicopter aerial application operation	<p>This unit is required only if the applicant holds a helicopter aerial application endorsement and the proficiency check is being conducted in a helicopter.</p> <p>The following elements are not required:</p> <ul style="list-style-type: none"> <li>(a) AA2.1 – <i>Pre-flight actions</i>;</li> <li>(b) AA2.2 – <i>Planning and risk management</i>;</li> <li>(c) AA2.3 – <i>Fly to, assess, land and take-off from an operational HLS</i>;</li> <li>(d) AA2.4 – <i>Fly between operational HLS and application area</i>;</li> <li>(e) AA2.5 – <i>Conduct an aerial survey of a treatment area</i>;</li> <li>(f) AA2.7 – <i>Conduct operations over and under powerlines</i>;</li> <li>(g) AA2.9 – <i>Operate helicopter safely and effectively using GNSS swath guidance and equipment</i>;</li> <li>(h) AA2.10 – <i>Manage known helicopter risks during application operations</i>;</li> <li>(i) AA2.11 – <i>Operate at low level in hilly terrain</i>.</li> </ul>

Unit code	Unit of competency	Modifications
AA4	Aeroplane firefighting operation	<p>This unit is required only if the applicant holds an aeroplane firefighting endorsement and the proficiency check is being conducted in an aeroplane.</p> <p>The following elements are not required:</p> <ul style="list-style-type: none"> <li>(a) AA4.1 – <i>Applies human factors;</i></li> <li>(b) AA4.2 – <i>Pre-flight actions;</i></li> <li>(c) AA4.4 – <i>Demonstrates understanding of generic fire agency procedures;</i></li> <li>(d) AA4.5 – <i>Planning and risk management;</i></li> <li>(e) AA4.6 – <i>Fly to, assess, land and take-off from an operational strip;</i></li> <li>(f) AA4.7 – <i>Fly between operational airstrip and application area;</i></li> <li>(g) AA4.8 – <i>Conduct operations at a certified or registered aerodrome;</i></li> <li>(h) AA4.12 – <i>Operate at low level in hilly terrain;</i></li> <li>(i) AA4.13 – <i>Operate in high winds, high density altitude and high turbulence;</i></li> <li>(j) AA4.14 – <i>Low-visibility operations.</i></li> </ul>
AA5	Helicopter firefighting operation	<p>This unit is required only if the applicant holds a helicopter firefighting endorsement and the proficiency check is being conducted in a helicopter.</p> <p>The following elements are not required:</p> <ul style="list-style-type: none"> <li>(a) AA5.1 – <i>Applies human factors;</i></li> <li>(b) AA5.2 – <i>Pre-flight actions;</i></li> <li>(c) AA5.4 – <i>Demonstrates understanding of generic fire agency procedures;</i></li> <li>(d) AA5.5 – <i>Planning and risk management;</i></li> <li>(e) AA5.6 – <i>Fly to, assess, land and take-off from an operational HLS;</i></li> <li>(f) AA5.7 – <i>Fly between operational HLS and application area;</i></li> <li>(g) AA5.8 – <i>Conduct operations at a certified or registered aerodrome;</i></li> <li>(h) AA5.14 – <i>Manage known helicopter risks during firebombing operations;</i></li> <li>(i) AA5.15 – <i>Low-visibility operations;</i></li> <li>(j) AA5.16 – <i>Operate at low level in hilly terrain;</i></li> <li>(k) AA4.17 – <i>Operate in high winds, high density altitude and high turbulence.</i></li> </ul>

## Appendix 5 Instructor proficiency check

### 1. Proficiency check requirements

- 1.1 An instructor proficiency check must include a test of competency of at least 1 training endorsement.
- 1.2 An applicant for an instructor proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
  - (a) conducting aeronautical knowledge training;
  - (b) conducting flight training;
  - (c) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
  - (d) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
  - (e) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 4 of Schedule 7 of this MOS.
- 1.3 For paragraphs 1.2(c), (d) and (e), a sustained deviation outside of the applicable flight tolerance is not permitted.

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topics, appropriate to the training endorsements the applicant holds:
  - (a) the privileges and limitations of a flight instructor rating and the training endorsements the applicant holds;
  - (b) the authority given by the rating and the endorsements the applicant holds;
  - (c) proficiency check and flight review requirements;
  - (d) preparing a student for training;
  - (e) principles and methods of instruction;
  - (f) for the training endorsement(s) held by the applicant, the following:
    - (i) aeronautical knowledge;
    - (ii) practical training aspects of the units and elements of competency;
    - (iii) assessment techniques and standards;
    - (iv) common errors experienced by students and methods for resolving them;
    - (v) determining a student's ability to conduct a solo flight;
    - (vi) managing a student's first solo flight;
    - (vii) supervision;
    - (viii) managing common threats and errors;
    - (ix) environmental conditions;
    - (x) if applicable, the flight review requirements and considerations that are relevant to the rating associated with the training endorsement;
  - (g) administrative matters which are relevant to the training endorsements held by the applicant.
- 2.2 For subclause 2.1, the demonstration of knowledge in the prescribed topics does not have to cover all of the training endorsements the applicant holds.
- 2.3 If the applicant is authorised to conduct a flight review, the applicant is required to demonstrate her or his knowledge of conducting a flight review.

### 3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil

Unit code	Unit of competency	Modifications
FIR1	Conduct aeronautical knowledge training	Only element FIR1.2 – <i>Conduct aeronautical knowledge training</i> is required for this unit.
FIR3	Conduct flight training	<p>This unit is required only if the proficiency check is being conducted in an aircraft.</p> <p>For element FIR3.1 – <i>Plan flight training</i>, the following elements are not required:</p> <p>(j) FIR3.6 – <i>Complete post-training administration</i>; (k) FIR3.7 – <i>Review training</i>.</p>
FIR9	Multi-crew training endorsement	This unit is only required if the training endorsement applies to a multi-crew operation.
SIR	Conduct training in an approved flight simulation training device	<p>This unit is required only if the proficiency check is being conducted in an approved flight simulation training device.</p> <p>The following elements are not required:</p> <p>(a) SIR.6 – <i>Complete post-training administration</i>; (b) SIR.7 – <i>Review training</i>.</p>



## Appendix 6 Examiner proficiency check

### 2. Proficiency check requirements

- 1.1 An examiner proficiency check must include a test of competency of at least 1 examiner endorsement.
- 1.2 An applicant for an examiner instructor proficiency check must demonstrate her or his competency, in the units of competency mentioned in clause 3, by doing the following:
  - (a) conducting a flight test or proficiency check;
  - (b) administering a flight test or proficiency check;
  - (c) for manoeuvres in an aeroplane — performing operations within the flight tolerances specified in table 2 in Section 1 of Schedule 8 of this MOS;
  - (d) for manoeuvres in a helicopter — performing operations within the flight tolerances specified in table 4 in Section 1 of Schedule 8 of this MOS;
  - (e) for manoeuvres in a gyroplane — performing operations within the flight tolerances specified in table 7 in Section 1 of Schedule 8 of this MOS.
- 1.3 For paragraphs 1.2(c), (d) and (e), a sustained deviation outside of the applicable flight tolerance is not permitted.

### 2. Knowledge requirements

- 2.1 The applicant is required to demonstrate her or his knowledge of the following topics, except where the topic is not relevant to the proficiency check:
  - (a) the privileges and limitations of a flight examiner rating and the flight test endorsements the applicant holds;
  - (b) the authority given by the rating and the endorsements held by the applicant and the applicable operational requirements;
  - (c) proficiency check and flight review requirements;
  - (d) preparing an applicant for a flight test or proficiency check;
  - (e) assessment methods;
  - (f) for the flight test endorsement endorsement(s) held by the applicant, the following:
    - (i) aeronautical knowledge;
    - (ii) practical training aspects of the units and elements of competency;
    - (iii) assessment techniques and standards;
    - (iv) common errors demonstrated by students;
    - (v) managing common threats and errors;
    - (vi) environmental conditions;
  - (g) administrative matters which are relevant to the flight test endorsement.
- 2.2 For subclause 2.1, the demonstration of knowledge in the prescribed topics does not have to cover all of the training endorsements the applicant holds.

### 3. Practical flight standards

Unit code	Unit of competency	Modifications
NTS1	Non-technical skills 1	Nil
NTS2	Non-technical skills 2	Nil
FER	Conduct a flight test	Nil