Recreational Aircraft Association of New Zealand (Inc)

Flight Test/BFR Standards Guide Microlight Certificate

Assessment criteria for the guidance of instructors

Revision 1 Issued February 2020

Foreword

Flight Test Standards Guides have been compiled for use by flight instructors and are at present the acceptable means of compliance.

Flight Test Standards Guides are based heavily on the Flight Test Standard Guides for PPL/RPL issued by the CAA.

All initial issue flight tests and subsequent BFR/AFRs are to be conducted in accordance with the parameters laid down in this guide.

Any feedback regarding this publication should be directed to admin@raanz.org.nz.

Introduction

This guide contains standards for the Microlight Certificate (Aeroplane) issue flight test and for subsequent BFR/AFR. Any items specific to Advanced National vs. Advanced Local and Passenger Rating, will be highlighted.

Flight instructors who conduct BFRs also use this guide, but continue instruction as required (over several flights if necessary) until the candidate demonstrates (without assistance) a performance that meets the requirements of the competence descriptors.

Flight instructors may also use this booklet when preparing candidate's for flight tests. However, flight instructors are reminded of their obligation to teach to a syllabus rather than the specific flight test requirements.

This flight test guide is based upon the following references;

- CAR Part 61 Pilot Licences and Ratings.
- CAR Part 91 General Operating Flight Rules.
- Advisory Circular to Part 61, Pilot Licences and Ratings.
- NZAIP.
- Manufacturer's Pilot Operating Handbook.
- Aircraft Flight Manuals.
- Gronlund, N.E., & Linn, R.L. (1990).Measurement and evaluation in teaching. (6th ed.) New York: Macmillan.
- FAA Practical Test Standards.
- The Flight Instructor's Guide (a NZCAA GAP publication). Publications recommended for further reference include;
- Aircraft Owners Pilot Association (AOPA) Manual - Private Pilot
- RAANZ Exposition

Flight Test Standard Concept

Civil Aviation Rule (CAR) Part 61 and the associated Advisory Circular (AC) specify the areas in which knowledge and skill must be demonstrated by the candidate before a pilot licence or rating is issued.

RAANZ believes that our members should be trained to an equivalent standard although there are some differences which have been reflected in the standards.

Where reference is made to recommended procedures, these are based on the New Zealand Flight Instructor's Guide.

Evaluation Methods

Flight instructors use three forms of evaluation. These are: placement, formative and diagnostic.

Placement evaluation

"Placement evaluation is concerned with the pupil's entry performance and typically focuses on....does the pupil possess the knowledge and skills needed to begin the planned instruction?" (Gronlund & Linn, 1990, p.12). This type of evaluation is, for example, commonly carried out by an

instructor on a student, new to the organisation who already has some flying experience, before continuing the student's training.

Formative evaluation

"Formative evaluation is used to monitor learning progress during instruction. Its purpose is to provide continuous feedback to both pupil and teacher concerning learning successes and failures" (Ibid., p.12). This type of evaluation is an ongoing process. It is used throughout the student's training, during every instructional period. "Since formative evaluation is directed toward improving learning and instruction, the results are typically not used for assigning course grades" (Ibid., p.13).

Diagnostic evaluation

"The main aim of diagnostic evaluation is to determine the cause of persistent learning problems and to formulate a plan for remedial action" (Ibid., p.13). This type of evaluation is used by flight instructors to determine why a student is having problems executing a TASK, for example; gaining or losing height in the turn.

Whereas flight an Instructor carrying out a flight test uses only summative evaluation.

Summative evaluation

Summative evaluation "is used primarily ...for certifying pupil mastery of the intended learning outcomes." (Ibid., p.13). It is used by instructors to assess the candidate's performance against stated minimum standards. **Wherever possible summative evaluation should be carried out by an independent instr**uctor (not directly involved in the candidate's training).

Formative evaluation and flight instruction have no place in summative evaluation.

Flight instructors must totally separate the types of evaluation they use as flight instructors, from the requirements of summative evaluation when they conduct a flight test.

Flight instructors who conduct BFRs may need to use all forms of evaluation to achieve the required demonstration of competence and therefore act as pilot in command and shall log the time as instruction

Instructor Responsibility

The Instructor who conducts the issue flight test or who conducts the BFR is responsible for determining that the candidate meets the standards outlined in the objective of each TASK.

The instructor shall meet this responsibility by taking an ACTION that is appropriate for each task.

For each task that involves "knowledge only" elements, the instructor will orally question the candidate on those elements.

For each task that involves both "knowledge and skill" elements, the instructor will orally question the candidate on the knowledge elements and ask the candidate to perform the skill elements. Oral questioning may be used at any time.

To minimise the risk of misunderstandings, the instructor will:

a) Ask the candidate to verbalise all checklists and nominated speeds.
b) Brief the candidate on the flight format.
c) Brief the candidate as to who is pilot-in-command.
d) Brief the candidate as to who will command ‘go around’ during forced landing exercises.

Flight test standard description

TASKS are procedures and manoeuvres appropriate to the demonstration required for the Microlight Certificate (Aeroplane) issue and Biennial Flight Review.

The OBJECTIVE that appears below the task relates that task to the regulatory requirement and lists the important elements that must be satisfactorily performed to demonstrate competency in that task.

The minimum acceptable standard of performance for a task is described in the column stating COMPETENT performance.

The ideal level of competence for a task is described in the right column. In many cases the perfect performance is not achievable but is simply stated as an ideal against which performance can be measured.

Unacceptable performance of a task is described in the NOT YET COMPETENT column.

The ACTION assists the instructor in ensuring that the task objective is met, and in some instances, alerts the instructor to areas upon which emphasis should be placed.

The conditions under which the task is to be performed are expanded on under the satisfactory or unsatisfactory performance headings, which follow

Satisfactory performance

The ability of a candidate to perform the required TASK is based on;

a) executing tasks within the aircraft's performance capabilities and limitations as laid down in the aircraft's flight manual, including use of the aircraft's systems,
b) executing emergency procedures and manoeuvres, appropriate to the aircraft and in accordance with recommended procedures,
c) piloting the aircraft with smoothness and accuracy, in accordance with the limitations detailed in this guide,
d) executing all exercises involving balanced flight with no sustained deflection in slip or skid (note: PPL Standard of ¼ ball may not be appropriate in some aircraft),
e) exercising good judgement/decision making and maintaining situational awareness,
f) applying aeronautical knowledge (principles of flight) to in-flight situations,
g) completing all items in accordance with the tolerances prescribed in this guide, in smooth air and with a defined horizon,
h) showing complete control of the aircraft, with the successful outcome of a task never seriously in doubt; and

i) for the purpose of initial licence issue, executing elements of a task described as “critical” to at least the minimum acceptable performance level on the first attempt

Unsatisfactory performance

If, in the judgement of the instructor, the candidate does not meet the minimum standard of any task performed, the task demonstration is failed and therefore the flight test is failed. In the case of a BFR the instructor shall detail the further training required.

The instructor may permit a second attempt at any (maximum 3) task(s) or element(s) [other than critical tasks or elements], provided that, in the opinion of the instructor, the safety of the aircraft was not compromised, the standing of the licence would not be diminished or a clear misunderstanding of the instructor’s requirements occurred.

The instructor or candidate may discontinue the issue flight test at any time after the failure of a task makes the candidate ineligible to pass the flight test. The test will ONLY be continued with the consent of the candidate.

An excessive allowance for poor candidate performance due to weather conditions should not be made. Rather, the candidate’s decision-making process, in electing to commence or continue, should be questioned.

Consistently exceeding tolerances or failure to take prompt corrective action when tolerances are exceeded is unsatisfactory performance.

Flight that is maintained within the stated tolerances but consistently deviates from the maximum positive limit to the maximum negative limit is unsatisfactory performance.

Any action or lack of action by the candidate, which requires corrective intervention by the instructor to maintain safe flight, will be disqualifying.

It is vitally important that the candidate uses proper scanning techniques to clear the area before performing manoeuvres. Ineffective performance will be disqualifying.

Unsatisfactory performance in any item during the issue flight test will result in the candidate being advised of the failure aspects and the additional training believed necessary before a further flight test may be undertaken

The term TASK is used to denote areas in which competency must be demonstrated. When performance is unsatisfactory the instructor must record it on the flight test report against the specific task.

Use of the flight test guide

RAANZ requires that each flight test be conducted in compliance with the flight test standard. When using the flight test guide the instructor must evaluate the candidate's knowledge and skill in sufficient depth to determine that the standards of performance listed for all tasks are met.

When the instructor determines, during the performance of one task, that the knowledge and skill of another task is met, it may not be necessary to require performance of the other task.

The instructor is not required to follow the exact order in which the tasks appear. The flight instructor may change the sequence or combine tasks with similar objectives to save time. However, the objectives of all tasks must be demonstrated and evaluated at some time during the flight. Instructors will develop a plan of action that includes the order and combination of tasks to be demonstrated by the candidate in a manner that will result in an efficient and valid test.

Instructors will place special emphasis on areas of aeroplane operation that are most critical to flight safety. Among these areas are correct aeroplane control, sound judgement in decision making, stall/spin awareness, spatial orientation, collision avoidance, wake turbulence avoidance, and use of checklists where appropriate. Although these areas may not be shown under each task, they are essential to flight safety and will receive careful evaluation throughout the flight. If these areas are shown in the objective, additional emphasis will be placed on them.

Distractions in flight

Numerous studies indicate that accidents have occurred when a pilot's attention has been distracted. It is important, therefore, that the principles of Threat and Error Management are understood and mitigation strategies such as good control techniques, the ability to establish priorities and sound airborne decision-making are instilled in training.

Instructors and Trainees should be aware at all times that distractions are an inherent part of flight and an ever-present threat to safety.

Some examples that occur in training and testing are:

a) simulating engine failure,
b) identifying a field suitable for emergency landings,
c) identifying features or objects on the ground,
d) questioning by the instructor,
e) general conversation,
f) simulating adverse weather conditions,
g) experiencing visual illusions.

Use of checklists

Throughout the flight the candidate is evaluated on the use of checklists. The candidate should complete an appropriate set of checks for the task in hand (take-off and landing, stalling, low flying).

The situation may be such that the use of a written checklist, while accomplishing the task, would be either unsafe or impractical. In such situations the checklists should be memorised.

Flight test prerequisites

A candidate for Microlight flight test is required by Civil Aviation Rule to;

a) have a logbook record of the requisite flight training and experience, and
b) hold appropriate current written examination credit(s), and
c) have proof of their identity, and
d) be at least sixteen years of age, and
e) hold a current medical as required by the RAANZ Exposition.

Task: Personal preparation

Objective:

To determine that the candidate demonstrates a suitable attitude to aviation by;

a) Arriving for the test or review;
    1. Punctually
    2. Suitably attired
    3. Fit for flying.
b) Presenting;
    1. An up to date, summarised and certified pilot's logbook
    2. A current AIP Volume 4 and VNC (for Advanced National).
c) Demonstrating knowledge of the privileges, limitations, and currency requirements of the microlight certificate as applicable.

Action:

The instructor will;

a) Observe the candidate's punctuality, attire, and as far as practicable, determine that the candidate is fit to fly.
b) By examination of the candidate's logbook, determine that all required flight time requirements have been met and that the flight training syllabus has been completed.
c) Determine, by inspection, that the candidate's AIP Volume 4 and VNC are current (for Advanced National)
d) Determine that the candidate has adequate knowledge of the privileges, limitations and currency requirements of the Certificate they are applying for.

Personal Preparation

	Not yet competent	COMPETENT	Ideal
1	Unacceptably late	Late with acceptable excuse	Arrives punctually
2	Dressed inappropriately for flying (wears Jandals/high heels)	Dress acceptable	
3	Is physically or mentally unfit for test	Fit but clearly nervous	Fit and enthusiastic
4	Logbook records incomplete, minimum flight times not met	Logbook records substantially complete	Logbook records are neat and complete in all respects
5	Logbook records incomplete, minimum flight times not met	Minimum training syllabus completed	
6	AIP Volume 4 and/or VNC are not available or not current (Adv.Nat.)	AIP Volume 4 and VNC are available and current (Adv.Nat.)	AIP Volume 4 and VNC are current and readily available throughout the flight
7	Unaware of certificate privileges, limitations and/or currency requirements	Demonstrates a basic knowledge of privileges, limitations and currency requirements of the certificate being sought	Demonstrates a sound knowledge of the privileges, limitations and currency requirements of the certificate being sought

Task: Aircraft documents

Objective:

To determine that the candidate exhibits adequate knowledge of the;

a) Flight Permit. Aircraft technical log.
b) Aircraft pilot's operating handbook.

Action:

The instructor will;

a) Question the candidate about the aircraft's documents and determine that the candidate's performance meets the objective.
b) Place emphasis on the candidate's awareness of documents and aircraft limitations.

Aircraft Documents

	Not yet competent	COMPETENT	Ideal
1	Has insufficient knowledge of the aircraft's documents	Demonstrates a general knowledge of the aircraft's documents	Demonstrates a thorough knowledge of the aircraft's documents
2	Has insufficient knowledge of the aircraft's limitations	Demonstrates a good general knowledge of the aircraft's limitations	Demonstrates a sound knowledge of the aircraft's limitations

Task: Weather, NZAIP and supplements

Objective:

To determine that the candidate;

a) Exhibits adequate knowledge of aviation weather and flight planning data by obtaining, reading and analysing;
    1. Aviation weather including ARFOR's, TAF's and METAR's with associated SPECI's and SIGMET's
    2. NOTAM's
b) Exhibits knowledge of the AIP Volume 4 and VNC contents and use.
c) Makes a sound go/no-go decision based on the available weather and flight planning data.

Action:

The instructor will;

a) Determine that the candidate has obtained all relevant weather and flight planning data relating to the flight or hypothetical cross- country flight.
b) Require the candidate to analyse and explain the weather and relevant flight planning data and determine that the candidate's performance meets the objective.
c) Place emphasis on the candidate's ability to use and interpret the AIP Volume 4 and VNC.
d) Place emphasis on the candidate's ability to interpret the weather and NOTAMs and to make a sound go/no go decision.

Weather, NZAIP and Supplements

	Not yet competent	COMPETENT	Ideal
1	Cannot obtain Met data	Obtains sufficient Met data to meet the requirements of the proposed or hypothetical flight	Obtains all Met data appropriate to the proposed or hypothetical flight
2	Cannot obtain NOTAM's	Obtains and reviews NOTAM's relevant to the proposed or hypothetical flight	Obtains, reviews, and demonstrates a thorough understanding of the relevance of NOTAM's to the proposed or hypothetical flight
3	Cannot read TAF or METAR	Demonstrates ability to read TAF, METAR and ARFOR's	Demonstrates ability to analyse ARFOR's, TAF, METAR and SPECI, SIGMET if applicable
4	Knowledge of the AIP Volume 4 and/or VNC contents seriously flawed	Demonstrates an appropriate level of knowledge on the contents and use of the AIP Volume 4 and VNC	Demonstrates a thorough understanding of the contents and use of the AIP Volume 4 and VNC
5	Does not demonstrate an appreciation of the relevance of flight planning data to the proposed or hypothetical flight	Demonstrates sufficient understanding of flight planning data to make a go/no go decision to the satisfaction of the instructor	Demonstrates a thorough understanding of flight planning data and is able to make a sound go/no-go decision

Task: Aircraft performance and operating requirements

Objective:

To determine that the candidate;

a) Uses the available information to calculate take-off and landing distances with due consideration to density altitude, runway slope, wind and any other relevant conditions in relation to private operations (within a reasonable time).
b) Makes a sound decision on whether the required performance is within the aircraft's capability.
c) Demonstrates knowledge of the effects of seasonal and atmospheric conditions on the aircraft's performance.

Action:

The instructor will;

a) Require the candidate to describe the effects of seasonal conditions on the aircraft's performance

Aircraft Performance and Operating Requirements

	Not yet competent	COMPETENT	Ideal
1	Uses inappropriate conditions for the calculation of take-off or landing distance, such that safety would be compromised	Uses the appropriate conditions to calculate the take-off and landing distance for a private operation	Uses the appropriate conditions to accurately and quickly calculate the take- off and landing distance for a private operation
2	Fails to ensure sufficient runway length is available for take-off or landing	Ensures sufficient runway length is available for take-off and landing through local knowledge	Ensures sufficient runway length is available for take-off and landing by correctly comparing distance required to distance available
3	Demonstrates inadequate knowledge of factors affecting aircraft performance in winter (ice) or summer (density altitude)	Demonstrates a satisfactory knowledge of seasonal factors affecting aircraft performance	Demonstrates a thorough knowledge of all seasonal factors affecting aircraft performance

Task: Fuel management

Objective:

To determine that the candidate;

a) Demonstrates competency in calculating fuel requirements including recommended reserves
b) Establishes the fuel quantity on board the aircraft prior to the flight and calculates endurance.
c) Correctly operates the engine primer pump/choke for starting in accordance with the aircraft's flight manual or checklist.
d) Correctly operates the auxiliary fuel pump (if applicable) in accordance with the aircraft's flight manual or checklist.
e) Selects the correct fuel tank for start, taxiing and take-off, and in flight correctly monitors fuel consumption and tank selection in accordance with the aircraft's flight manual or checklist.

Action:

The instructor will;

a) Determine that the candidate can accurately calculate the fuel quantity required for the flight including recommended reserves.
b) Determine that the candidate can establish the quantity of fuel on board the aircraft and monitor fuel consumption during flight.
c) Monitor the candidate's operation of the primer/choke, fuel pump and tank selection both before and during flight and determine that the candidate's actions are in accordance with the aircraft's flight manual or checklist

Fuel Management

	Not yet competent	COMPETENT	Ideal
1	Miscalculates fuel requirements	Adequately calculates fuel requirements, including reserves	Accurately calculates fuel requirements, including reserves
2	Does not establish the quantity of fuel on board the aircraft	Establishes that the minimum quantity of fuel required is on board the aircraft	Accurately establishes the quantity of fuel on board and converts this to flight time, including reserve
3	Mis-primes/choke engine grossly and/or does not lock/close the primer/choke after use.	Under or over primes/choke slightly for the engine's temperature but properly locks/closes the primer/choke	Primes/choke correctly for the engine's temperature in accordance with the aircraft's flight manual and properly locks/closes the primer/choke after use
4	Frequently misuses the auxiliary fuel pump (if required)	Adequately operates the auxiliary fuel pump without compromising safety (if required	Correctly operates the auxiliary fuel pump in accordance with the aircraft's flight manual (if required)
5	Does not select the appropriate fuel tank for start, taxiing and take-off	Correctly selects an appropriate fuel tank for start, taxiing and take-off as required by the aircraft's flight manual	Selects the appropriate fuel tank for start, taxi and take-off in accordance with the aircraft's flight manual
6	Does not monitor fuel consumption in flight	Monitors fuel consumption and tank selection in flight	Monitors tank selection and fuel consumption in flight converting to flight time remaining, including reserves

Task: Aircraft loading: Including fuel, oil, and baggage

Objective:

To determine that the candidate;

a) Exhibits an understanding of aircraft weight limitations and is able to calculate the take-off and landing weight, within the time limit available for "aircraft performance" calculations.
b) Is able to calculate the aircraft's Centre of Gravity for take-off and landing, within the time limit available for "aircraft performance" calculations.
c) Has an understanding of the distribution and securing of baggage.

Action:

The instructor will;

a) Require the candidate to calculate the take-off and landing weight for the flight, or a hypothetical flight, using data supplied by the instructor.
b) Require the candidate to calculate the aircraft's Centre of Gravity position, as loaded for the flight or hypothetical flight, and determine that the Centre of Gravity is within acceptable limits.
c) Require the candidate to complete the calculations in (a) and (b) within the time limit provided for "aircraft performance" calculations.
d) Require the candidate to demonstrate knowledge of load distribution and security

Aircraft Loading

	Not yet competent	COMPETENT	Ideal
1	Is unable to calculate the take-off weight	Demonstrates ability to calculate the take- off and landing weight with acceptable accuracy	Demonstrates ability to calculate take-off and landing weight accurately and quickly
2	Centre of Gravity calculations contain gross errors	Centre of Gravity calculations contain minor errors that do not compromise safety	Accurately determines Centre of Gravity position for take-off and landing
3	Understanding of principles of loading and load security seriously flawed	Demonstrates adequate knowledge of the principles of loading and load security	Demonstrates a sound knowledge of the principles of loading and load security
4	Fails to complete calculations of take-off weight, C of G position, take-off and/or landing distance within 1 hour	Completes the calculations of take-off weight, C of G position, take-off and/or landing distance within 1 hour	Completes all performance calculations accurately and in a timely manner

Task: Pre-flight

Objective:

To determine that the candidate exhibits adequate knowledge of the aircraft type by explaining or demonstrating the appropriate;

a) Pre-flight interior inspection.
b) Pre-flight external inspection including checking of fuel and oil in accordance with the aircraft's pilot operating handbook.
c) Securing of baggage and loose articles.

Action:

The instructor will;

a) Observe the candidate carrying out a pre-flight inspection and determine that the candidate's performance meets the objectives.
b) Question the candidate on significant aircraft features.

Pre-Flight

	Not yet competent	COMPETENT	Ideal
1	Conducts the pre-flight inspection in a non methodical way and neglects significant items	Conducts the pre-flight inspection in an orderly and systematic way	Conducts the pre-flight inspection thoroughly and in accordance with the Pilot's Operating Handbook
2	Is ignorant of the purpose of, or cannot identify, significant aircraft features	Identifies significant aircraft features	Identifies and explains the purpose of significant aircraft features when asked
3	Disregards security of baggage and loose articles	Secures baggage and loose articles	Correctly stores and secures baggage, freight and loose articles

Task: Emergency equipment

Objective:

To determine that the candidate;

a) Supervises the passenger(s)
b) Briefs the passenger(s);
    1. On the location and operation of the aircraft's emergency equipment
    2. On the operation of all doors and hatches
    3. On the use and operation of seat belts and shoulder harness (if applicable)
    4. On the location and operation of the ELT/PLB.
    5. On the rules regarding smoking
    6. On the action in the event of an emergency landing and where appropriate in the event of ditching.

Action:

The instructor will act in the role of an inexperienced passenger and;

a) Observe the candidate's performance to determine that it meets the objectives.
b) Determine the candidate's knowledge of the use of the aircraft emergency equipment by further questioning, as necessary.

Emergency Equipment

	Not yet competent	COMPETENT	Ideal
1	Does not supervise passengers, thereby creating a hazard	Ensures passengers are supervised on the movement area	Ensures passengers are closely supervised on the movement area
2	Does not instruct the passengers on the location of the emergency	Gives passengers a quick briefing on emergency equipment	Briefs passengers fully on position and use of emergency equipment
3	Does not instruct passengers on door operation	Closes and locks passenger's door and briefs passengers on its operation	Ensures passengers can operate doors and briefs on any alternative means of escape
4	Does not instruct passengers on seat belt use and/or does not insist on their use	Ensures passengers put on their seat belts and that they are secure	Ensures passenger can operate seat belts and shoulder restraints and ensures they are secure
5	Does not brief passengers on the location and operation of the ELT/PLB	Gives passengers a quick briefing on the operation of the ELT/PLB	Briefs passengers fully on the location and operation of the ELT/PLB
6	Does not instruct passenger regarding ballistic parachute (if fitted)	Minimal briefing to passengers on ballistic parachute (if fitted)	Fully briefs passengers on ballistic parachute (if fitted)
7	Does not brief passengers on emergency landing procedures	Briefs passengers on emergency landing/ditching procedures	Briefs passengers thoroughly on actions in the event of an emergency and to keep hands and feet clear of controls at all times

Task: Engine start, warm up and shutdown

Objective:

To determine that the candidate;

a) Starts and warms up the engine in accordance with the aircraft's flight manual or checklist with emphasis on;
    1. Determining that the area is clear and that the aircraft is positioned so as to avoid creating a hazard
    2. Setting the brakes correctly
    3. Correctly starting the engine and checking engine instruments after start
    4. Commencing to taxi, only when temperatures and pressures are stabilised in accordance with the aircraft's flight manual.
b) Demonstrates knowledge of the actions required in the event of an engine fire during or after start.

And post flight;

a) Carries out the shut down checks in accordance with the aircraft's flight manual or checklist.
b) Supervises the passenger(s).
c) Completes the post flight documentation and secures the aircraft.

Action:

The instructor will;

a) Observe the candidate's engine start and shutdown procedure and determine that the candidate's performance meets the objectives.
b) Ask the candidate to explain the actions in the event of an engine fire during or after start (at instructor discretion).

Engine Start, Warm Up and Shutdown

	Not yet competent	COMPETENT	Ideal
1	Creates a hazard to other aircraft, objects or people during start or cannot taxi from the aircraft's present position	Is not particular about the position of the aircraft for starting, but is not a hazard to people, nor causes damage to other aircraft or object	Correctly positions the aircraft for starting with emphasis on avoiding the creation of a hazard to aircraft, objects or people
2	Fails to set brakes	Correctly sets brakes	
3	Does not operate engine controls appropriately or fails to check oil pressure after start	Correctly starts, checks and operates the engine	Starts, checks and operates the engine, observing all limitations, in accordance with the flight manual
4	Disregards or is ignorant of engine operating limitations	Observes critical engine limitations prior to taxiing	Observes all engine limitations prior to taxiing in accordance with the flight manual or checklist
5	Panics or does not react to a simulated engine fire on start	Verbalises the required actions in response to a simulated engine fire	Reacts rapidly in accordance with the aircraft's flight manual
6	Vacates the aircraft (at any time) whilst the engine is running	Correctly shuts down	Shuts down in accordance with the aircraft's flight manual or checklist
7	Fails to terminate any flight plan (if applicable) or does not secure the aircraft (if required)	Secures the aircraft and completes critical post flight documentation	Secures the aircraft in accordance with the aircraft's flight manual and completes all post flight actions

Task: Air Traffic Service procedure

Objective:

To determine that the candidate;

a) Obtains information from ATIS when appropriate (if available).
b) Obtains taxiing, take-off and landing clearances and otherwise complies with ATS instructions when appropriate.
c) Reads back appropriate instructions, information and clearances.
d) Uses correct aeronautical phraseology at all times with appropriate assertiveness.
e) Correctly sets QNH.

Action:

The instructor will;

a) Observe and monitor the candidate's receipt and copying of ATIS information.
b) Observe and monitor compliance with ATS taxi, take-off and landing clearances and other instructions.
c) Monitor the candidate's read back of instructions, information and clearances.
d) Monitor all transmissions made by the candidate for the appropriate level of assertiveness, and correctness.
e) Observe the candidate's altimeter setting and checking procedure and if applicable question the procedure to be adopted at unattended aerodromes.

Air Traffic Service Procedure

	Not yet competent	COMPETENT	Ideal
1	Does not obtain ATIS when it is appropriate and available	Obtains ATIS but does not record it	Obtains and records ATIS
2	Attempts to taxi, take-off or land without a clearance, when one is required	Obtains a clearance when required	Obtains a clearance or broadcasts intentions as and when appropriate
3	Does not comply with an ATS clearance	Complies with ATS clearances and instructions	Evaluates ATS clearances and instructions, complying or rejecting as appropriate
4	Fails to read back vital information	Reads back vital instructions, information and clearances	Reads back all appropriate instructions, information and clearances
5	Unable to communicate using aviation phraseology	Uses correct aviation phraseology most of the time	Uses correct aviation phraseology at all Times
6	Uses slang or adopts an excessively assertive communication style	Communicates in an adequately assertive manner	Communicates in an appropriate, authoritative and assertive manner
7	Does not set QNH or cannot describe unattended altimeter setting procedures	Sets QNH and can describe unattended altimeter setting procedures	Records and sets QNH, cross checks altimeter(s) for accuracy by an acceptable method and can fully describe unattended altimeter setting procedures

Task: Taxiing and brake check

Objective:

To determine that the candidate;

a) Performs a brake check immediately after the aircraft begins to move.
b) Completes instrument serviceability checks whilst taxiing, in accordance with recommended procedures.
c) Controls taxiing speed without excessive use of brake. Recognises and avoids hazards.
d) Positions the controls for the existing wind conditions.
e) Parks the aircraft at the holding point, in accordance with the aircraft's flight manual or recommended practices.

And after landing;

a) Carries out the appropriate after landing checks once clear of the active runway.
b) Parks the aircraft correctly with due attention to wind direction and other aircraft or objects.

Action:

The instructor will;

a) Observe the candidate's taxiing procedures and determine that the performance meets the objectives.
b) Place emphasis on correct aircraft control, taxi speed, and avoidance of hazards.

Taxiing and Brake Check

	Not yet competent	COMPETENT	Ideal
1	Neglects to carry out a brake test	Carries out brake check but applies brake heavily	Performs brake check smoothly as soon as the aircraft begins to move
2	Does not complete critical instrument checks whilst taxiing	Completes appropriate instrument serviceability checks whilst taxiing	Completes all instrument serviceability checks whilst taxiing
3	Taxis at dangerously high speed or uses harsh braking to control speed	Taxis, checking speed with brakes, but not excessively so	Correct pace, speed controlled with throttle, no excessive brake
4	Does not recognise, or creates, a hazard whilst taxiing	Recognises and avoids hazards whilst taxiing	Recognises, avoids and does not create a hazard whilst taxiing
5	Incorrectly positions controls when wind speed is significant	Holds controls in neutral position	Positions controls correctly for existing wind conditions
6	Does not park into wind for run-up when wind is significant	Parks the aircraft into wind for run-up, regardless of wind strength	Parks into wind for run-up as appropriate
7	Does not complete after landing checks	Completes after landing checks	Taxis clear of runway and completes the after landing checklist
8	Parks aircraft without due consideration for strong winds and in a position that will create a hazard to other aircraft or objects	Parks aircraft with adequate clearance from objects and other aircraft	Parks aircraft in accordance with recommended procedures, into wind with adequate clearance from objects and other aircraft

Task: Engine checks, run-up and operation

Objective:

To determine that the candidate;

a) Runs up and checks the engine in accordance with the checklist.
b) In the air, operates the throttle smoothly, avoids abrupt temperature changes, and operates the mixture control (if fitted) and carburettor heat in accordance with the aircraft's flight manual or checklist.

Action:

The instructor will;

a) Observe the candidate's engine handling procedures and determine that the candidate's performance meets the objectives.

Engine Checks, Run-up and Operation

	Not yet competent	COMPETENT	Ideal
1	Fails to carry out an engine run-up or ignores performance tolerances specified in the aircraft's flight manual	Demonstrates awareness of engine performance tolerances and completes the run-up in an orderly manner	Demonstrates knowledge of all engine operating limitations as specified in the aircraft's flight manual and completes the run-up in accordance with the checklist
2	Operates throttle roughly or misuses mixture and carburettor heat to the extent that safety could be compromised or engine damage	Operates throttle, mixture and carburettor heat correctly but tends to use coarse throttle movements (although not excessively so)	Operates the engine within its limitations at all times smoothly, precisely and prudently, avoiding sudden temperature changes

Task: Pre take-off checks

Objective:

To determine that the candidate;

a) Carries out pre take-off checks in accordance with the aircraft's checklist.
b) Carries out a pre take-off briefing in accordance with recommended procedures, including;
    1. Engine failure or abnormal operation on the runway
    2. Engine failure after take-off
    3. Departure procedures (if applicable).

Action:

The instructor will;

a) Observe the candidate's pre take-off procedures and determine that the candidate's performance meets the objectives.

Pre Take-Off Checks

	Not yet competent	COMPETENT	Ideal
1	Does not carry out pre take-off checks	Completes pre take-off checks	Completes pre take-off checks in accordance with the aircraft's checklist
2	Does not carry out a pre take-off briefing	Carries out a pre take-off briefing	Carries out a thorough pre take-off briefing, including the departure procedure (if applicable), in accordance with recommended procedures

Task: Normal take-off

Objective:

To determine that the candidate;

a) Ensures the correct runway is being used and the approach path is clear (critical element).
b) Completes line up checks in accordance with the aircraft's checklist.
c) Ensures the take-off path is clear and advances the throttle smoothly to maximum allowable power, checking engine instruments and airspeed rising.
d) Tracks the runway centre line during take-off.
e) Rotates at the recommended Vr.
f) Establishes pitch attitude for recommended climb.
g) Trims the aircraft for the recommended climb attitude.
h) Completes after take-off checks in accordance with the aircraft's flight manual or checklist.

Action:

The instructor will;

a) Observe the candidate's demonstration of a normal take-off and determine that the candidate's performance meets the objective.
b) Place emphasis on the candidate's demonstration of correct airspeed, pitch and heading control.
c) Make allowance for airspeed fluctuations due to gusts and turbulence (but not excessively so).

Normal Take-off

	Not yet competent	COMPETENT	Ideal
1	Attempts to line up in front of aircraft on final, or on the wrong runway	Uses the correct runway and clears the approach path prior to lining up (critical element)	Ensures the runway in use is correct and clears the complete approach area
2	Does not check engine pressures and temperatures during the take-off roll	Confirms engine temperatures and pressures are within their normal ranges during the take-off roll	Confirms, early in the take-off roll, that temperatures, pressures, RPM and airspeed are normal
3	Grossly deviates from runway centre line during take-off or climb out	Maintains runway centre line during take- off and climb out	Accurately tracks the runway centre line throughout the take-off and climb
4	Over rotates, or rotates excessively early or late	Rotates at an appropriate Vr	Rotates at the correct Vr
5	Maintains an airspeed more than+5 knots of target	Maintains the recommended climb airspeed within+5 knots	Accurately establishes and maintains the recommended climb airspeed
6	Makes no attempt to trim	Trims for the climb attitude	Trims accurately for the climb attitude
7	Fails to complete critical after take-off checks	Completes after take-off checks	Completes all after take-off checks in accordance with the checklist

Task: Crosswind take-off

(at Instructor discretion)

Objective:

To determine that the candidate;

a) Knows the aircraft's maximum crosswind component and its significance in relation to their personal limitations.
b) Positions controls appropriately to compensate for crosswind.
c) Tracks the runway centre line during take-off and climb out, compensating for the crosswind component.
d) Positively rotates at the Vr appropriate to the crosswind conditions.

Note: Crosswind take-off is not an optional task for the BFR

Action:

The instructor will;

a) Question the candidate on the aircraft's maximum demonstrated crosswind component and its significance in relation to the candidate's personal limits.
b) If conditions permit, observe the candidate's demonstration of a crosswind take-off and determine that the candidate's performance meets the objective.
c) Place emphasis on the candidate's control positioning and allowance for drift.
d) Place emphasis on the candidate's demonstration of correct airspeed, pitch and heading control.
e) Make allowance for airspeed fluctuations due to gusts and turbulence (but not excessively so).

Cross-wind Take off

(at Instructor discretion)

	Not yet competent	COMPETENT	Ideal
1	Does not know the aircraft's maximum demonstrated crosswind component	Knows the aircraft's maximum demonstrated crosswind component	Knows the aircraft's maximum demonstrated crosswind component and it's significance to personal limits
2	Does not position controls correctly to compensate for obvious cross-wind	Positions controls correctly to compensate for obvious cross-wind	Positions controls correctly to compensate for cross-wind in accordance with the flight manual and recommended procedure
3	Grossly deviates from runway centre line during the take-off roll or climb	Maintains runway centre line during the take-off and climb out	Accurately tracks the runway centre line throughout the take-off and climb
4	Over rotates, or rotates excessively early or late	Rotates at correct Vr for cross-wind conditions	Positively rotates at correct Vr for crosswind conditions in accordance with the aircraft's flight manual and recommended procedure
5	Maintains an airspeed more than+5 knots of target	Establishes and maintains the nominated airspeed within+5 knots	Accurately establishes and maintains the nominated climb speed

Task: Short field take-off

Objective:

To determine that the candidate is capable of;

a) Taking off from a field of minimum length, as determined by the Aircraft's Flight Manual (factored as appropriate).
b) Modifying the rotate and climb speeds for the conditions and re-evaluating the advisability of continuing.
c) Utilising all of the available runway, ensuring that minimum static RPM is achieved and engine instrument readings are acceptable, prior to brakes release.
d) Rotating at the recommended Vr, establishing Vx where obstacles are to be cleared (adjusted for prevailing wind conditions) and Vy clear of obstacles.
e) Raising flap (if applicable) in accordance with the aircraft's flight manual and recommended procedures.

Action:

The instructor will;

a) Observe the demonstration of a take-off from a simulated field of minimum length and determine that the candidate's performance meets the objective.
b) Place emphasis on the candidate's assessment of appropriate rotate and climb speeds for the conditions and the advisability of continuing with the take-off.
c) Place emphasis on the candidate's demonstration of pitch, heading and airspeed control and make allowance for fluctuations due to turbulence (but not excessively so).
d) Place emphasis on the correct procedure for raising flap.

Short Field Take-off

	Not yet competent	COMPETENT	Ideal
1	Does not confirm sufficient runway length is available prior to take-off	Confirms sufficient runway length is available prior to take-off (critical element)	Confirms sufficient take-off distance is available by use of the flight manual, prior to take-off
2	Does not modify the rotate or climb speed when conditions obviously warrant it	Modifies the rotate or climb speed when conditions warrant	Modifies the rotate and climb speed appropriately for the conditions and makes a valid go/no go decision
3	Does not line up so as to utilise full runway length	Lines up so as to utilise full runway length	Lines up utilising all available runway in accordance with recommended procedure
4	Does not check static RPM when surface conditions permit	Checks static RPM against brakes when surface conditions permit	Checks static RPM and all engine indications, prior to brakes release
5	Over rotates, or rotates excessively early or late	Rotates at approximately the correct Vr for the conditions	Rotates at the correct Vr or nominated speed for the conditions
6	Maintains an airspeed more than+5 knots of target	Accelerates to Vx initially, then when clear of obstacles Vy, as appropriate within+5 knots	Accelerates to Vtoss or Vx and when clear of obstacles Vy (adjusted for conditions), accurately
7	Raises flap before increasing airspeed	Increases airspeed before raising flap	Increases airspeed and raises flap progressively in accordance with the recommended procedure

Task: Engine failure techniques

Objective:

To determine that the candidate;

a) Maintains control of the aircraft at all times (critical element).
b) Executes an appropriate emergency procedure when the take-off is abandoned or an engine is failed after take-off.
c) Nominates an achievable landing site, executes a procedure to achieve the nominated landing site and carries out appropriate checklist items, if time permits.
d) Initiates the go around procedure correctly when prompted by the instructor.

Action:

The instructor will;

a) Simulate emergencies without risk to aircraft or crew. Ensure that ATS is aware of the simulated emergency.
b) Early in the take-off roll, either simulate an event that would require the take-off to be abandoned (low oil pressure), or simulate engine failure by moving the mixture control to ICO; and/or
c) Simulate an engine failure after take-off by partially retarding the throttle and;
d) Place emphasis on the candidate's control of the aircraft.
e) Observe the candidate's subsequent actions and determine that they meet the objectives.
f) Place emphasis on the candidate's go around procedure.

Engine Failure Techniques

	Not yet competent	COMPETENT	Ideal
1	Leaves the runway during simulated aborted take-off or does not lower the aircraft's nose after simulated EFATO	Maintains control of the aircraft, lowering the aircraft's nose after simulated EFATO (**critical element**)	Maintains complete control of the aircraft at all times immediately lowering the aircraft's nose after simulated EFATO
2	Does not recognise emergency situation or is unable to remember immediate actions	Identifies emergency situation and attends promptly to immediate actions	Correctly identifies the emergency situation and initiates appropriate actions from recall without error
3	Elects to continue the take-off when an aborted take-off is called for or attempts to turn back	Selects an acceptable emergency landing area	Without delay selects the best possible landing area within range of the aircraft
4	Grossly over or undershoots the landing area	Successfully carries out the recommended procedure	Carries out the recommended procedure with a high degree of success assured
5	Does not close the throttle	Carries out subsequent checklist items as time permits	Carries out subsequent checklist items appropriate to time available
6	Does not respond to 'go around' command, does not lead with power or slams throttle	Responds to 'go around' command, leading with power	Immediately responds to 'go around' command, applying power smoothly and raising flap in accordance with the recommended procedure

Task: Climbing

Objective:

To determine that the candidate is capable of;

a) Maintaining the nominated climb speed ± 5 knots.
b) Trimming the aircraft to maintain the climb attitude.
c) Maintaining the aircraft's engine temperatures and pressures within acceptable limits in accordance with the aircraft's flight manual and recommended procedures.
d) Clearing the flight path ahead of the aircraft by use of a recommended procedure.

Action:

The instructor will;

a) Nominate the type of climb to be demonstrated.
b) Place emphasis on the candidate's demonstration of airspeed and balance control.
c) Ensure the aircraft is trimmed for the climb attitude (including rudder, if applicable).
d) Place emphasis on the candidate's monitoring and control of engine temperature.
e) Place emphasis on the candidate's procedure for clearing the flight path ahead of the aircraft.
f) Make allowance for airspeed fluctuations due to gusts and turbulence (but not excessively so).

Climbing

	Not yet competent	COMPETENT	Ideal
1	Maintains an airspeed in excess of ± 5 knots of the nominated climb speed	Maintains nominated climb speed within ± 5 knots most of the time	Maintains the nominated climb speed accurately
2	Makes no attempt to trim the aircraft	Trims for the climb attitude	Trims accurately for the climb attitude (including rudder, if applicable)
3	Would exceed engine limitations without instructor's intervention	Operates the engine within all limitations	Operates the engine smoothly, precisely and prudently, within all limitations at all times
4	Fails to clear the flight path ahead of the aircraft using a recommended procedure, and would, if permitted, enter cloud or controlled airspace unintentionally	Clears the airspace ahead of the aircraft regularly	Clears the airspace ahead and above the aircraft, in accordance with the recommended procedure and with an obvious awareness of VMC and controlled airspace restrictions

Task: Straight and level flight

Objective:

To determine that the candidate is capable of;

a) Achieving and maintaining straight and level flight at a nominated altitude ± 100 feet.
b) Maintaining the (DI) heading ± 5 degrees.
c) Trimming the aircraft to maintain straight and level flight.

Action:

The instructor will;

a) Nominate the altitude at which level flight will be entered and maintained.
b) Nominate the heading to be maintained and observe that the DI is correctly aligned.
c) Place emphasis on the candidate's demonstration of altitude, heading and balance control.
d) Ensure the aircraft is trimmed for level flight.
e) Make allowance for fluctuations due to turbulence (but not excessively so).

Straight and Level

	Not yet competent	COMPETENT	Ideal
1	Is unable to anticipate the level off	Anticipates the level off	Accurately anticipates the level off
2	Maintains an altitude in excess of 100 feet of the nominated altitude	Maintains the nominated altitude within 100 feet most of the time	Maintains the nominated altitude accurately
3	Consistently deviates from the nominated heading by more than 5 degrees or fails to ensure the DI is aligned with the compass	Maintains the nominated heading within ± 5 degrees most of the time	Maintains the nominated heading accurately, realigning the DI as required
4	Makes no attempt to trim the aircraft	Trims for the straight and level attitude	Trims accurately for the straight and level attitude

Task: Medium turns

Objective:

To determine that the candidate;

a) Enters, maintains, and exits from turning manoeuvres with smooth and coordinated control applications, maintaining altitude ± 100 feet and in balance to instructors satisfaction.
b) Maintains situational awareness and orientation through lookout and the selection of a suitable reference point.

Action:

The instructor will;

a) Place emphasis on the candidate's lookout.
b) Require the candidate to demonstrate a 30 degree angle of bank level turn through at least 180° both left and right.
c) Place emphasis on the candidate's procedure for clearing the flight path ahead of the aircraft.
d) Observe the candidate's performance and determine that it meets the objectives.

Medium Turns

	Not yet competent	COMPETENT	Ideal
1	Fails to complete a lookout prior to entering the turn, or to maintain an adequate lookout during the turn	Completes a lookout prior to entering the turn and maintains an adequate lookout throughout the turn	Completes an excellent lookout prior to entering the turn and maintains it during, and on exit from, the turn
2	Rough, uncoordinated control applications	Uses coordinated control movements	Uses smooth coordinated control movements at all times
3	Frequently exceeds ± 100 feet of the nominated altitude	Maintains the nominated altitude ± 100 feet	Accurately maintains the nominated reference altitude at all times
4	Excessively varies the bank angle during the turn	Maintains the nominated angle of bank ± 5 degrees	Accurately maintains the nominated angle of bank throughout the turn
5	Maintains consistent out of balance	Maintains balance to instructor's satisfaction	Maintains accurate balance throughout
6	Consistently rolls out of the turn more than 20 degrees off the reference point	Selects a good reference point and rolls out of the turn within 10 degrees of the reference point	Selects a solid reference point and consistently rolls out of the turn on the reference point
7	Would enter cloud, controlled airspace inadvertently or leave the designated training area during the turn without instructor intervention	Remains clear of cloud and does not inadvertently enter controlled airspace and/or remains within the designated training area	Throughout the turn, maintains VMC at all times and remains well clear of inadvertent controlled airspace infringement

Task: Descent

Objective:

To determine that the candidate is capable of;

a) Maintaining the nominated descent speed ± 5 knots. Trimming the aircraft to maintain the descent attitude.
b) Maintaining the aircraft's engine temperatures and pressures within acceptable limits in accordance with the aircraft's flight manual and recommended procedures.
c) Clearing the flight path ahead of the aircraft by use of a recommended procedure.

Action:

The instructor will;

a) Nominate the type of descent to be demonstrated.
b) Place emphasis on the candidate's demonstration of airspeed and balance control.
c) Ensure the aircraft is trimmed for the descent attitude.
d) Place emphasis on the candidate's monitoring and control of engine temperature.
e) Make allowance for airspeed fluctuations due to turbulence (but not excessively so).

Descents

	Not yet competent	COMPETENT	Ideal
1	Maintains an airspeed in excess of± 5 knots of the nominated descent speed	Maintains the nominated airspeed within ± 5 knots most of the time	Maintains the nominated airspeed accurately
2	Makes no attempt to trim the aircraft	Trims for the descent attitude	Trims accurately for the descent attitude (including rudder, if applicable)
3	Would exceed engine limitations without instructor's intervention	Operates the engine within all limiting parameters	Operates the engine smoothly, precisely and prudently, within all limiting parameters at all times
4	Fails to clear the flight path ahead of the aircraft using a recommended procedure, and would, if permitted, enter cloud or descend below MSA	Clears the airspace ahead of the aircraft regularly	Clears the airspace ahead and below the aircraft, in accordance with the recommended procedure and an obvious awareness of VMC and MSA restrictions

Task: Slow flight

Objective:

To determine that the candidate is capable of;

a) Controlling the aircraft at a minimum of 1.2 Vs in various configurations whilst;
    1. Maintaining straight and level flight at a nominated altitude ± 100 feet.
    2. Turning at (up to) 20 degrees angle of bank maintaining a nominated altitude ± 100 feet.
    3. Re-establishing normal cruise.

Action:

The instructor will;

a) Nominate the altitude at which level flight will be maintained.
b) Nominate the airspeed to be maintained (not less than 1.2 Vs for the configuration to be used).
c) Require a change of direction from an established level turn to the opposite direction using a maximum of 20 degrees angle of bank.
d) Place emphasis on the candidate's maintenance of altitude, heading and balance control (as applicable).
e) Ensure the aircraft is trimmed for straight and level flight. Require the candidate to re-establish normal cruise.
f) Make allowance for fluctuations due to turbulence (but not excessively so).

Slow Flight

	Not yet competent	COMPETENT	Ideal
1	Maintains an airspeed in excess of + 10 knots of the nominated airspeed or stalls the aircraft	Maintains airspeed within ± 5 knots of the nominated speed most of the time	Maintains the nominated speed accurately
2	Maintains an altitude in excess of ± 100 feet of the nominated altitude	Maintains the nominated altitude within ± 100 feet most of the time	Maintains the nominated altitude accurately
3	Fails to compensate with power and/or rudder during turning	Compensates appropriately with power and/or rudder in all configurations during slow flight	Compensates with power and rudder in a timely and appropriate manner during slow flight in all configurations
4	Makes no attempt to trim the aircraft	Trims for straight and level flight	Trims accurately for straight and level flight

Task: Stalls in basic and power-on configurations

Objective:

To determine that the candidate;

a) Carries out HASELL checks prior to stalling and HELL checks between stalls.
b) Selects an altitude that will permit recovery to be completed by 2000' AGL.
c) Selects the power and flap nominated for the stall.
d) Corrects yaw during entry and recovery.
e) Recognises the indications of a stall and promptly recovers by reducing the angle of attack and applying full power to minimise height loss.
f) Re-establishes the aircraft in straight and level flight.

Action:

The instructor will;

a) Require the candidate to demonstrate basic and power-on/flap configuration stalls, in the candidate's own time and place.
b) Nominate the configuration for the demonstration. Place emphasis on checks, lookout and safe height.
c) Place emphasis on recovery at stall onset, (the instructor may nominate a specific symptom for recovery initiation).
d) Observe the candidate's performance and determine that it meets the objectives.

Stalls in basic and power-on configurations

	Not yet competent	COMPETENT	Ideal
1	Neglects to do HASELL checks	Completes HASELL/HELL checks	Completes HASELL/HELL checks in accordance with the checklist
2	Does not select a commencement altitude greater than 2000' AGL	Selects a reference altitude that will permit recovery by 2000' AGL	Selects a reference point, and altitude that permits recovery by 2000' AGL
3	Slams throttle and/or neglects to correct yaw at all	Operates throttle smoothly, correcting yaw	Operates throttle smoothly, preventing yaw (entry and recovery)
4	Does not recognise stall onset and permits the aircraft to stall	Recovers at onset	Recognises stall onset (nominated symptom or buffet) prompt recovery
5	Does not reduce angle of attack, induces secondary stall or over corrects and loses more than 200'	Uses correct recovery technique (leading with elevator)	Uses correct recovery technique (simultaneously checking forward and applying power)
6	Does not apply full power to minimise the height loss	Applies full power and minimises the height loss to less than 200'	Applies full power and minimises the height loss to less than 50
7	Makes no attempt to re-establish straight and level flight	Returns to straight and level flight	Promptly regains straight and level, returning to the reference heading and height

Task: Wing drop stall

Objective:

To determine that the candidate;

a) Carries out HASELL checks prior to stalling.
b) Selects an altitude that will permit recovery to be completed by 2500' AGL.
c) Selects a suitable power and aircraft configuration for the stall. Does not use aileron in the initial recovery.
d) Prevents further yaw with rudder.
e) Minimise the height loss by the correct use of power.
f) Re-establishes the aircraft in straight and level flight.

Action:

The instructor will;

a) Require the candidate to demonstrate a wing drop stall, in the candidate's own time and place.
b) If required, nominate the aircraft's configuration for the demonstration.
c) Place emphasis on checks, lookout and safe height.
d) Place emphasis on the correct recovery technique.
e) Observe the candidate's performance and determine that it meet the objectives.

Wing Drop Stall

	Not yet competent	COMPETENT	Ideal
1	Neglects to do HASELL checks	Completes HASELL/HELL checks	Completes HASELL/HELL checks in accordance with the checklist
2	Does not select a commencement altitude that will permit recovery by 2000' AGL	Selects a reference altitude that will permit recovery by 2000' AGL	Selects a reference point and an altitude that will permit recovery by 2000' AGL
3	Cannot establish the nominated configuration to induce a wing drop	Selects a suitable configuration for the stall	Selects a suitable configuration, so as to induce a wing drop stall
4	Uses full aileron in an attempt to pick up the down going wing or accidentally enters a spin	Initially prevents further yaw with rudder but also uses some aileron	Applies the correct recovery action by simultaneously reducing angle of attack, using sufficient rudder to prevent further yaw whilst maintaining ailerons neutral
5	Does not apply full power to minimise the height loss	Applies full power and minimises the height loss to less than 200'	Applies full power and minimises the height loss to less than 50'
6	Makes no attempt to re-establish straight and level flight	Returns to straight and level flight	Promptly regains straight and level flight, returning to the reference height and heading

Task: Steep turns

Objective:

To determine that the candidate;

a) Enters, maintains, and exits from turning manoeuvres with smooth and coordinated control applications, maintaining altitude ± 100 feet.
b) Increases power at bank angles in excess of 30 degrees.
c) Maintains situational awareness and orientation through lookout and the selection of a good reference point.

Action:

The instructor will;

a) Place emphasis on the candidate's lookout.
b) Require the candidate to demonstrate a 45 degree angle of bank turn through 360° both left and right.
c) Observe the candidate's performance and determine that it meets the objectives.

Steep Turns

	Not yet competent	COMPETENT	Ideal
1	Fails to complete a lookout prior to entering the turn, or to maintain an adequate lookout during the turn	Completes a lookout prior to entering the turn and maintains an adequate lookout throughout the turn	Completes an excellent lookout prior to entering the turn and maintains it during, and on exit from, the turn
2	Rough, uncoordinated control applications	Uses coordinated control movements most of the time	Uses smooth coordinated control movements at all times
3	Frequently exceeds+100 feet of the nominated altitude	Maintains the nominated altitude+100 feet	Accurately maintains the nominated reference altitude at all times
4	Excessively varies the bank angle during the turn	Maintains the nominated angle of bank ± 5 degrees most of the time	Accurately maintains the nominated angle of bank throughout the turn
5	Does not increase power at all	Uses an appropriate power setting	Smoothly increases power, commensurate with increasing angle of bank in excess of 30 degrees
6	Consistently rolls out of the turn more than 20 degrees off the reference point or enters cloud, controlled airspace or leaves the designated training area during the turn	Selects a good reference point and rolls out of the turn within 20 degrees of the reference point	Selects a solid reference point, with regard to cloud, controlled airspace and drift, so as to remain in the same area, and consistently rolls out of the turn on the reference point

Task: Forced landing with power

Objective:

To determine that the candidate;

a) Recognises the conditions under which a precautionary landing is advisable.
b) Maintains control of the aircraft during all phases of the simulated emergency.
c) Adopts the recommended aircraft configuration and procedure, considering altitude, wind, terrain, obstructions and other relevant factors.
d) Selects a suitable landing area for a forced landing with power.
e) Initiates the missed approach at the minimum safe height (or higher as directed by the instructor).

Action:

The instructor will;

a) Simulate an emergency that would require a precautionary landing (failing light, low and decreasing oil pressure, fuel or weather).
b) Nominate the simulated cloud base, visibility and daylight remaining (as applicable).
c) Place emphasis on the candidate's control of the aircraft and execution of the recommended procedure and determine that the objectives are met.
d) Place emphasis on the candidate's termination of the emergency procedure not below minimum safe height.

Forced Landing with Power

	Not yet competent	COMPETENT	Ideal
1	Does not react to the situation or panics	Reacts adequately and prevents escalation of a critical situation	Reacts promptly, decisively and appropriately to the situation
2	Seriously neglects control of the aircraft	Gives priority to correct aircraft handling	Flies the aircraft accurately at all times
3	Maintains an inappropriate aircraft configuration for the situation	Selects an appropriate configuration for the selection and inspection of suitable landing sites, in accordance with recommended procedures, but with occasional deviations in altitude and airspeed	Selects the appropriate configuration and maintains exactly, the altitude, airspeed, and power settings appropriate to the recommended inspection configuration and flight phase
4	Chooses a completely inappropriate landing site when an obvious suitable area is within easy reach	Selects a suitable precautionary landing site from those available	Selects the most suitable precautionary landing site from those available
5	Acts indecisively	Achieves a successful and timely outcome	Manages aircraft, crew, and passengers in a competent manner to achieve a favourable outcome
6	Descends below minimum safe height	Initiates the missed approach at minimum safe height	Initiates the missed approach at an altitude that ensures the minimum safe height will not be breached due to inertia during the go around

Task: Forced landing without power

Objective:

To determine that the candidate;

a) Is aware of the factors affecting the choice of the best available landing area for a forced landing without power.
b) Exhibits adequate knowledge of the recommended procedures, including the initial actions, to be used in the event of engine failure (above 1000').
c) Maintains control of the aircraft during all phases of the simulated emergency (critical element).
d) Maintains airspeed within ± 5 knots of the nominated glide speed. Plans and follows a flight pattern to the selected landing area,
e) considering altitude, wind, terrain, obstructions and other relevant factors so as to achieve the 1/3 aim point at 500' AGL (critical element).
f) Attempts to determine the reason for the simulated malfunction by following an appropriate emergency checklist.
g) Initiates the missed approach at the minimum safe altitude (or higher as directed by the or instructor.

Action:

The instructor will;

a) By questioning, ensure the candidate is aware of the factors affecting the choice of the forced landing area and advise the candidate of the forced landing area to be used.
b) Simulate an engine failure at a suitable altitude (not below 2000' AGL) and determine that the candidate's performance meets the objectives.
c) Place emphasis on the candidate's aircraft control, judgement, planning, checklist use and passenger handling during the simulated emergency.
d) Place emphasis on the candidate's ability to achieve the 1/3 aim point from 500' AGL.
e) Place emphasis on the candidate's termination of the emergency procedure not below minimum safe height.
f) Place emphasis on the candidate's go around procedure.

Forced landing without power

	Not yet competent	COMPETENT	Ideal
1	Cannot describe the factors affecting the choice of a suitable landing area	Describes the factors affecting the choice of a suitable landing area	Fully describes the factors affecting the choice of a suitable landing area
2	Does not react to the simulated engine failure or panics	Reacts adequately, preventing escalation of the situation and completes all critical initial actions	Reacts promptly, and decisively to the simulation, correctly completing all initial actions
3	Seriously neglects aircraft control	Gives priority to aircraft handling (**critical element**)	Flies the aircraft accurately at all times
4	Maintains ± 5 knots in excess of the nominated glide speed	Maintains an airspeed within ± 5 knots of the glide speed	Establishes and maintains the nominated glide speed accurately
5	Fails to instigate or follow a plan of action at all, acts indecisively or could not achieve the 1/3 aim point from 500' AGL	Plans a course of action in accordance with recommended procedures and achieves a successful outcome (**critical element**)	Plans and follows a course of action in accordance with the recommended procedure, manages the aircraft and passengers competently, and achieves a favourable outcome
6	Does not carry out any emergency checks	Carries out emergency checks	Uses the checklist to establish the cause of the simulated malfunction
7	Descends below the minimum safe height	Initiates the missed approach at the minimum safe height	Initiates the missed approach at an altitude that ensures the minimum safe height will not be breached

Task: Flap usage and/or sideslipping

Objective:

To determine that the candidate is capable of;

a) Correct operation and use of flap.
b) Maintaining airspeed within the required speed range for flap operation and use (critical element).
c) Carrying out a straight sideslip and whilst turning (if applicable to aircraft type).
d) Increasing the airspeed appropriate to the sideslip.

Action:

The instructor will;

a) Observe the candidate's use of flap or sideslip and determine that it meets the objective.
b) Place emphasis on airspeed control.
c) Only examine sideslipping as an individual exercise if it is applicable to aircraft type.

Flap usage and/or sideslipping

	Not yet competent	COMPETENT	Ideal
1	Exceeds, or would exceed without the instructor's intervention, the maximum flap speed during their use or operation	Maintains airspeed within the flap operating range during their use or operation (**critical element**)	Maintains airspeed safely within the flap operating range at all times during their use or operation
2	Raises flap rapidly or without increasing power or airspeed	Increases power prior to raising flap progressively (**critical element**)	Increases power prior to raising flap progressively, confirming an increasing airspeed and positive rate of climb prior to raising first stage flap
3	Executes, or would execute without the instructor's intervention, a sideslip when sideslipping is prohibited by the aircraft's flight manual	Uses sideslip when appropriate	Uses sideslip when appropriate, avoiding full control deflection
4	Allows the airspeed to decrease below the nominated glide or recommended speed for the sideslip procedure	Increases the nominated glide speed as the sideslip commences	Increases the airspeed appropriate to the manoeuvre and degree of sideslip being used

Task: Low flying in simulated poor visibility

Objective:

To determine that the candidate;

a) Enters the low flying area (if applicable) in accordance with recommended procedures.
b) Adopts the recommended poor visibility configuration when confronted with simulated poor visibility conditions.
c) Maintains altitude ± 100' and airspeed ± 5 knots whilst manoeuvring in the poor visibility configuration.
d) Limits the bank angle whilst turning in the poor visibility configuration to a maximum of 45°.
e) Is capable of carrying out a coastal reversal turn and/or weather avoidance and/or restricted terrain type turn in accordance with the recommended procedure.

Action:

The instructor will;

a) Simulate conditions that would make adoption of the poor visibility configuration advisable.
b) Place emphasis on the candidate's altitude, airspeed and angle of bank control throughout all manoeuvres.
c) Simulate conditions that would require execution of a coastal reversal and/or weather avoidance and/or restricted terrain type turn.
d) Observe the candidate's performance and determine that it meets the objectives.

Low flying in simulated poor visibility

	Not yet competent	COMPETENT	Ideal
1	Fails to carry out the necessary checks prior to entering the low flying area (if applicable)	Completes the necessary checks prior to entering the low flying area (if applicable)	Prior to entry, completes all checks and inspections according to recommended procedure
2	Maintains an inappropriate aircraft configuration for the simulated conditions	Selects an appropriate configuration for the simulated conditions	Selects an appropriate configuration, in accordance with recommended procedures, for simulated conditions
3	Maintains an airspeed, more than 5 knots in excess of the nominated configuration or manoeuvre speed, or permits airspeed to decrease whilst manoeuvring in the poor visibility configuration	Maintains airspeed within 5 knots of the nominated configuration or manoeuvre speed and does not permit any decrease in airspeed whilst manoeuvring in the poor visibility configuration	Establishes and maintains the nominated configuration airspeed accurately, increasing the airspeed appropriately whilst manoeuvring in the poor visibility configuration
4	Frequently exceeds+100 feet of the nominated altitude	Maintains the nominated altitude+100 feet	Accurately maintains the nominated reference altitude at all times
5	Consistently or grossly exceeds the maximum bank angle (45 degrees)	Rarely exceeds the maximum bank angle by a maximum of 5 degrees	Accurately maintains the maximum bank angle (when required)
6	Fails to instigate or follow the recommended procedure for a coastal reversal, weather avoidance or restricted terrain turn (as applicable)	Executes the recommended procedure for a coastal reversal, weather avoidance or restricted terrain turn (as applicable)	Executes the coastal reversal, weather avoidance or restricted terrain turn (as applicable) in accordance with the recommended procedure, managing the aircraft in a competent manner

Task: Joining the Circuit

Objective:

To determine that the candidate;

a) Completes the pre joining checks in accordance with the checklist and records the latest ATIS information where appropriate.
b) Obtains the necessary ATS clearances where appropriate.
c) Carries out the nominated circuit joining procedure in accordance with the recommended procedure or ATS requirements where appropriate.
d) Demonstrates an acceptable level of situational awareness.

Action:

The instructor will;

a) Ask the candidate to demonstrate a standard overhead circuit joining procedure or alternative joining procedure and determine that the candidate's performance meets the objective.
b) Place emphasis on the candidate's compliance with circuit joining procedures and ATS clearances (if applicable).
c) Place emphasis on the candidate's level of situational awareness.

Joining the Circuit

	Not yet competent	COMPETENT	Ideal
1	Does not carry out pre-joining checks	Completes pre-joining checks	Completes the pre-joining checks in accordance with the checklist
2	Does not obtain ATIS when it is available and desirable	Obtains ATIS but does not record it	Obtains current ATIS and records all relevant details
3	Does not obtain an ATS clearance or broadcast intentions, when applicable and required	Obtains an ATS clearance or broadcasts intentions, when applicable and appropriate	Obtains an ATS clearance or broadcasts intentions, when appropriate, in accordance
4	Turns the wrong way and flies against the circuit direction or joins for an inappropriate runway	Carries out the nominated circuit joining procedure, for a suitable runway, in accordance with ATS instructions or the recommended standard procedure	Carries out the nominated circuit joining procedure in accordance with ATS instructions or the standard overhead joining procedure, entering the circuit at the correct height for a suitable runway, considering W/V and the Group Rating System or the aircraft's flight manual
5	Maintains an inadequate lookout or listen out, cutting in front of other aircraft in the circuit or causing a traffic conflict	Observes traffic in the circuit, keeping possibly conflicting traffic in any alternative circuit in sight and giving way to all traffic as required	Determines circuit traffic's position and sequences the aircraft to avoid a traffic conflict, giving way as appropriate

Task: Normal approach and landing

Objective:

To determine that the candidate is capable of;

a) Carrying out a normal approach and landing using flap as applicable.
b) Maintaining the nominated approach speed ± 5 knots.

Action:

The instructor will;

a) Observe the candidate's demonstration of a normal approach and landing and determine that the candidate's performance meets the objective.
b) Place emphasis on a stabilised approach speed and profile.

Normal approach and landing

	Not yet competent	COMPETENT	Ideal
1	Excessive convergence/divergence downwind, or maintains+100' in excess of circuit height	Flies circuit pattern correctly and maintains circuit height+100'	Flies an accurate circuit pattern maintaining the correct circuit height
2	Does not carry out pre-landing checks	Completes pre-landing checks	Completes pre-landing checks in accordance with the checklist
3	Does not obtain an ATS clearance when required	Obtains an ATS clearance when required	Obtains clearances when required, requesting an alternative if necessary
4	Does not use full flap when appropriate	Uses full flap when appropriate	Establishes a normal approach using full flap when appropriate
5	Frequent airspeed variations in excess of ± 5 knots on final	Maintains the recommended approach speed ± 5 knots	Maintains the recommended approach speed accurately
6	Fluctuates between or maintains a gross overshoot or undershoot	Maintains an acceptable and steady approach profile	Maintains a steady, optimum approach profile, to the round out
7	Misjudges round out or touch down point and **does not** initiate a go-round	Controls round out and touch down correctly	Smooth, timely and correct control applications during transition from approach to round out and landing
8	Does not maintain direction, or grossly misuses brakes after touchdown	Maintains direction after touch down, using brakes correctly	Maintains runway centre line throughout the landing, using brakes as required

Task: Flapless approach and landing

Objective:

To determine that the candidate is capable of;

Carrying out a flapless approach and landing, maintaining the nominated approach speed ± 5 knots.

Action:

The instructor will;

a) Observe the candidate's demonstration of a flapless approach and landing and determine that the candidate's performance meets the objective.
b) Place emphasis on a stabilised approach speed and profile.

Flapless approach and landing

	Not yet competent	COMPETENT	Ideal
1	Does not nominate an increased approach and/or threshold speed	Nominates an appropriately increased approach and/or threshold speed for the approach and landing	Nominates an appropriately increased approach and/or threshold speed in accordance with recommended procedures
2	Frequent airspeed variations in excess of ± 5 knots on final approach	Maintains the nominated approach speed ± 5 knots	Maintains the nominated approach speed accurately and achieves the nominated threshold speed
3	Fluctuates between, or maintains a gross overshoot or undershooting approach profile	Maintains an acceptable and steady approach profile	Maintains a steady, optimum approach profile, to the round out
4	Misjudges round out or touchdown point and **does not** initiate a go-round	Controls round out and touch down correctly	Makes smooth, timely and correct control applications during the transition from approach to round out and landing
5	Uses brakes before lowering the nose wheel or grossly misuses brakes after touchdown	Lowers the nose wheel after touch down, using brakes correctly	Gently lowers the nose wheel after touch down, using brakes as required, maintaining the runway centre line throughout the landing

Task: Crosswind approach and landing

(at Instructor discretion)

Objective:

To determine that the candidate is capable of;

a) Carrying out a crosswind approach and landing, maintaining the nominated approach speed ± 5 knots.

Note: Crosswind approach and landing is not an optional task for BFR

Action:

The instructor will;

a) If conditions permit, observe the candidate's demonstration of a crosswind approach and landing and determine that the candidate's performance meets the objective.
b) Place emphasis on a stabilised approach speed and profile.

Crosswind approach and landing

	Not yet competent	COMPETENT	Ideal
1	Excessive convergence/divergence on downward leg or final	Allows for drift so as to maintain the final approach track	Allows for drift so as to accurately maintain the final approach track
2	Gives no consideration to cross- wind component in relation to personal or aircraft limitations	Considers personal and aircraft limitations prior to approach	Considers personal and aircraft limitations downwind and makes a sound decision to continue or abort
3	Does not configure the aircraft appropriately, using reduced flap when appropriate	Establishes an appropriate approach configuration, using reduced flap when appropriate	Establishes an appropriate approach configuration, in accordance with recommended procedures
4	Frequent airspeed variations in excess of ± 5 knots on final	Maintains the nominated approach speed ± 5 knots	Maintains the nominated approach speed accurately
5	Fluctuates between, or maintains a gross overshoot or undershoot	Maintains an acceptable and steady approach profile	Maintains a steady, optimum approach profile, to the round out
6	Misjudges round out or touchdown point and **does not** initiate a go-round	Controls round out and touch down correctly	Makes smooth, timely and correct control applications during the approach, round out and landing
7	Does not correct for drift to touch down aligned with the runway	Corrects for drift to touch down aligned with the runway	Corrects for drift, touching down aligned with the runway centre line
8	Does not maintain direction after touchdown	Maintains direction after touch down	Maintains centre line throughout, positioning controls correctly

Task: Short field landing

Objective:

To determine that the candidate is capable of;

a) Carrying out an approach and landing into a field of minimum length, as determined by the use of the Aircraft's Flight Manual (factored appropriately).
b) Modifying the approach and threshold speed for the conditions in accordance with recommended procedures and re-evaluating the advisability of continuing the approach.
c) Regulating the rate of descent with power to a pre-selected touch down point.
d) Nominating a decision point or height and progressively reducing airspeed to the nominated threshold speed, either at the threshold or the decision height which should be (for this demonstration) a maximum of 300' AGL.

Action:

The instructor will;

a) Observe the candidate's demonstration of an approach to a (simulated) field of minimum length and the subsequent landing, and determine that the candidate's performance meets the objective.
b) Place emphasis on the candidate's assessment of an appropriate threshold speed for the conditions and the advisability of continuing the approach.
c) Place emphasis on a stabilised approach profile and achievement of the threshold target speed (Vtt).

Short field landing

	Not yet competent	COMPETENT	Ideal
1	Does not confirm sufficient runway length is available prior to landing	Confirms sufficient runway length is available prior to landing	Confirms sufficient landing distance is available through use of flight manual prior to approach
2	Does not modify the approach threshold speed for the conditions	Modifies the approach or threshold speed (Vtt) when conditions warrant	Modifies the approach and threshold speed (Vtt) when conditions warrant; sound decision to continue or divert
3	Does not configure the aircraft appropriately for the approach and landing, using full flap	Achieves threshold speed ± 5 knots at 300' AGL and maintains it	Progressively reduces airspeed to accurately achieve threshold
4	Frequent airspeed variations, or threshold speed in excess of ±5 knots	Achieves threshold speed ± 5 knots at 300' AGL and maintains it	Progressively reduces airspeed to accurately achieve threshold
5	Fluctuates between, or maintains a gross overshooting or undershooting approach profile	Maintains an acceptable, steady approach profile with power	Maintains a steady, optimum profile, controlling rate of descent with power to the flare
6	**Does not** initiate a go-round prior to the decision point or height when a landing is not assured	Initiates a go-round at the decision point or height when a landing is not assured	Makes an early decision to go-round if a landing cannot be assured
7	Grossly misuses brakes, or gets airborne again after touch down	Uses brakes correctly	Uses brakes as required, maintaining runway centre line

Task: Approach and go-round

Objective:

To determine that the candidate is capable of;

a) Carrying out a go-round from below 50’ in accordance with the recommended procedure.

Action:

The instructor will;

a) Call for a go-round during at least one approach (but preferably not the approach to a field of minimum length) from 50’ or below and observe the candidate’s performance to ensure it meets the objective.
b) Place emphasis on correct flap retraction, in accordance with the pilot’s operating handbook and recommended procedures.
c) Place emphasis on tracking the runway centre line.

Approach and go-round

	Not yet competent	COMPETENT	Ideal
1	Does not recognise a situation which requires the execution of a go-round such that safety is compromised	Executes a go-round on the command “go-round”	Identifies any situation requiring a go- round and promptly initiates the go-round without prompting
2	Does not lead with power or slams the throttle	Leads with power (rapidly)	Smoothly and promptly leads with power, confirming carburettor heat off
3	Dumps flap	Raises flap progressively	Raises second stage flap progressively, and at a safe height, airspeed and positive rate of climb, raises first stage flap in accordance with the recommended procedure
4	Grossly deviates from runway centre line	Tracks runway centre line	Accurately tracks runway centre line throughout the missed approach

Task: Threat and error management

Objective:

To ensure that the candidate:

a) Exhibits threat and error management techniques during the demonstration.

Action:

The instructor will:

a) Assess the candidate's threat and error management techniques through observation of situational awareness, decision making and human factors considerations.
b) Simulate operational and/or systems failures (as appropriate) to assess the candidate's threat and error management.
c) Orally question (as required) the candidate's decision-making process to assess threat and error management.

Threat and error management

	Not yet competent	COMPETENT	Ideal
1	The candidate's situational awareness is not applied to the operational situation (as simulated if applicable)	The candidate exhibits situational awareness in relation to the operation (as simulated if applicable)	The candidate exhibits a high level of situational awareness with emphasis on operational factors
2	The candidate's knowledge of human factors is inadequate and/or not applied to the operation	The candidate exhibits an adequate level of human factors knowledge in those factors relevant to the operation	The candidate exhibits superior knowledge of human factors, particularly those relevant to the operation
3	The candidate's decision making process cannot be evaluated or clearly ignores available information, especially any information related to the operation	The candidate verbalises the decision making process including any decision influenced by the operational environment	The candidate verbalises the decision making process with emphasis on any decision influenced by the operational environment

Task: Radiotelephony tuning and procedures

Objective:

To determine that the candidate;

a) Listens to communications from ground stations and other aircraft. Uses the aircraft's radio to communicate clearly and concisely. Uses correct aeronautical phraseology at all times.

Action:

The instructor will;

a) Monitor the candidate's communications and determine that the candidate's performance meets the objectives.
b) Place emphasis on the use of standard phraseology.

Radiotelephony tuning and procedures

	Not yet competent	COMPETENT	Ideal
1	Pays little attention to radio in high traffic density airspace	Maintains an adequate listening watch	Maintains a continuous listening watch, guarding the appropriate radio frequencies
2	Communication style un-intelligible on radio	Communicates adequately by radio	Uses a clear concise, and well modulated voice when communicating by radio
3	Adopts a non-assertive, excessively assertive or verbose communication style	Communicates in an adequately assertive manner	Communicates in an appropriately authoritative and assertive manner
4	Seldom uses correct aviation phraseology	Uses correct aviation phraseology	Uses correct aviation phraseology at all times

Task: Lookout (critical task)

Objective:

To determine that the candidate;

a) Maintains a good lookout both on the ground and in the air for collision avoidance and separation from other aircraft (critical element).
b) Remains in VMC to comply with Visual Flight Rules (critical element).

Action:

The instructor will;

a) Observe the candidate's performance and determine that it meets the objectives.
b) Require the candidate to report on the position of other aircraft.

Lookout (critical task)

	Not yet competent	COMPETENT	Ideal
1	Lookout grossly deficient – instructor needs to intervene	Maintains an adequate lookout (**critical element**)	Maintains a continuous and systematic lookout both on the ground and in the air
2	Demonstrates a lack of knowledge in the application of VMC for VFR or would enter cloud without instructor intervention (critical element)	Maintains marginal VMC in accordance with the minimum requirements for VFR	Maintains VMC to ensure VFR flight at all times
3	Pays little attention to situational awareness with no idea of the relative position of other traffic	Maintains a minimum but adequate level of situational awareness (**critical element**)	Maintains a high level of situational awareness by building a mental picture of the relative position of all traffic which may potentially affect the flight

Task: Flight Orientation

Objective:

To determine that the candidate;

a) Can navigate the aircraft from the departure airfield to a nominated training area and back.
b) Demonstrates familiarity with airspace boundaries including control zones, VFR lanes and reporting points (critical element).
c) Can identify airspace boundaries and reporting points by use of map reading or local knowledge.

Action:

The instructor will;

a) Observe the candidate's navigational procedures and determine that the candidate's performance meets the objectives.
b) Question the candidate to determine knowledge of local operating procedures.

Flight Orientation

	Not yet competent	COMPETENT	Ideal
1	Knowledge of local airspace grossly deficient	Shows familiarity with airspace in local area	Demonstrates thorough knowledge of the airspace boundaries, VFR lanes and reporting points of the local area
2	Infringes controlled airspace	Does not infringe controlled airspace (**critical element**)	At all times during the flight remains orientated with no likelihood of unintentionally infringing controlled airspace
3	Neglects compulsory VFR reporting reports	Uses VFR reporting points and makes compulsory position reports	Uses VFR reporting points and makes compulsory position reports correctly and punctually