### Lesson Plan and Training Record

### CPL(A) 16: General Handling, Basic Instrument Flight & Navaid Training

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL (A) 16. \_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

### **Lesson Overview**

* Assess:
  + Start and stop engine including malfunctions and emergencies, carry out pre-take-off checks
  + Take off aeroplane including in a crosswind and from ‘short field’, simulated engine failure on take-off, carry out after take-off procedures
  + Climbing, straight and level, descending, turning
  + Circuits and approaches, landings including crosswind and ‘short field’, missed approach and recovery from missed landing, simulated engine failure in the circuit area
  + Slow flight, stalling, spin avoidance, steep turns, sideslipping
  + Unusual attitude recoveries
  + Precautionary search and landing
  + Basic instrument flight, full and limited panel, navigation using navigation aids and systems
  + Non-technical skills
  + Flight manoeuvres to be performed within the flight tolerances for the professional level, mentioned in table 2, Schedule 8 of the Part 61 MOS

### Pre-Flight Knowledge

* Long Briefing: as required
* Pre-flight Briefing: as required
* Underpinning knowledge: as required.

| Content | |
| --- | --- |
| Long briefing   * Revision as required | |
| **Underpinning knowledge**   * As required | |
| **HF & NTS**   * As required | |
| **Pre-flight briefing**   * Review flight sequences, what to expect, see & do * Check essential knowledge * Reinforce threat & error management * Reinforce significant airmanship points. | |
| Pre-flight knowledge components complete: | Instructor’s signature & date |
|  |  |

|  |  |  |
| --- | --- | --- |
| Performance Standard | | |
| ****3**** | ****2**** | ****1**** |
| Has received training in the element; however, is not able to consistently demonstrate competency to the standard required for qualification issue | Demonstrates a developing level of proficiency, and is deemed safe to conduct solo practice under direct supervision | Achieves competency to the standard required for qualification issue |

### Flight Training

### Suggested flight time: 2.5 hours dual (1.3 IF)

| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| --- | --- | --- | --- |
| Required | Achieved\* |
| IFF.1 | Determine and monitor the serviceability of flight instruments and instrument power sources |  |  |
|  | 1. determine serviceability of flight and navigational instruments | 1 |  |
|  | 1. perform functional checks of flight and navigational instruments where applicable prior to take-off | 1 |  |
| A2.1 | Carry out pre take-off procedures |  |  |
|  | 1. correctly identify critical airspeeds, configurations, and emergency and abnormal procedures for normal and crosswind take-offs | 1 |  |
|  | 1. work out a plan of action, in advance, to ensure the safest outcome in the event of abnormal operations | 1 |  |
|  | 1. verify and correctly apply correction for the existing wind component to the take-off performance | 1 |  |
|  | 1. perform all pre take-off and line-up checks required by the aircraft checklist | 1 |  |
|  | 1. ensure approach path is clear of conflicting traffic and other hazards before lining up for take-off | 1 |  |
|  | 1. align the aeroplane on the runway centreline | 1 |  |
| A1.1 | Start and stop engine |  |  |
|  | 1. perform engine start and after start actions | 1 |  |
|  | 1. manage engine start malfunctions and emergencies | 1 |  |
|  | 1. considers ground surface in relation to contamination and propeller care during engine start activities | 1 |  |
| A2.2 | Take off aeroplane |  |  |
|  | 1. apply the controls correctly to maintain longitudinal alignment on the centreline of the runway, if appropriate, prior to initiating and during the take-off | 1 |  |
|  | 1. adjust the power controls taking into account the existing conditions | 1 |  |
|  | 1. monitor power controls, settings, and instruments during take-off to ensure all predetermined parameters are achieved and maintained | 1 |  |
|  | 1. adjust the controls to attain the desired pitch attitude at the predetermined airspeed to attain the desired performance | 1 |  |
|  | 1. perform the take-off applying the required pitch, roll and yaw inputs as appropriate in a smooth, coordinated manner | 1 |  |
|  | 1. trim the aeroplane accurately | 1 |  |
|  | 1. perform gear and flap retractions, power adjustments (as applicable) and other required pilot-related activities | 1 |  |
|  | 1. maintain flight path along the runway extended centreline | 1 |  |
|  | 1. apply the applicable noise abatement and wake turbulence avoidance procedures | 1 |  |
|  | 1. recognise take-off abnormalities and take appropriate action to reject take-off (can be simulated) | 1 |  |
| A6.1 | Manage engine failure - take-off (simulated) |  |  |
|  | 1. correctly identify an engine failure after take-off | 1 |  |
|  | 1. apply the highest priority to taking action to control the aeroplane | 1 |  |
|  | 1. maintain control of the aeroplane | 1 |  |
|  | 1. perform recall actions | 1 |  |
|  | 1. perform emergency actions as far as time permits | 1 |  |
|  | 1. manoeuvre the aeroplane to achieve the safest possible outcome | 1 |  |
|  | 1. ensure passengers adopt brace position | 1 |  |
|  | 1. advise others such as ATS and other aircraft of intentions if time permits | 1 |  |
| A2.3 | Take off aeroplane in a crosswind |  |  |
|  | 1. perform a take-off in an aeroplane making appropriate adjustments for the crosswind conditions | 1 |  |
|  | 1. maintain the runway centreline and extended centreline | 1 |  |
| A2.5 | Take off aeroplane from ‘short field’ |  |  |
|  | 1. calculate take-off and landing performance in accordance with the aeroplane's performance charts | 1 |  |
|  | 1. perform take-off aeroplane to achieve the minimum length take-off performance | 1 |  |
|  | 1. perform take-off aeroplane to achieve the obstacle clearance parameters | 1 |  |
| A2.4 | Carry out after take-off procedures |  |  |
|  | 1. perform after take-off checklist | 1 |  |
|  | 1. maintain the appropriate climb segment at the nominated heading and airspeed | 1 |  |
|  | 1. manoeuvre according to local and standard procedures | 1 |  |
|  | 1. maintain traffic separation | 1 |  |
| A3.1 | Climb aeroplane |  |  |
|  | 1. operate and monitor all aircraft systems when commencing, during, and completing a climbing flight manoeuvre | 1 |  |
|  | 1. adjust altimeter subscale according to applicable settings | 1 |  |
|  | 1. identify and avoid terrain and traffic | 1 |  |
|  | 1. for the following climbing manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |
|  | 1. cruise climb | 1 |  |
|  | 1. best angle climb | 1 |  |
|  | 1. best rate climb | 1 |  |
|  | 1. anticipate level-off altitude and achieve straight and level flight | 1 |  |
| A3.2 | Maintain straight and level flight |  |  |
|  | 1. operate and monitor all aircraft systems during straight and level flight manoeuvres | 1 |  |
|  | 1. adjust altimeter subscale according to applicable settings | 1 |  |
|  | 1. identify and avoid terrain and traffic | 1 |  |
|  | 1. for the following straight and level manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |
|  | 1. at slow speed | 1 |  |
|  | 1. at normal cruise | 1 |  |
|  | 1. at high-speed cruise | 1 |  |
|  | 1. during acceleration and deceleration | 1 |  |
|  | 1. with flaps selected | 1 |  |
| A3.4 | Turn aeroplane |  |  |
|  | 1. operate and monitor all aircraft systems during turning flight manoeuvres | 1 |  |
|  | 1. for the following turning manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |
|  | 1. level turns | 1 |  |
|  | 1. climbing turns | 1 |  |
|  | 1. powered descending turns | 1 |  |
|  | 1. gliding descending turns | 1 |  |
|  | 1. complete turn manoeuvre on a nominated heading or geographical feature | 1 |  |
|  | 1. turn aeroplane at varying rates to achieve specified tracks | 1 |  |
|  | 1. manoeuvre aeroplane over specified tracks or geographical features | 1 |  |
| A3.5 | Control aeroplane at slow speeds |  |  |
|  | 1. complete pre-manoeuvre checks | 1 |  |
|  | 1. operate and monitor all aircraft systems when operating the aeroplane at slow speed in straight and level, climbing, descending and turning flight | 1 |  |
|  | 1. except for multi-engine aeroplane operations, select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve stable flight at the required flight tolerances that apply to the following: |  |  |
|  | 1. minimum approach speed with flaps retracted | 1 |  |
|  | 1. minimum approach speed in approach configuration | 1 |  |
|  | 1. flight at speeds just above stall warning activation or at the initial symptoms of stall | 1 |  |
|  | 1. except for multi-engine aeroplane operations, observe audible and visible stall warnings and recover aeroplane to controlled flight | 1 |  |
|  | 1. recognise and respond positively to reduced effectiveness of controls during slow flight manoeuvres | 1 |  |
|  | 1. recognise the need to increase power while manoeuvring in slow flight to maintain nominated altitude and a margin of speed above the stall | 1 |  |
|  | 1. transition from slow speed configuration, using take off power to achieve nominated speed in excess of 1.5 Vs without loss of height | 1 |  |
| A5.1 | Enter and recover from stall | 1 |  |
| A5.2 | Avoid spin | 1 |  |
| A5.3 | Turn aeroplane steeply | 1 |  |
| A5.4 | Sideslip aeroplane (where flight manual permits) | 1 |  |
| A6.6 | Recover from unusual flight attitudes | 1 |  |
| A6.4 | Conduct precautionary search and landing (simulated condition) | 1 |  |
| IFF.1 | Determine and monitor the serviceability of flight instruments and instrument power sources |  |  |
|  | 1. monitor flight instrument and instrument power sources and react to any warnings, unserviceability or erroneous indications | 1 |  |
| IFF.2 | Perform manoeuvres using full instrument panel |  |  |
|  | 1. interpret flight instrument indications and apply procedures and techniques to achieve and maintain a specified flight path using the aircraft's full instrument panel | 1 |  |
|  | 1. set and maintain power and attitude by reference to the full instrument panel to achieve the following: |  |  |
|  | 1. straight and level performance during normal cruise within the flight tolerances | 1 |  |
|  | 1. nominated climb performance within the flight tolerances | 1 |  |
|  | 1. descent performance within the flight tolerances | 1 |  |
|  | 1. set and maintain power and attitude by reference to the full instrument panel to establish a rate 1 turn onto a nominated heading within the flight tolerances | 1 |  |
| IFF.3 | Recover from upset situations and unusual attitudes |  |  |
|  | 1. correctly identify upset situations and unusual attitudes under simulated IMC | 1 |  |
|  | 1. recover to controlled flight from upset situations and unusual attitudes under simulated IMC from any combination of the following aircraft states: |  |  |
|  | 1. high and low-nose attitudes | 1 |  |
|  | 1. varying angles of bank | 1 |  |
|  | 1. various power settings | 1 |  |
|  | 1. various aircraft configurations | 1 |  |
|  | 1. unbalanced flight | 1 |  |
| IFL.1 | Recognise failure of attitude indicator and stabilised heading indicator |  |  |
|  | 1. monitor flight instruments and instrument power sources and recognise warning indicators or erroneous instrument indications | 1 |  |
|  | 1. transition from a full instrument panel to a limited instrument panel | 1 |  |
| IFL.2 | Perform manoeuvres – limited panel |  |  |
|  | 1. interpret and respond appropriately to instrument indications | 1 |  |
|  | 1. apply power and attitude settings to achieve straight and level performance during: |  |  |
|  | 1. normal cruise | 1 |  |
|  | 1. approach configuration with flaps (when fitted) and undercarriage down | 1 |  |
|  | 1. apply power and attitude settings to achieve: |  |  |
|  | 1. nominated climb performance | 1 |  |
|  | 1. nominated descent performance | 1 |  |
|  | 1. during climb, descent and straight and level flight, rate 1 turns onto a nominated heading | 1 |  |
|  | 1. trim (as applicable) and balance aircraft | 1 |  |
|  | 1. establish level flight at a nominated altitude, from a climb or descent during straight or turning flight | 1 |  |
| IFL.3 | Recover from upset situations and unusual attitudes – limited panel |  |  |
|  | 1. correctly identify upset situations and unusual attitudes under simulated IMC | 1 |  |
|  | 1. recover to stabilised straight and level flight using approved techniques from upset situations and unusual attitudes under simulated IMC from any combination of the following aircraft states: |  |  |
|  | 1. high and low-nose attitudes | 1 |  |
|  | 1. varying angles of bank | 1 |  |
|  | 1. various power settings | 1 |  |
|  | 1. various aircraft configurations | 1 |  |
|  | 1. unbalanced flight | 1 |  |
| IFL.4 | Re-establish visual flight |  |  |
|  | 1. transition from visual flight conditions to instrument flight conditions while maintaining control of the aircraft | 1 |  |
|  | 1. perform a manoeuvre to re-establish visual flight | 1 |  |
|  | 1. implement a plan that ensures the flight continues in VMC | 1 |  |
| RNE.1 | Operate and monitor radio navigation aids and systems |  |  |
|  | 1. select and operate navigation aids and systems | 1 |  |
|  | 1. monitor and take appropriate action in relation to the integrity of navigation aid systems information | 1 |  |
| RNE.2 | Navigate the aircraft using navigation aids and systems |  |  |
|  | 1. determine aircraft position fix solely with reference to navigation aids and systems | 1 |  |
|  | 1. intercept tracks to and from navigation aids and systems | 1 |  |
|  | 1. maintain tracks within specified tolerances | 1 |  |
|  | 1. record, assess and revise timings as required | 1 |  |
|  | 1. recognise station passage | 1 |  |
| A3.7 | Local area airspace | 1 |  |
| A3.3 | Descend aeroplane |  |  |
|  | 1. operate and monitor all aircraft systems during descending flight manoeuvres | 1 |  |
|  | 1. for the following descending manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |
|  | 1. glide | 1 |  |
|  | 1. powered | 1 |  |
|  | 1. approach configuration descent (flap and undercarriage) | 1 |  |
|  | 1. anticipate level-off altitude and achieve straight and level flight | 1 |  |
| A3.6 | Perform circuits and approaches |  |  |
|  | 1. operate and monitor all aircraft systems when operating the aeroplane in the circuit | 1 |  |
|  | 1. in accordance with specific local procedures, safely perform a full circuit pattern (5 legs) by balancing and trimming the aeroplane accurately while applying smooth, coordinated control inputs to achieve the required flight tolerances specified for the flight path flown during traffic pattern manoeuvres as follows: |  |  |
|  | 1. track upwind along extended centreline to 500 ft | 1 |  |
|  | 1. establish and maintain crosswind leg tracking 90° to the runway | 1 |  |
|  | 1. establish and maintain downwind leg tracking parallel to, and at a specified distance from, the runway at circuit height | 1 |  |
|  | 1. establish base leg tracking 90° to the runway at a specified distance from the runway threshold | 1 |  |
|  | 1. perform checks as required throughout circuit | 1 |  |
|  | 1. establish the approach and landing configuration appropriate for the runway and meteorological conditions, and adjust the power plant controls as required for the following: |  |  |
|  | 1. commence and control approach descent path | 1 |  |
|  | 1. adjust descent commencement point to take account of extended downwind leg or traffic adjustments | 1 |  |
|  | 1. align and maintain aircraft on final approach flight path with specified or appropriate runway | 1 |  |
|  | 1. set and maintain approach configuration not below 500 ft AGL | 1 |  |
|  | 1. identify and maintain the nominated aiming point | 1 |  |
|  | 1. maintain a stabilised approach angle at the nominated airspeed not less than 1.3Vs to the round-out height | 1 |  |
|  | 1. verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 1 |  |
|  | 1. apply speed allowances for wind gusts | 1 |  |
|  | 1. configure aeroplane for landing | 1 |  |
|  | 1. maintain aircraft separation and position in the circuit with reference to other aircraft traffic in the circuit area | 1 |  |
| A6.2 | Manage engine failure in the circuit area (simulated) |  |  |
|  | 1. correctly identify an engine failure during flight | 1 |  |
|  | 1. apply the highest priority to taking action to control the aeroplane | 1 |  |
|  | 1. perform recall actions | 1 |  |
|  | 1. select a suitable landing area within gliding distance, on the aerodrome or elsewhere | 1 |  |
|  | 1. perform emergency procedures and land the aeroplane if the engine cannot be restarted as time permits | 1 |  |
|  | 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 1 |  |
|  | 1. re-brief passengers about flight situation, brace position and harness security | 1 |  |
|  | 1. land the aeroplane ensuring safest outcome if an engine restart is not achieved | 1 |  |
| A4.3 | Conduct a missed approach |  |  |
|  | 1. recognise the conditions when a missed approach should be executed | 1 |  |
|  | 1. make the decision to execute a missed approach when it is safe to do so | 1 |  |
|  | 1. make a smooth, positively-controlled transition from approach to missed approach, including the following: |  |  |
|  | 1. select power, attitude and configuration to safely control aeroplane | 1 |  |
|  | 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 1 |  |
|  | 1. make allowance for wind velocity during go-around | 1 |  |
|  | 1. avoid wake turbulence | 1 |  |
| A4.4 | Perform recovery from missed landing |  |  |
|  | 1. recognise when a missed landing is occurring and when it is appropriate to take recovery action | 1 |  |
|  | 1. make the decision to execute recovery from a missed landing only when it is safe to do so | 1 |  |
|  | 1. make a smooth, positively-controlled transition from a missed landing to missed approach, including the following: |  |  |
|  | 1. select power, attitude and configuration to safely control aeroplane | 1 |  |
|  | 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 1 |  |
|  | 1. make allowance for wind velocity during go-around | 1 |  |
|  | 1. avoid wake turbulence | 1 |  |
| A4.2 | Land aeroplane in a crosswind |  |  |
|  | 1. verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 1 |  |
|  | 1. configure the aeroplane for the crosswind conditions | 1 |  |
|  | 1. control the aeroplane during the transition from final approach to touchdown and during after-landing roll to compensate for the crosswind conditions | 1 |  |
| A4.5 | Short landing |  |  |
|  | 1. land aeroplane at nominated touchdown point at minimum speed | 1 |  |
|  | 1. control ballooning during flare | 1 |  |
|  | 1. control bouncing after touchdown | 1 |  |
|  | 1. maintain direction after touchdown | 1 |  |
|  | 1. apply maximum braking without locking up wheels | 1 |  |
|  | 1. stops aircraft within landing distance available | 1 |  |
| A4.1 | Land aeroplane |  |  |
|  | 1. maintain a constant landing position aim point | 1 |  |
|  | 1. achieve a smooth, positively-controlled transition from final approach to touchdown, including the following: |  |  |
|  | 1. control ballooning during flare | 1 |  |
|  | 1. touchdown at a controlled rate of descent, in the specified touchdown zone within tolerances | 1 |  |
|  | 1. control bouncing after touchdown | 1 |  |
|  | 1. touch down aligned with the centreline within tolerances | 1 |  |
|  | 1. ensure separation is maintained | 1 |  |
|  | 1. maintain positive directional control and crosswind correction during the after-landing roll | 1 |  |
|  | 1. use drag and braking devices, as applicable, in such a manner to bring the aeroplane to a safe stop | 1 |  |
|  | 1. complete the applicable after-landing checklist items in a timely manner | 1 |  |
| NTS1.1 | Maintain effective lookout | 1 |  |
| NTS1.2 | Maintain situational awareness |  |  |
|  | 1. monitor all aircraft systems using a systematic scan technique | 1 |  |
|  | 1. collect information to facilitate ongoing system management | 1 |  |
|  | 1. monitor flight environment for deviations from planned operations | 1 |  |
|  | 1. collect flight environment information to update planned operations | 1 |  |
| NTS1.3 | Assess situations and make decisions |  |  |
|  | 1. identify problems | 1 |  |
|  | 1. analyse problems | 1 |  |
|  | 1. identify solutions | 1 |  |
|  | 1. assess solutions and risks | 1 |  |
|  | 1. decide on a course of action | 1 |  |
|  | 1. communicate plans of action (if appropriate) | 1 |  |
|  | 1. allocate tasks for action (if appropriate) | 1 |  |
|  | 1. take actions to achieve optimum outcomes for the operation | 1 |  |
|  | 1. monitor progress against plan | 1 |  |
|  | 1. re-evaluate plan to achieve optimum outcomes | 1 |  |
| NTS1.4 | Set priorities and manage tasks |  |  |
|  | 1. organise workload and priorities to ensure optimum outcome of the flight | 1 |  |
|  | 1. plan events and tasks to occur sequentially | 1 |  |
|  | 1. anticipate events and tasks to ensure sufficient opportunity for completion | 1 |  |
|  | 1. use technology to reduce workload and improve cognitive and manipulative activities | 1 |  |
| NTS1.5 | Maintain effective communications and interpersonal relationships |  |  |
|  | 1. establish and maintain effective and efficient communications and interpersonal relationships with all stakeholders to ensure the optimum outcome of the flight | 1 |  |
|  | 1. define and explain objectives to stakeholders | 1 |  |
|  | 1. demonstrate a level of assertiveness that ensures the optimum completion of the flight | 1 |  |
| NTS2.1 | Recognise and manage threats |  |  |
|  | 1. identify relevant environmental or operational threats that are likely to affect the safety of the flight | 1 |  |
|  | 1. identify when competing priorities and demands may represent a threat to the safety of the flight | 1 |  |
|  | 1. develop and implement countermeasures to manage threats | 1 |  |
|  | 1. monitor and assess flight progress to ensure a safe outcome, or modify actions when a safe outcome is not assured | 1 |  |
| NTS2.2 | Recognise and manage errors |  |  |
|  | 1. apply checklists and standard operating procedures to prevent aircraft handling, procedural or communication errors | 1 |  |
|  | 1. identify committed errors before safety is affected or the aircraft enters an undesired state | 1 |  |
|  | 1. monitor the following to collect and analyse information to identify potential or actual errors: | 1 |  |
|  | 1. aircraft systems using a systematic scan technique | 1 |  |
|  | 1. the flight environment | 1 |  |
|  | 1. other crew | 1 |  |
|  | 1. implement countermeasures to prevent errors or take action in the time available to correct errors before the aircraft enters an undesired state | 1 |  |
| NTS2.3 | Recognise and manage undesired aircraft state |  |  |
|  | 1. recognise an undesired aircraft state | 1 |  |
|  | 1. prioritise tasks to ensure an undesired aircraft state is managed effectively | 1 |  |
|  | 1. apply corrective actions to recover an undesired aircraft state in a safe and timely manner | 1 |  |
| A1.1 | Start and stop engine |  |  |
|  | 1. perform engine shutdown and after shutdown actions | 1 |  |
|  | 1. manage engine shutdown malfunctions and emergencies | 1 |  |
|  | 1. considers ground surface in relation to contamination and propeller care during engine stop activities | 1 |  |

\*Enter the performance standard achieved if it is different to that required

Where it has not been possible to introduce performance criteria or the trainee has not achieved the required standard, the performance criteria must be covered during the next lesson. Enter these performance criteria in the lesson record for the subsequent lesson

### Consolidation and/or Remedial Training

| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| --- | --- | --- | --- |
| Required | Achieved |
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### Debriefing

| Content |
| --- |
| * Training review and outcomes achieved against lesson objectives and the Part 61 MOS competency standards * Recommendations for next lesson (including any carryover/remedial training) * Trainee preparation for next lesson * Training record completion and sign off |

| Comments and Outcomes | | |
| --- | --- | --- |
|  | | |
| Proceed to next training session? | Yes | No |

| Instructor’s signature & date | Trainee’s signature & date |
| --- | --- |
|  |  |