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| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL(H)5.\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| Lesson Overview  * Turns about the mast * Introduction to the hover taxi |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 0.8 hours Pre-flight Briefing: 0.3 hours  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Hover turns and hover taxi   * Aerodynamics associated with hover taxiing and turning in the hover * Effects of wind * Visual scan technique * Application in flight | |
| **Underpinning knowledge**   * Review / expand previously introduced knowledge as required * Light signals, including interpretation and actions required [C3(f)] * Location of refuelling places [C4(e)] * Health and safety requirements applicable to refuelling operations [C4(g)] * Effect of wind on rotor blade control (blade sailing) [H1(e)] * Operating on different surfaces, including sealed and unsealed surfaces[H2(c)] * Height velocity diagram [H3(a)] * Adverse effects of rotor wash [H2(d)], [H3(b)] * Ground Resonance and action to be taken when it occurs [H2(e)] (if applicable) * Loss of tail rotor effectiveness and action to be taken when it occurs [H2(g)], [H3(d)] * Hazards and risks associated with conducting air taxi and air transit manoeuvres [H2(h)],[H3(e)] * Aircraft flight manual [H5(i)] | |
| **HF & NTS**   * Lookout for taxiing traffic * Listen out for taxiing traffic * Fitness for flight * More frequent scanning of instruments is required due to higher than normal power use and fuel consumption * Visual scanning technique * Hand over/take over technique | |
| **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** |

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| 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 [1.0 hour dual] | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| **C1.1** | **Communicating face-to-face** |  |  |
| (a) | pronounces words clearly, using an accent that does not cause difficulties in understanding | 2 |  |
| (b) | conveys information in clearly structured sentences without confusion or ambiguity | 2 |  |
| (c) | uses an extensive vocabulary to accurately communicate on general and technical topics, without excessive use of jargon, slang or colloquial language | 2 |  |
| (d) | speaks fluently without long pauses, repetition or excessive false starts | 2 |  |
| (e) | responds to communications with actions that demonstrate that the information has been received and understood | 2 |  |
| (f) | exchanges information clearly in a variety of situations with both expert and non-expert English speakers while giving and receiving timely and appropriate responses | 2 |  |
| (g) | uses appropriate techniques to validate communications | 2 |  |
| **C2.1** | **Pre-flight actions and procedures** |  |  |
| (g) | determine whether the aircraft is serviceable for the proposed flight | 3 |  |
| **C2.2** | **Perform pre-flight inspection** |  |  |
| (a) | identify and secure equipment and documentation that is required for the flight | 3 |  |
| 1. NTS2.1 | Recognise and manage threats |  |  |
|  | identify relevant environmental or operational threats that are likely to affect the safety of the flight | 3 |  |
|  | identify when competing priorities and demands may represent a threat to the safety of the flight | 3 |  |
|  | develop and implement countermeasures to manage threats | 3 |  |
|  | monitor and assess flight progress to ensure a safe outcome, or modify actions when a safe outcome is not assured | 3 |  |
| 1. NTS2.2 | Recognise and manage errors |  |  |
|  | apply checklists and standard operating procedures to prevent aircraft handling, procedural or communication errors | 3 |  |
|  | identify committed errors before safety is affected or the aircraft enters an undesired state | 3 |  |
| (d) | implement countermeasures to prevent errors or take action in the time available to correct errors before the aircraft enters an undesired state | 3 |  |
| 1. NTS2.3 | Recognise and manage undesired aircraft state |  |  |
|  | recognise an undesired aircraft state | 3 |  |
|  | prioritise tasks to ensure an undesired aircraft state is managed effectively | 3 |  |
|  | apply corrective actions to recover an undesired aircraft state in a safe and timely manner | 3 |  |
| 1. H2.3 | Perform turns around the mast |  |  |
|  | helicopter is turned around the mast while maintaining a constant height at a specified rate of turn |  |  |
|  | turn is completed on a nominated heading | 3 |  |
|  | controlled corrective action is used to control the effects of wind | 3 |  |
|  | helicopter is maintained clear of obstructions | 3 |  |
|  | lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility, obstructions and terrain | 3 |  |
|  | RPM is managed within limits during the turn | 3 |  |
| 1. H3.2 | Perform air taxiing manoeuvres |  |  |
|  | helicopter is manoeuvred over the ground on a prescribed track at constant height associated with ground effect and speed adjusted to suit helicopter type, surface conditions, congestion, maintenance of control and to avoid collision with obstacles or other aircraft | 3 |  |
|  | as far as operational limitations allow, the landing gear is aligned with the direction of travel | 3 |  |
|  | awareness of adverse effects of rotor downwash on surrounding aircraft, people, objects and environment is demonstrated | 3 |  |
|  | RPM is managed within normal operating limits | 3 |  |

\*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 |
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| 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 OUTCOME | | |
| --- | --- | --- |
|  | | |
| **Proceed to next training session?** | **Yes** | **No** |

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