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| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL(H) 10.\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

|  |
| --- |
| Lesson Overview  * Conduct Limited Power take offs and landings |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 1.0 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** –Limited Power Operations   * The power required curve * Conducting a power check * Running landing and take-off techniques. * No-hover landings | |
| **Underpinning knowledge** (relevant to the stage of training):   * Review/expand previously introduced knowledge as required * Task management [NTS1(b)] | |
| **HF & NTS**   * Hand over/take over technique * Control technique * Careful assessment of ground conditions for landing and take off * Awareness of power limitations on take off * Caution against sudden or adverse control inputs | |
| **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 [1.0 hour dual] | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| 1. C1.2 | Operational communication using an aeronautical radio |  |  |
| (c) | apply the phonetic alphabet | 2 |  |
| (d) | transmit numbers | 2 |  |
| (e) | make appropriate transmissions using standard aviation phraseology | 2 |  |
| (f) | use plain English effectively when standard phraseology is inadequate | 2 |  |
| (g) | receive appropriate responses to transmissions | 2 |  |
| 1. C2.1 | Pre-flight actions and procedures |  |  |
| (a) | complete all required pre-flight administration documentation | 2 |  |
| (b) | obtain, interpret and apply information contained in the required pre-flight operational documentation, including the following: |  |  |
|  | * + 1. maintenance release | 2 |  |
| 1. C4.1 | Plan fuel requirements |  |  |
|  | determine the required fuel reserves | 2 |  |
|  | determine the quantity of fuel required taking into account operational requirements and relevant abnormal or emergency conditions and contingencies | 2 |  |
|  | determine the total fuel required for the flight | 2 |  |
| 1. C4.2 | Manage fuel system |  |  |
|  | verify fuel quantity on-board aircraft prior to flight using two independent methods | 2 |  |
|  | ensure the fuel caps are secured | 2 |  |
|  | perform fuel quality check prior to flight | 2 |  |
|  | ensure fuel drain cocks are closed | 2 |  |
|  | monitor fuel usage during the flight | 2 |  |
| (k) | operate fuel pumps and engine controls correctly | 2 |  |
| 1. H6.5 | Execute limited power take-off, approach and landing |  |  |
|  | need for limited power manoeuvres is identified | 3 |  |
|  | helicopter performance is calculated and power requirements confirmed prior to the commencement of limited power operations | 3 |  |
|  | a decision to conduct limited power manoeuvres is implemented and an appropriate action plan is formulated to conduct limited power operations, pilot ability and limitations are considered | 3 |  |
|  | an appropriate area for a safe take-off and landing suitable for the limited power available is selected | 3 |  |
|  | limited power take-off is performed, applying maximum or nominated power while maintaining optimum RRPM | 3 |  |
|  | limited power approach and landing is performed, whilst controlling airspeed and optimum RRPM appropriate to power available and landing environment | 3 |  |
|  | situational awareness is maintained at all times during limited power manoeuvres | 3 |  |
|  | appropriate allowance is made for the effects of wind during limited power manoeuvres | 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 |
| --- |
| 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 |
| --- | --- |
|  |  |