### Lesson Plan and Training Record

### RPL(A) 20: Pre-Training Area Solo

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| --- | --- | --- | --- | --- | --- |
| Flight no: | RPL(A) 20. \_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

### **Lesson Overview**

* Revise and **assess**:
  + forced landing
  + steep turns
  + sideslipping (where flight manual permits)
  + advanced stalling, spin avoidance
  + recovery from unusual flight attitudes
  + operational communication, radio failure procedure (inbound from training area)
  + NTS lookout, effective communications and interpersonal relationships
  + crosswind take-off and landing
  + local area airspace

### Pre-Flight Knowledge

* Long Briefing: as required
* Pre-flight Briefing: 0.3 hour
* Underpinning knowledge: as required

| Content | |
| --- | --- |
| Long briefing   * Sequences to be reviewed and assessed * Emphasise restrictions and limitations when practising sequences solo * Local area operating procedures and weather considerations * Others as required | |
| **Underpinning knowledge**   * Assess previously introduced underpinning knowledge | |
| **HF & NTS**   * Effective communication under normal and non-normal circumstances [NTS1 4(a), NTS2 4(a)] * Threat and error management detailing processes that can be used to identify and mitigate or control threats and errors [NTS2 4(b)] * Undesired aeroplane state – prevention, identifying, controlling [NTS2 4(e)] | |
| **Pre-flight briefing**   * Review flight sequences, what to expect, see & do * Check essential knowledge * Reinforce threat & error management * Reinforce significant airmanship points | |
| **Theory examination**   * Ensure pre-training area solo theory examination has been completed prior to commencing this training session | |
| 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\* |
| C2.1 | Pre-flight actions and procedures (weather forecast, location observations) | 2 |  |
| A2.3 | Take off aeroplane in a crosswind | 2 |  |
| C1.2 | Operational communication using an aeronautical radio | 2 |  |
| A5.1 | Enter and recover from stall (stall with full power, climbing, descending, turning, simulated partial and complete engine failure configurations) | 2 |  |
| A5.2 | Avoid spin (from straight & level flight, climbing, turning) |  |  |
| A5.3 | Turn aeroplane steeply |  |  |
|  | 1. pre-manoeuvre checks for steep turning | 2 |  |
|  | 1. steep level turn using a nominated bank angle, ending on a nominated heading or geographical feature, without altitude change | 2 |  |
|  | 1. steep descending turn using a nominated bank angle, ending on a nominated heading or geographical feature ending on a nominated altitude | 2 |  |
|  | 1. aeroplane operating limits are not exceeded | 2 |  |
| A6.6 | Recover from unusual flight attitudes |  |  |
|  | 1. identify nose-high or nose-low unusual attitude flight condition | 2 |  |
|  | 1. recover from nose-low or nose-high unusual attitudes by adjusting pitch, bank and power to resume controlled and balanced flight | 2 |  |
|  | 1. apply controlled corrective action while maintaining aircraft performance within limits | 2 |  |
| A6.3 | Perform forced landing (simulated) (complete engine failure) | 2 |  |
| A5.4 | Sideslip aeroplane (where flight manual permits) |  |  |
|  | 1. straight sideslip: |  |  |
|  | 1. induce slip to achieve increased rate of descent while maintaining track and airspeed | 2 |  |
|  | 1. adjust rate of descent by coordinating angle of bank and applied rudder | 2 |  |
|  | 1. sideslipping turn by adjusting the bank angle to turn through minimum heading change of 90° at constant airspeed using sideslip, and exiting the turn on a specified heading or geographical feature, within tolerance | 2 |  |
|  | 1. recover from a sideslip and return the aeroplane to balanced flight | 2 |  |
| A3.7 | Local area airspace | 2 |  |
| NTS1.1 | Maintain effective lookout | 1 |  |
| NTS1.5 | Maintain effective communications and interpersonal relationships | 2 |  |
| C3.2 | Manage R/T equipment malfunctions | 2 |  |
| A4.2 | Land aeroplane in a crosswind | 2 |  |

\*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 first training area solo flight?# | Yes | No |

# The trainee must be assessed as capable of conducting the first area solo flight safely. The requirements of CASR Parts 61 and 141 must also be met.

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