### Lesson Plan and Training Record

### CPL(A) 15: Navigation Exercise #10

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL (A) 15. \_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

### Lesson Overview

* CPL Navigation Exercise 10 – Navigation route: [Enter navigation route\*]
* Simulated commercial exercise, including simulated passenger and cargo management and loading
* Basic instrument flight – general revision enroute
* Assess:
  + Pre-flight preparation, prepare documents and flight plan, weight and balance, take-off and landing performance and fuel calculations
  + Plan fuel requirements, manage fuel system
  + Manage, aid and assist passengers, manage cargo
  + Stalling, spin avoidance, steep turns, sideslipping
  + Practice forced landing (simulated complete and partial engine failures)
  + Precautionary search and landing (enroute OCTA aerodrome)
  + Other abnormal situations (e.g. unreliable airspeed, electrical failure, engine fire, undercarriage malfunction)
  + Unusual flight attitude recoveries
  + Departure and arrival procedures, navigation procedures, Class G, CTA and CTR procedures
  + Flight manoeuvres to be performed within the flight tolerances for the professional level, mentioned in table 2, Schedule 8 of the Part 61 MOS

\*lesson plan scenario – OCTA– CTA - CTA– OCTA

### Pre-Flight Knowledge

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

| Content | |
| --- | --- |
| Long briefing   * Preparation for and overview of exercise * 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: 3.5 hours dual (0.4 IF)

| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| --- | --- | --- | --- |
| Required | Achieved\* |
| ONTA.1 | Non-towered aerodrome – pre-flight preparation |  |  |
|  | 1. using a current ERSA and NOTAM, for the non-towered aerodrome or landing area, extract all of the relevant operational information | 1 |  |
|  | 1. interpret the extracted information | 1 |  |
|  | 1. identify all special aerodrome procedures | 1 |  |
|  | 1. check current weather forecast and local observations | 1 |  |
|  | 1. identify all relevant radio and navigation aid frequencies | 1 |  |
| CTR.1 | Controlled aerodrome pre-flight preparation |  |  |
|  | 1. using a current ERSA and NOTAM, for the controlled aerodrome, extract all the relevant operational information | 1 |  |
|  | 1. interpret the extracted information | 1 |  |
|  | 1. identify all special aerodrome procedures | 1 |  |
|  | 1. check current weather forecast and local observations | 1 |  |
|  | 1. identify all relevant radio and navigation aid frequencies | 1 |  |
| NAV.1 | Prepare documents and flight plan |  |  |
|  | 1. select and prepare appropriate navigation charts for the intended flight | 1 |  |
|  | 1. select a suitable route and altitude considering weather, terrain, airspace, NOTAMs and alternate landing areas | 1 |  |
|  | 1. obtain and interpret meteorological forecasts, NOTAMs and operational information applicable to the planned flight | 1 |  |
|  | 1. determine whether the planned flight can be conducted under the applicable flight rules and taking account of the beginning and end of daylight times | 1 |  |
|  | 1. calculate and document critical point (CP) and point of no return (PNR) locations | 1 |  |
|  | 1. complete a flight plan to the planned destination and alternates | 1 |  |
|  | 1. lodge suitable flight notification for search and rescue (SAR) purposes | 1 |  |
| C2.1 | Pre-flight actions and procedures |  |  |
|  | 1. using the aircraft documents, calculate the following for a given set of environmental and operational conditions: |  |  |
|  | 1. weight and balance | 1 |  |
|  | 1. take-off and landing performance | 1 |  |
|  | 1. fuel requirements | 1 |  |
| C4.1 | Plan fuel requirements |  |  |
|  | 1. determine the required fuel reserves | 1 |  |
|  | 1. determine the quantity of fuel required taking into account operational requirements and relevant abnormal or emergency conditions and contingencies | 1 |  |
|  | 1. determine the total fuel required for the flight | 1 |  |
| C4.2 | Manage fuel system |  |  |
|  | 1. verify fuel quantity on-board aircraft prior to flight using two independent methods | 1 |  |
|  | 1. ensure the fuel caps are secured | 1 |  |
|  | 1. perform fuel quality check prior to flight | 1 |  |
|  | 1. ensure fuel drain cocks are closed | 1 |  |
| C5.1 | Manage passengers |  |  |
|  | 1. supervise passenger safety | **1** |  |
|  | 1. encourage passengers to participate in and contribute to the safe outcome of the flight | **1** |  |
|  | 1. conduct pre-flight passenger safety briefing | **1** |  |
|  | 1. ensure passengers are aware of, and avoid interference with, flight and systems controls | **1** |  |
|  | 1. ensure passengers are aware of, and comply with, the use of seat harnesses | **1** |  |
|  | 1. ensure passengers are aware of the use of escape hatches, exits and emergency equipment on board the aircraft | **1** |  |
|  | 1. manage passenger safety in the event of abnormal or in-flight emergency situations | **1** |  |
| C5.2 | Aid and assist passengers |  |  |
|  | 1. establish and maintain clear communications with passengers | **1** |  |
|  | 1. assist with passenger comfort both when airside and in flight | **1** |  |
| C5.3 | Manage cargo |  |  |
|  | 1. manage loading, unloading and security of cargo during flight operations | 1 |  |
|  | 1. identify dangerous goods and apply procedures to ensure safety and security | 1 |  |
| ONTA.2 | Taxi aircraft at a non-towered aerodrome or landing area |  |  |
|  | 1. refer to aerodrome or landing area chart (if available) | 1 |  |
|  | 1. set local QNH or area QNH | 1 |  |
|  | 1. broadcast intentions on appropriate frequency | 1 |  |
|  | 1. obtain and interpret traffic information | 1 |  |
|  | 1. maintain lookout for, and separation from, other aircraft, wildlife and other obstructions | 1 |  |
|  | 1. recognise ground markings during taxi and take appropriate action | 1 |  |
|  | 1. taxi aircraft to holding point | 1 |  |
|  | 1. use strobes when crossing any runway | 1 |  |
| ONTA.3 | Perform departure at a non-towered aerodrome or landing area |  |  |
|  | 1. check and ensure runway approach is clear prior to entering a runway | 1 |  |
|  | 1. correctly set transponder code and mode prior to entering runway for take-off | 1 |  |
|  | 1. confirm runway approaches clear in all directions prior to entering runway | 1 |  |
|  | 1. broadcast line up details | 1 |  |
|  | 1. transmit appropriate radio calls and maintain separation with other aircraft | 1 |  |
|  | 1. advise air service provider of departure details, if required | 1 |  |
|  | 1. conduct departure | 1 |  |
| NAV.3 | Conduct departure procedures |  |  |
|  | 1. organise cockpit to ensure charts, documentation and navigational calculator are accessible from the control seat | 1 |  |
|  | 1. comply with all departure procedures, clearances and noise abatement requirements | 1 |  |
|  | 1. establish planned track on departure within 5 nm of airfield or apply alternative procedure if required | 1 |  |
|  | 1. calculate estimated time of arrival (ETA) for first waypoint | 1 |  |
| NAV.2 | Comply with airspace procedures while navigating |  |  |
|  | 1. identify airspace restrictions and dimensions applicable to the flight | 1 |  |
|  | 1. obtain and comply with air traffic clearances, if applicable | 1 |  |
|  | 1. comply with airspace procedures applicable to the airspace classification throughout the flight | 1 |  |
| NAV.4 | Navigate aircraft enroute |  |  |
|  | 1. maintain a navigation cycle that ensures accurate tracking, and apply track correctional techniques to re-establish track prior to waypoint or destination | 1 |  |
|  | 1. maintain heading to achieve a nominated track | 1 |  |
|  | 1. maintain and revise ETAs (±2 minutes) for waypoint or destination | 1 |  |
|  | 1. maintain track in accordance with published flight path tolerances in controlled airspace | 1 |  |
|  | 1. navigate using accepted map-reading techniques | 1 |  |
|  | 1. maintain navigation and fuel log to monitor tracking, ETAs and fuel status | 1 |  |
|  | 1. use appropriate techniques to obtain a positive fix at suitable intervals | 1 |  |
|  | 1. maintain awareness of route, enroute terrain, enroute and destination weather, and react appropriately to changing weather conditions | 1 |  |
|  | 1. perform pre-descent and turning point checks | 1 |  |
|  | 1. maintain appropriate radio communication and listening watch with ATS and other aircraft if radio is fitted and used | 1 |  |
|  | 1. configure the aircraft as required for the following environmental and operational conditions: |  |  |
|  | 1. turbulence | 1 |  |
|  | 1. holding | 1 |  |
|  | 1. maximum range | 1 |  |
|  | 1. maintain awareness of search and rescue times (SARTIME) and revise as required | 1 |  |
|  | 1. monitor aircraft systems, manage fuel and engine to ensure aircraft is operated to achieve flight plan objectives | 1 |  |
| OGA | Operate aircraft in Class G airspace |  |  |
|  | 1. maintain tracking and altitude tolerances to remain outside controlled airspace | 1 |  |
|  | 1. apply separation tolerances between IFR flights, and IFR and VFR flights | 1 |  |
|  | 1. when using an aircraft radio: |  |  |
|  | 1. monitor appropriate radio frequency | 1 |  |
|  | 1. make appropriate radio calls | 1 |  |
|  | 1. obtain operational information from air services provider and other aircraft | 1 |  |
|  | 1. use information to ensure aircraft separation is maintained | 1 |  |
|  | 1. apply loss of radio communication procedures | 1 |  |
|  | 1. using a suitable chart: |  |  |
|  | 1. operate clear of active aerodromes and landing areas in the vicinity of the aircraft | 1 |  |
|  | 1. identify and remain clear of controlled and restricted airspace | 1 |  |
|  | 1. take appropriate action when operating in the vicinity of a danger area | 1 |  |
|  | 1. perform actions in the event of abnormal operations and emergencies | 1 |  |
|  | 1. recall transponder emergency code and communication failure code | 1 |  |
| C4.2 | Manage fuel system |  |  |
|  | 1. monitor fuel usage during the flight | 1 |  |
|  | 1. accurately maintain fuel log | 1 |  |
|  | 1. calculate and state endurance at any point during flight | 1 |  |
|  | 1. perform fuel tank changes correctly | 1 |  |
|  | 1. maintain fuel load within aircraft limits | 1 |  |
|  | 1. operate the fuel cross-feed system correctly (if fitted) | 1 |  |
|  | 1. operate fuel pumps and engine controls correctly | 1 |  |
|  | 1. configure the aircraft correctly to achieve best range performance and correctly calculate the revised range of operation | 1 |  |
|  | 1. configure the aircraft correctly to achieve best endurance performance and correctly calculate the revised operational endurance | 1 |  |
| A5.1 | Enter and recover from stall |  |  |
|  | 1. perform stalling pre-manoeuvre checks | 1 |  |
|  | 1. recognise symptoms of a stall | 1 |  |
|  | 1. control the aeroplane by trimming and balancing accurately for slow flight and then applying the required pitch, roll and yaw inputs to enter and recover from the following: |  |  |
|  | 1. slow flight where initial symptoms of a stall become evident | 1 |  |
|  | 1. stall, recovering without application of power | 1 |  |
|  | 1. stall, recovering with full power applied (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. stall under the following conditions: |  |  |
|  | 1. straight and level flight | 1 |  |
|  | 1. climbing flight (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. descending flight (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. approach to land configuration | 1 |  |
|  | 1. turning flight (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. perform stall recovery including the following: |  |  |
|  | 1. reduce angle of attack | 1 |  |
|  | 1. prevent yaw | 1 |  |
|  | 1. use available power and height to increase the aircraft energy state | 1 |  |
|  | 1. avoid secondary stall | 1 |  |
|  | 1. re-establish desired flight path and aircraft control with balanced control application | 1 |  |
|  | 1. perform stall recovery in simulated partial and complete engine failure conditions | 1 |  |
|  | 1. perform stall recovery at simulated low altitude | 1 |  |
| A5.2 | Avoid spin |  |  |
|  | 1. perform stalling pre-manoeuvre checks | 1 |  |
|  | 1. recognise wing drop at the stall | 1 |  |
|  | 1. from balanced flight, recover from stall in the attitudes and configurations most likely to cause a wing drop | 1 |  |
|  | 1. perform recovery where the aeroplane exhibits a tendency to drop a wing at the stall, in accordance with 5.1(d) | 1 |  |
|  | 1. perform stall recovery at simulated low altitude | 1 |  |
| A5.3 | Turn aeroplane steeply |  |  |
|  | 1. pre-manoeuvre checks for steep turning | 1 |  |
|  | 1. steep level turn using a nominated bank angle, ending on a nominated heading or geographical feature, without altitude change | 1 |  |
|  | 1. steep descending turn using a nominated bank angle, ending on a nominated heading or geographical feature ending on a nominated altitude | 1 |  |
|  | 1. aeroplane operating limits are not exceeded | 1 |  |
| 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 | 1 |  |
|  | 1. adjust rate of descent by coordinating angle of bank and applied rudder | 1 |  |
|  | 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 | 1 |  |
|  | 1. recover from a sideslip and return the aeroplane to balanced flight | 1 |  |
| A6.6 | Recover from unusual flight attitudes |  |  |
|  | 1. identify nose-high or nose-low unusual attitude flight condition | **1** |  |
|  | 1. recover from nose-low or nose-high unusual attitudes by adjusting pitch, bank and power to resume controlled and balanced flight | 1 |  |
|  | 1. apply controlled corrective action while maintaining aircraft performance within limits | 1 |  |
| A6.3 | Perform forced landing (simulated) |  |  |
|  | 1. after a simulated complete engine failure has occurred, without prior indications, carry out the following: |  |  |
|  | 1. identify complete power failure condition and control aeroplane | 1 |  |
|  | 1. perform immediate actions | 1 |  |
|  | 1. formulate and describe a recovery plan, including selecting the most suitable landing area | 1 |  |
|  | 1. establish optimal gliding flight path to position the aeroplane for a landing on the selected landing area | 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 |  |
|  | 1. after a simulated partial engine failure has occurred, without prior indications, carry out the following: |  |  |
|  | 1. identify partial power failure condition | 1 |  |
|  | 1. perform recall actions | 1 |  |
|  | 1. adjust flight controls to re-establish flight path that maximises performance for partial power condition and maintain a safe airspeed margin above stall speed | 1 |  |
|  | 1. establish radio communications where possible | 1 |  |
|  | 1. perform partial engine failure actions | 1 |  |
|  | 1. formulate a plan to recover aeroplane to a safe landing area or aerodrome, taking into account that partial failure might lead to a full power failure at any time | 1 |  |
|  | 1. manoeuvre the aeroplane to a selected landing area or aerodrome using the remaining power to establish an optimal aircraft position for a safe landing | 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. maintain a contingency plan for coping with a full power failure throughout the manoeuvre | 1 |  |
|  | 1. when a safe landing position is established, shut down and secure engine and aeroplane | 1 |  |
| NAV.5 | Navigate at low level and in reduced visibility |  |  |
|  | 1. configure the aircraft as required for the following environmental and operational conditions: |  |  |
|  | 1. reduced visibility | 1 |  |
|  | 1. low cloud base | 1 |  |
|  | 1. navigate aeroplane at minimum heights (not below 500 ft AGL, clear of built-up areas) and remain in VMC | 1 |  |
|  | 1. maintain separation from terrain, obstacles, allowing for wind and turbulence at low level | 1 |  |
|  | 1. avoid noise sensitive areas | 1 |  |
|  | 1. operate appropriately in the vicinity of aerodromes and landing areas | 1 |  |
| NAV.6 | Perform lost procedure |  |  |
|  | 1. acknowledge positional uncertainty in a timely manner | 1 |  |
|  | 1. configure aircraft for range and endurance as required | 1 |  |
|  | 1. apply recognised method to re-establish aircraft position | 1 |  |
|  | 1. fix position | 1 |  |
|  | 1. use radio to request assistance, if applicable | 1 |  |
|  | 1. plan a timely precautionary search and landing if unable to complete flight safely to suitable aerodrome | 1 |  |
| A6.4 | Conduct precautionary search and landing (simulated condition) |  |  |
|  | 1. assess flight circumstances and make an appropriate decision when to perform precautionary landing | 1 |  |
|  | 1. configure aeroplane for conditions | 1 |  |
|  | 1. perform precautionary search procedure | 1 |  |
|  | 1. select landing area, carry out an inspection and assess its suitability for landing, taking into account: |  |  |
|  | 1. unobstructed approach and overshoot paths | 1 |  |
|  | 1. landing area length adequate for landing | 1 |  |
|  | 1. landing area surface is suitable for aeroplane type and clear of hazards | 1 |  |
|  | 1. maintain orientation and visual contact with the landing area | 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 and secure aircraft and manage passengers | 1 |  |
| NAV.7 | Perform diversion procedure |  |  |
|  | 1. make timely decision to divert | 1 |  |
|  | 1. identify an acceptable alternate aerodrome | 1 |  |
|  | 1. select a suitable route and cruising level | 1 |  |
|  | 1. revise flight plan considering weather, terrain, airspace and fuel available | 1 |  |
|  | 1. advise ATS of an intention to divert | 1 |  |
| NAV.8 | Use instrument navigation systems |  |  |
|  | 1. initialise navigation system (as applicable) | **1** |  |
|  | 1. conduct navigation system validity check (as applicable) | **1** |  |
|  | 1. conduct RAIM check if required | **1** |  |
|  | 1. select, load, check and activate the flight plan (as applicable) | **1** |  |
|  | 1. navigate on departure, enroute and on arrival using GNSS | **1** |  |
|  | 1. operate instrument navigation systems correctly | **1** |  |
|  | 1. use instrument navigation systems to assist with navigation | **1** |  |
|  | 1. confirm waypoints and fixes using instrument navigation systems | **1** |  |
| A6.5 | Manage other abnormal situations (simulated) |  |  |
|  | 1. correctly identify the situation and maintain safe control of the aeroplane at all times | **1** |  |
|  | 1. manage abnormal and emergency situations in accordance with relevant emergency procedures and regulatory requirements | **1** |  |
|  | 1. follow appropriate emergency procedures while maintaining control of the aeroplane | **1** |  |
|  | 1. identify and conduct flight with an unreliable airspeed indication | **1** |  |
|  | 1. correctly identify when an emergency evacuation of an aeroplane is required | **1** |  |
|  | 1. execute a simulated emergency evacuation of an aeroplane | **1** |  |
|  | 1. advise ATS or other agencies capable of providing assistance of situation and intentions | **1** |  |
| CTA.1 | Operate aircraft in controlled airspace |  |  |
|  | 1. comply with airways clearance requirements for operating in all classes of airspace, including lead time required for flight plan submission, contents, ‘clearance void time’, and ‘readback’ requirement | 1 |  |
|  | 1. apply airways clearance requirements for entering, operating in and departing from CTA and CTR, including details that need to be provided to ATC, and what details to expect from ATC | 1 |  |
|  | 1. maintain control area protection tolerances | 1 |  |
|  | 1. maintain tracking and altitude tolerances when operating on an airways clearance | 1 |  |
|  | 1. reconfirm any clearance items when doubt exists | 1 |  |
|  | 1. advise ATC as soon as possible if unable to maintain clearance due to adverse weather conditions | 1 |  |
|  | 1. follow ATC requirements for a change of level in CTA, including in an emergency situation | 1 |  |
|  | 1. comply with departure, climb, transition to cruise (levelling out), cruise, change of levels, descent and visual approach procedures in CTA and CTR instructions | 1 |  |
|  | 1. apply separation standards between IFR flights, and IFR and VFR flights in the various classes of CTA | 1 |  |
|  | 1. perform appropriate actions in the event of the loss of radio communication in CTA and CTR | 1 |  |
|  | 1. perform appropriate actions in the event of abnormal operations and emergency procedures in CTA and CTR | 1 |  |
|  | 1. operate under radar vectoring procedures, including radio procedures and phraseologies | 1 |  |
|  | 1. maximum permissible time interval between ATC transmissions during radar vectoring are not exceeded | 1 |  |
|  | 1. perform appropriate actions in the event of abnormal operations and emergencies | 1 |  |
|  | 1. recall transponder emergency code and communication failure code | 1 |  |
| CTR.4 | Perform arrival and landing at controlled aerodrome |  |  |
|  | 1. check ERSA and NOTAM prior to entering control area and extract required operational information | 1 |  |
|  | 1. receive ATIS and correctly set the appropriate QNH | 1 |  |
|  | 1. request and receive ATC clearance and set correct transponder code prior to entering control area | 1 |  |
|  | 1. advise ATC as soon as possible if unable to comply with clearance | 1 |  |
|  | 1. maintain lookout at all times | 1 |  |
|  | 1. update QNH as required | 1 |  |
|  | 1. maintain tracking tolerances | 1 |  |
|  | 1. establish aircraft on the correct leg of the circuit in preparation for landing and maintain separation from traffic | 1 |  |
|  | 1. confirm clearance to land | 1 |  |
|  | 1. vacate runway and obtain taxi clearance | 1 |  |
| CTR.2 | Taxi aircraft at a controlled aerodrome |  |  |
|  | 1. obtain and comply with ATC clearances | 1 |  |
|  | 1. manoeuvre aircraft to holding point as instructed and take appropriate action to avoid other aircraft and obstructions | 1 |  |
|  | 1. recognise ground markings during taxi and take appropriate action | 1 |  |
|  | 1. recognise lighting signals and take appropriate action | 1 |  |
|  | 1. identify airport runway incursion hotspots | 1 |  |
|  | 1. manoeuvre aircraft to avoid jet blast hazard | 1 |  |
|  | 1. request taxi guidance if unsure of position | 1 |  |
|  | 1. use strobes when crossing any runway | 1 |  |
| CTR.3 | Perform departure from controlled aerodrome |  |  |
|  | 1. receive and correctly read back an airways clearance | 1 |  |
|  | 1. check and ensure runway approach is clear prior to entering a runway | 1 |  |
|  | 1. correctly set transponder code and mode prior to entering runway for take-off | 1 |  |
|  | 1. comply with ATC departure instructions | 1 |  |
|  | 1. advise ATC as soon as possible if unable to comply with clearance | 1 |  |
|  | 1. contact approach with airborne report or give departure call to tower | 1 |  |
|  | 1. maintain lookout | 1 |  |
|  | 1. avoid wake turbulence | 1 |  |
|  | 1. comply with airways clearances within tracking and altitude tolerances and maintain traffic lookout until clear of the aerodrome control zone | 1 |  |
| ONTA.4 | Perform arrival and landing at a non-towered aerodrome or landing area |  |  |
|  | 1. check ERSA and NOTAM prior to entering circuit area | 1 |  |
|  | 1. set correct area or local QNH | 1 |  |
|  | 1. use correct radio frequency to transmit inbound calls as required | 1 |  |
|  | 1. maintain effective lookout | 1 |  |
|  | 1. maintain aircraft separation and avoid other traffic | 1 |  |
|  | 1. maintain tracking tolerances | 1 |  |
|  | 1. determine wind velocity | 1 |  |
|  | 1. determine landing direction | 1 |  |
|  | 1. confirm runway is serviceable for the operation | 1 |  |
|  | 1. determine circuit direction | 1 |  |
|  | 1. conduct landing area inspection (if applicable) | 1 |  |
|  | 1. position aircraft in the circuit in preparation for landing and maintain separation from traffic | 1 |  |
|  | 1. make all necessary circuit radio calls | 1 |  |
|  | 1. verify runway is clear of other traffic, wildlife and other obstructions | 1 |  |
|  | 1. land the aircraft | 1 |  |
|  | 1. vacate runway | 1 |  |
|  | 1. cancel SARWATCH, if applicable | 1 |  |
| NAV.9 | Execute arrival procedures |  |  |
|  | 1. obtain updated relevant aerodrome information | 1 |  |
|  | 1. determine landing direction and aerodrome suitability | 1 |  |
|  | 1. conduct arrival | 1 |  |
|  | 1. identify and avoid all traffic | 1 |  |
|  | 1. observe local and published noise abatement requirements and curfews | 1 |  |
|  | 1. cancel SARWATCH | 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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|  |  |  |  |
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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 |
| --- | --- |
|  |  |