|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL (A) 3.\_\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

|  |
| --- |
| Lesson Overview  * CPL Navigation Exercise 1 – Navigation route: [Enter navigation route\*] * Introduction to simulated commercial operations   + expected level of proficiency, flight tolerances applicable to the professional level   + flight planning, payload and fuel scenarios * Simulated engine failure on take-off, simulated engine failure in the circuit * General handling – steep turns, sideslipping, practice forced landing – simulated complete engine failure * Navigation using navigation aids and systems * Non-technical skills – monitor   *\*lesson plan scenario – OCTA (operating base) – OCTA – OCTA (reflected in order of performance criteria)* |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 2.0 hours Pre-flight Briefing: as required  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing**   * Flight planning and flight notification * Fuel planning (including for maximum payload and minimum fuel scenarios) * Weight and balance calculations * Take-off and landing distance calculations * Navigation cycles, track correction techniques, fuel logs (under planned scenario and actual fuel status) * Position fixing | |
| **Underpinning knowledge**   * Dead-reckoning navigation, maximum payload and minimum fuel operations [NAV 4(c),(f)] * Decode NOTAM, aerodrome ground markings and lighting, standard RT phraseology for operations at non-towered aerodromes and landing areas, transponder codes for G airspace [ONTA 4(a)-(c),(e)] * Class G airspace [OGA] | |
| **HF & NTS**   * The use of scenarios during simulated commercial operations and management of actual flight situation and fuel status * Methods for simulating emergencies, management of actual emergencies, pilot in command and transfer of control * The level of proficiency expected of a commercial pilot, including:   + highly developed task management skills   + efficient and effective decision making skills   + maintenance of positive, smooth and accurate aeroplane control   + the ability to maintain situational awareness   + the application of the correct technique and sound judgement   + passenger control and management skills. | |
| **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 | | | | |
| --- | --- | --- | --- | --- |
| MOS Reference | | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| 1. NAV.1 | | Prepare documents and flight plan |  |  |
|  | | select and prepare appropriate navigation charts for the intended flight | 2 |  |
|  | | select a suitable route and altitude considering weather, terrain, airspace, NOTAMs and alternate landing areas | 2 |  |
|  | | obtain and interpret meteorological forecasts, NOTAMs and operational information applicable to the planned flight | 2 |  |
|  | | determine whether the planned flight can be conducted under the applicable flight rules and taking account of the beginning and end of daylight times | 2 |  |
|  | | complete a flight plan to the planned destination and alternates | 2 |  |
|  | | lodge suitable flight notification for search and rescue (SAR) purposes | 2 |  |
| 1. ONTA.1 | | Non-towered aerodrome – pre-flight preparation |  |  |
|  | | using a current ERSA and NOTAM, for the non-towered aerodrome or landing area, extract all of the relevant operational information | 2 |  |
|  | | interpret the extracted information | 2 |  |
|  | | identify all special aerodrome procedures | 2 |  |
|  | | check current weather forecast and local observations | 2 |  |
|  | | identify all relevant radio and navigation aid frequencies | 2 |  |
| 1. ONTA.2 | | Taxi aircraft at a non-towered aerodrome or landing area |  |  |
|  | | refer to aerodrome or landing area chart (if available) | 2 |  |
|  | | set local QNH or area QNH | 2 |  |
|  | | broadcast intentions on appropriate frequency | 2 |  |
|  | | obtain and interpret traffic information | 2 |  |
|  | | maintain lookout for, and separation from, other aircraft, wildlife and other obstructions | 2 |  |
|  | | recognise ground markings during taxi and take appropriate action | 2 |  |
|  | | taxi aircraft to holding point | 2 |  |
|  | | use strobes when crossing any runway | 2 |  |
| 1. A6.1 | | Manage engine failure - take-off (simulated) |  |  |
|  | | correctly identify an engine failure after take-off | 2 |  |
|  | | apply the highest priority to taking action to control the aeroplane | 2 |  |
|  | | maintain control of the aeroplane | 2 |  |
|  | | perform recall actions | 2 |  |
|  | | perform emergency actions as far as time permits | 2 |  |
|  | | manoeuvre the aeroplane to achieve the safest possible outcome | 2 |  |
|  | | ensure passengers adopt brace position | 2 |  |
|  | | advise others such as ATS and other aircraft of intentions if time permits | 2 |  |
| 1. ONTA.3 | | Perform departure at a non-towered aerodrome or landing area |  |  |
|  | | check and ensure runway approach is clear prior to entering a runway | 2 |  |
|  | | correctly set transponder code and mode prior to entering runway for take-off | 2 |  |
|  | | confirm runway approaches clear in all directions prior to entering runway | 2 |  |
|  | | broadcast line up details | 2 |  |
|  | | transmit appropriate radio calls and maintain separation with other aircraft | 2 |  |
|  | | advise air service provider of departure details, if required | 2 |  |
|  | | conduct departure | 2 |  |
| 1. NAV.3 | | Conduct departure procedures |  |  |
|  | | organise cockpit to ensure charts, documentation and navigational calculator are accessible from the control seat | 2 |  |
|  | | comply with all departure procedures, clearances and noise abatement requirements | 2 |  |
|  | | establish planned track on departure within 5 nm of airfield or apply alternative procedure if required | 2 |  |
|  | | calculate estimated time of arrival (ETA) for first waypoint | 2 |  |
| 1. NAV.2 | | Comply with airspace procedures while navigating |  |  |
|  | | identify airspace restrictions and dimensions applicable to the flight | 2 |  |
|  | | obtain and comply with air traffic clearances, if applicable | 2 |  |
|  | | comply with airspace procedures applicable to the airspace classification throughout the flight | 2 |  |
| 1. NAV.4 | | Navigate aircraft enroute |  |  |
|  | | maintain a navigation cycle that ensures accurate tracking, and apply track correctional techniques to re-establish track prior to waypoint or destination | 2 |  |
|  | | maintain heading to achieve a nominated track | 2 |  |
|  | | maintain and revise ETAs (±2 minutes) for waypoint or destination | 2 |  |
|  | | maintain track in accordance with published flight path tolerances in controlled airspace | 2 |  |
|  | | navigate using accepted map-reading techniques | 2 |  |
|  | | maintain navigation and fuel log to monitor tracking, ETAs and fuel status | 2 |  |
|  | | use appropriate techniques to obtain a positive fix at suitable intervals | 2 |  |
|  | | maintain awareness of route, enroute terrain, enroute and destination weather, and react appropriately to changing weather conditions | 2 |  |
|  | | perform pre-descent and turning point checks | 2 |  |
|  | | maintain appropriate radio communication and listening watch with ATS and other aircraft if radio is fitted and used | 2 |  |
|  | | maintain awareness of search and rescue times (SARTIME) and revise as required | 2 |  |
|  | | monitor aircraft systems, manage fuel and engine to ensure aircraft is operated to achieve flight plan objectives | 2 |  |
| 1. OGA | | Operate aircraft in Class G airspace |  |  |
|  | | maintain tracking and altitude tolerances to remain outside controlled airspace | 2 |  |
|  | | apply separation tolerances between IFR flights, and IFR and VFR flights | 2 |  |
|  | | when using an aircraft radio: |  |  |
|  | | * + 1. monitor appropriate radio frequency | 2 |  |
|  | | * + 1. make appropriate radio calls | 2 |  |
|  | | * + 1. obtain operational information from air services provider and other aircraft | 2 |  |
|  | | * + 1. use information to ensure aircraft separation is maintained | 2 |  |
|  | | using a suitable chart: |  |  |
|  | | * + 1. operate clear of active aerodromes and landing areas in the vicinity of the aircraft | 2 |  |
|  | | * + 1. identify and remain clear of controlled and restricted airspace | 2 |  |
|  | | * + 1. take appropriate action when operating in the vicinity of a danger area | 2 |  |
|  | | perform actions in the event of abnormal operations and emergencies | 2 |  |
|  | | recall transponder emergency code and communication failure code | 2 |  |
| 1. A5.3 | | Turn aeroplane steeply *(steep level turns)* | 2 |  |
| 1. A5.4 | | Sideslip aeroplane (where flight manual permits) *(straight sideslip)* | 2 |  |
| 1. A6.3 | | Perform forced landing (simulated) *(simulated complete engine failure)* | 2 |  |
| 1. NAV.9 | | Execute arrival procedures |  |  |
|  | | obtain updated relevant aerodrome information | 2 |  |
|  | | determine landing direction and aerodrome suitability | 2 |  |
|  | | conduct arrival | 2 |  |
|  | | identify and avoid all traffic | 2 |  |
|  | | observe local and published noise abatement requirements and curfews | 2 |  |
| 1. ONTA.4 | | Perform arrival and landing at a non-towered aerodrome or landing area |  |  |
|  | | check ERSA and NOTAM prior to entering circuit area | 2 |  |
|  | | set correct area or local QNH | 2 |  |
|  | | use correct radio frequency to transmit inbound calls as required | 2 |  |
|  | | maintain effective lookout | 2 |  |
|  | | maintain aircraft separation and avoid other traffic | 2 |  |
|  | | maintain tracking tolerances | 2 |  |
|  | | determine wind velocity | 2 |  |
|  | | determine landing direction | 2 |  |
|  | | confirm runway is serviceable for the operation | 2 |  |
|  | | determine circuit direction | 2 |  |
|  | | conduct landing area inspection (if applicable) | 2 |  |
|  | | position aircraft in the circuit in preparation for landing and maintain separation from traffic | 2 |  |
|  | | make all necessary circuit radio calls | 2 |  |
| 1. A6.2 | | Manage engine failure in the circuit area (simulated) |  |  |
|  | | correctly identify an engine failure during flight | 2 |  |
|  | | apply the highest priority to taking action to control the aeroplane | 2 |  |
|  | | perform recall actions | 2 |  |
|  | | select a suitable landing area within gliding distance, on the aerodrome or elsewhere | 2 |  |
|  | | perform emergency procedures and land the aeroplane if the engine cannot be restarted as time permits | 2 |  |
|  | | advise ATS or other agencies capable of providing assistance of situation and intentions | 2 |  |
|  | | re-brief passengers about flight situation, brace position and harness security | 2 |  |
|  | | land the aeroplane ensuring safest outcome if an engine restart is not achieved | 2 |  |
| 1. ONTA.4 | Perform arrival and landing at a non-towered aerodrome or landing area | |  |  |
|  | | verify runway is clear of other traffic, wildlife and other obstructions | 2 |  |
|  | | land the aircraft | 2 |  |
|  | | vacate runway | 2 |  |
|  | | cancel SARWATCH, if applicable | 2 |  |
| 1. NAV.9 | | Execute arrival procedures |  |  |
|  | | cancel SARWATCH | 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 |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

| 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 |
| --- | --- |
|  |  |