| Performance Standards **3** = Has received training in the element, however is not able to consistently demonstrate competency to the standard required for qualification issue  **2** = Demonstrates a developing level of proficiency, and is deemed safe to conduct solo practice under direct supervision  **1** = Achieves competency to the standard required for qualification issue.  \*C172 lessons 1 to 6. PA-28R Arrow lesson 7 onwards (please see note at foot of this matrix). | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Total hours |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| General handling & circuits | General handling & BIF | Navigation exercise # 1 | Navigation exercise # 2 | Navigation exercise # 3- Solo | BIF& navaid training\* | Navigation exercise # 4**\*** | Navigation exercise # 5 | Navigation exercise # 6 - Solo | BIF& navaid training | Navigation exercise # 7 | Navigation exercise # 8 | General handling - Solo | Navigation exercise #9 - Solo | Navigation exercise #10 | General handling/BIF/navaid | Pre-licence | Flight Test |
| Dual day | | 2.0 | 2.0 | 2.5 | 2.5 |  | 1.7 | 2.5 | 3.0 |  | 1.8 | 3.0 | 3.5 |  |  | 3.5 | 2.5 | 3.0 | 2.8 | 36.3 |
| Solo day | |  |  |  |  | 2.5 |  |  |  | 3.0 |  |  |  | 1.5 | 3.5 |  |  |  |  | 10.5 |
| Instrument flight time | |  | 1.0 |  | 0.3 |  | 1.5 | 0.3 | 0.3 |  | 1.5 |  | 0.4 |  |  | 0.4 | 1.3 | 0.4 | 0.3 | 7.7 |
| Aeronautical knowledge examinations | | CPLA Aeronautical Knowledge Examinations | | | | | | | | | | | | | | | |  | | |
| Units, Elements and Performance Criteria | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| C1 | Communicating in the aviation environment |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. C1.1 | Communicating face-to-face |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | pronounces words clearly, using an accent that does not cause difficulties in understanding | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | conveys information in clearly structured sentences without confusion or ambiguity | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | uses an extensive vocabulary to accurately communicate on general and technical topics, without excessive use of jargon, slang or colloquial language | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | speaks fluently without long pauses, repetition or excessive false starts | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | responds to communications with actions that demonstrate that the information has been received and understood | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | 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 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | uses appropriate techniques to validate communications | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| 1. C1.2 | Operational communication using an aeronautical radio |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | maintain effective communication with others on operational matters | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | communicate effectively in unfamiliar, stressful or non-standard situations | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | apply the phonetic alphabet | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | transmit numbers | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | make appropriate transmissions using standard aviation phraseology | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | use plain English effectively when standard phraseology is inadequate | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | receive appropriate responses to transmissions | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | respond to transmissions and take appropriate action | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | recognise and manage communication errors and misunderstandings effectively | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | seek clarification in the time available if a message is unclear or uncertainty exists | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | react appropriately to a variety of regional accents | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | communicate effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| C2 | Perform pre- and post-flight actions and procedures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. C2.1 | Pre-flight actions and procedures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | complete all required pre-flight administration documentation | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | obtain, interpret and apply information contained in the required pre-flight operational documentation, including the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. minimum equipment list (MEL) | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. maintenance release | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. weather forecasts | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. local observations | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. Notice to Airmen (NOTAM) | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. global navigation satellite system (GNSS) receiver autonomous integrity monitoring (RAIM) information | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. En Route Supplement Australia (ERSA) | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. Aeronautical Information Package (AIP) | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | identify special aerodrome procedures | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | identify all relevant radio and navigation aid facilities to be used during the flight (if applicable) | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | determine the suitability of the current and forecast weather conditions for the proposed flight | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | using the aircraft documents, calculate the following for a given set of environmental and operational conditions: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. weight and balance | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. take-off and landing performance | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. fuel requirements | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | determine whether the aircraft is serviceable for the proposed flight | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| 1. C2.2 | Perform pre-flight inspection |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | identify and secure equipment and documentation that is required for the flight | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | complete an internal and external check of the aircraft | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | identify all defects or damage to the aircraft | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | report to, and seek advice from, qualified personnel to determine the action required in relation to any identified defects or damage | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | ensure all aircraft locking and securing devices, covers and bungs are removed and stowed securely | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | certify the aircraft flight technical log entering any defects or endorsements to permissible unserviceabilities as appropriate | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | complete and certify the daily inspection (if authorised to do so) | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| 1. C2.3 | Post-flight actions and procedures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | shut down aircraft | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | conduct post-flight inspection and secure the aircraft (if applicable) | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | complete all required post-flight administration documentation | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| C3 | Operate aeronautical radio |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. C3.1 | Operate radio equipment |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | confirm serviceability of radio equipment | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | conduct transmission and receipt of radio communications using appropriate procedures and phraseology | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | maintain a listening watch and respond appropriately to applicable transmissions | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | conduct appropriate emergency and urgency transmissions | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| 1. C3.2 | Manage R/T equipment malfunctions |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | perform radio failure procedures |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | use fault finding procedures and perform corrective actions |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| 1. C3.3 | Operate transponder |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | operate a transponder during normal, abnormal and emergency operations | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | recall transponder emergency codes | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| C4 | Manage fuel |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. C4.1 | Plan fuel requirements |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | determine the required fuel reserves | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | determine the quantity of fuel required taking into account operational requirements and relevant abnormal or emergency conditions and contingencies | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | determine the total fuel required for the flight | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. C4.2 | Manage fuel system |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | verify fuel quantity on-board aircraft prior to flight using two independent methods | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | ensure the fuel caps are secured | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | perform fuel quality check prior to flight | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | ensure fuel drain cocks are closed | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | monitor fuel usage during the flight | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | accurately maintain fuel log | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | calculate and state endurance at any point during flight | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | perform fuel tank changes correctly | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain fuel load within aircraft limits | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | operate the fuel cross-feed system correctly (if fitted) | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | operate fuel pumps and engine controls correctly | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | configure the aircraft correctly to achieve best range performance and correctly calculate the revised range of operation |  |  |  | 2 |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | configure the aircraft correctly to achieve best endurance performance and correctly calculate the revised operational endurance |  |  |  | 2 |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
| 1. C4.3 | Refuel aircraft |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | identify the correct type of fuel to be used |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | ensure aircraft is earthed prior to refuelling and defueling operations |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | correctly load and unload fuel |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | ensure required fuel quantity is loaded |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | ensure fuel caps are closed and secured after fuelling operations |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | perform fuel quality checks |  |  |  | 2 |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| C5 | Manage passengers and cargo |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. C5.1 | Manage passengers |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | supervise passenger safety |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | encourage passengers to participate in and contribute to the safe outcome of the flight |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | conduct pre-flight passenger safety briefing |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | ensure passengers are aware of, and avoid interference with, flight and systems controls |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | ensure passengers are aware of, and comply with, the use of seat harnesses |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | ensure passengers are aware of the use of escape hatches, exits and emergency equipment on board the aircraft |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | manage passenger safety in the event of abnormal or in-flight emergency situations |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. C5.2 | Aid and assist passengers |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | establish and maintain clear communications with passengers |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | assist with passenger comfort both when airside and in flight |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. C5.3 | Manage cargo |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | manage loading, unloading and security of cargo during flight operations |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | identify dangerous goods and apply procedures to ensure safety and security |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| A1 | Control aeroplane on the ground |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. A1.1 | Start and stop engine |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | perform engine start and after start actions | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | perform engine shutdown and after shutdown actions | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | manage engine start and shutdown malfunctions and emergencies |  |  |  | 2 |  |  | 2 |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | considers ground surface in relation to contamination and propeller care during engine start and stop activities | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A1.2 | Taxi aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | use aerodrome or landing area charts to taxi aircraft | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | comply with taxiway and other aerodrome markings, right-of-way rules and ATC or marshalling instructions when applicable | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | perform applicable taxi checks, including the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. brakes and steering function normally and take appropriate action in the event of a malfunction | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. instruments for correct readings | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | * + 1. altimeter setting | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | maintain safe taxi speed and control of the aircraft | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | maintain safe spacing from other aircraft, obstructions, and persons | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | taxi the aeroplane along the centre of the taxiway | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | avoid causing a hazard to other aircraft, objects or persons | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | correct handling techniques are applied to take into account wind from all four quadrants | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
|  | correctly manage the engine during taxi manoeuvres | 2 |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |  |  |  |  |  |
| A2 | Take-off aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. A2.1 | Carry out pre take-off procedures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | correctly identify critical airspeeds, configurations, and emergency and abnormal procedures for normal and crosswind take-offs | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | work out a plan of action, in advance, to ensure the safest outcome in the event of abnormal operations | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | verify and correctly apply correction for the existing wind component to the take-off performance | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | perform all pre take-off and line-up checks required by the aircraft checklist | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | ensure approach path is clear of conflicting traffic and other hazards before lining up for take-off | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | align the aeroplane on the runway centreline | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A2.2 | Take off aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | apply the controls correctly to maintain longitudinal alignment on the centreline of the runway, if appropriate, prior to initiating and during the take-off | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | adjust the power controls taking into account the existing conditions | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | monitor power controls, settings, and instruments during take-off to ensure all predetermined parameters are achieved and maintained | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | adjust the controls to attain the desired pitch attitude at the predetermined airspeed to attain the desired performance | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | perform the take-off applying the required pitch, roll and yaw inputs as appropriate in a smooth, coordinated manner | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | trim the aeroplane accurately | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | perform gear and flap retractions, power adjustments (as applicable) and other required pilot-related activities | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | maintain flight path along the runway extended centreline | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | apply the applicable noise abatement and wake turbulence avoidance procedures | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | recognise take-off abnormalities and take appropriate action to reject take-off (can be simulated) | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A2.3 | Take off aeroplane in a crosswind |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | perform a take-off in an aeroplane making appropriate adjustments for the crosswind conditions | 2 |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | maintain the runway centreline and extended centreline | 2 |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A2.4 | Carry out after take-off procedures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | perform after take-off checklist | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | maintain the appropriate climb segment at the nominated heading and airspeed | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | manoeuvre according to local and standard procedures | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | maintain traffic separation | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A2.5 | Take off aeroplane from ‘short field’ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | calculate take-off and landing performance in accordance with the aeroplane's performance charts | 2 |  |  |  |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform take-off aeroplane to achieve the minimum length take-off performance | 2 |  |  |  |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform take-off aeroplane to achieve the obstacle clearance parameters | 2 |  |  |  |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
| A3 | Control aeroplane in normal flight |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. A3.1 | Climb aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | operate and monitor all aircraft systems when commencing, during, and completing a climbing flight manoeuvre | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | adjust altimeter subscale according to applicable settings | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | identify and avoid terrain and traffic | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | for the following climbing manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. cruise climb | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. best angle climb | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. best rate climb | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | anticipate level-off altitude and achieve straight and level flight | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A3.2 | Maintain straight and level flight |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | operate and monitor all aircraft systems during straight and level flight manoeuvres | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | adjust altimeter subscale according to applicable settings | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | identify and avoid terrain and traffic | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | for the following straight and level manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. at slow speed | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. at normal cruise | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. at high-speed cruise | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. during acceleration and deceleration | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. at maximum range |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. at maximum endurance |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. with flaps selected | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A3.3 | Descend aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | operate and monitor all aircraft systems during descending flight manoeuvres | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | for the following descending manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. glide | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. powered | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. approach configuration descent (flap and undercarriage) | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | anticipate level-off altitude and achieve straight and level flight | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A3.4 | Turn aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | operate and monitor all aircraft systems during turning flight manoeuvres | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | for the following turning manoeuvres select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve the required flight tolerances that apply to the manoeuvre: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. level turns | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. climbing turns | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. powered descending turns | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. gliding descending turns | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | complete turn manoeuvre on a nominated heading or geographical feature | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | turn aeroplane at varying rates to achieve specified tracks | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | manoeuvre aeroplane over specified tracks or geographical features | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A3.5 | Control aeroplane at slow speeds |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | complete pre-manoeuvre checks |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| (b) | operate and monitor all aircraft systems when operating the aeroplane at slow speed in straight and level, climbing, descending and turning flight |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| (c) | except for multi-engine aeroplane operations, select power, attitude and configuration as required for the flight path, balance and trim the aeroplane accurately, and apply smooth, coordinated control inputs to achieve stable flight at the required flight tolerances that apply to the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. minimum approach speed with flaps retracted |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. minimum approach speed in approach configuration |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | (iii) flight at speeds just above stall warning activation or at the initial symptoms of stall |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| (d) | except for multi-engine aeroplane operations, observe audible and visible stall warnings and recover aeroplane to controlled flight |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| (e) | recognise and respond positively to reduced effectiveness of controls during slow flight manoeuvres |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| (f) | recognise the need to increase power while manoeuvring in slow flight to maintain nominated altitude and a margin of speed above the stall |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| (g) | transition from slow speed configuration, using take‑off power to achieve nominated speed in excess of 1.5 Vs without loss of height |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A3.6 | Perform circuits and approaches |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | operate and monitor all aircraft systems when operating the aeroplane in the circuit | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | in accordance with specific local procedures, safely perform a full circuit pattern (5 legs) by balancing and trimming the aeroplane accurately while applying smooth, coordinated control inputs to achieve the required flight tolerances specified for the flight path flown during traffic pattern manoeuvres as follows: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. track upwind along extended centreline to 500 ft | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. establish and maintain crosswind leg tracking 90° to the runway | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. establish and maintain downwind leg tracking parallel to, and at a specified distance from, the runway at circuit height | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. establish base leg tracking 90° to the runway at a specified distance from the runway threshold | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform checks as required throughout circuit | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | establish the approach and landing configuration appropriate for the runway and meteorological conditions, and adjust the power plant controls as required for the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. commence and control approach descent path | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. adjust descent commencement point to take account of extended downwind leg or traffic adjustments | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. align and maintain aircraft on final approach flight path with specified or appropriate runway | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. set and maintain approach configuration not below 500 ft AGL | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. identify and maintain the nominated aiming point | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. maintain a stabilised approach angle at the nominated airspeed not less than 1.3Vs to the round-out height | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. apply speed allowances for wind gusts | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. configure aeroplane for landing | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | maintain aircraft separation and position in the circuit with reference to other aircraft traffic in the circuit area | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. A3.7 | Local area airspace |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | using an appropriate chart, for the local area and circuit area: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. identify geographical features |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | * + 1. identify geographical limits |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | * + 1. identify restricted, controlled and uncontrolled airspace areas |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | * + 1. state local airspace limits |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | * + 1. identify the transit route between the departure aerodrome and training area |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | * + 1. identify the geographical limits of the training area |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | * + 1. identify aerodromes and landing areas within the local area |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | maintain orientation and pinpoint location by using geographical features and a local area chart |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | transit from the circuit area and transit to the designated training area |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | operate safely within a transit lane (if applicable) |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | remain clear of restricted, controlled and other appropriately designated airspace |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | operate safely in the vicinity of local aerodromes and landing areas |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | transit from the designated training area to the circuit area |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | set QNH appropriately |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | correctly determine which runway is to be used for landing |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | ensure runway is serviceable and available |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
|  | position aircraft for arrival into the circuit |  | 2 |  |  |  |  |  |  |  |  |  | **1** |  |  |  | **1** |  |  |  |
| A4 | Land aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. A4.1 | Land aeroplane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | maintain a constant landing position aim point | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | achieve a smooth, positively-controlled transition from final approach to touchdown, including the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. control ballooning during flare | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. touchdown at a controlled rate of descent, in the specified touchdown zone within tolerances | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. control bouncing after touchdown | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. touch down aligned with the centreline within tolerances | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | ensure separation is maintained | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | maintain positive directional control and crosswind correction during the after-landing roll | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | use drag and braking devices, as applicable, in such a manner to bring the aeroplane to a safe stop | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | complete the applicable after-landing checklist items in a timely manner | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A4.2 | Land aeroplane in a crosswind |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 2 |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | configure the aeroplane for the crosswind conditions | 2 |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | control the aeroplane during the transition from final approach to touchdown and during after-landing roll to compensate for the crosswind conditions | 2 |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. A4.3 | Conduct a missed approach |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | recognise the conditions when a missed approach should be executed | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | make the decision to execute a missed approach when it is safe to do so | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | make a smooth, positively-controlled transition from approach to missed approach, including the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. select power, attitude and configuration to safely control aeroplane | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. make allowance for wind velocity during go-around | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. avoid wake turbulence | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. A4.4 | Perform recovery from missed landing |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | recognise when a missed landing is occurring and when it is appropriate to take recovery action | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | make the decision to execute recovery from a missed landing only when it is safe to do so | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | make a smooth, positively-controlled transition from a missed landing to missed approach, including the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. select power, attitude and configuration to safely control aeroplane | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. make allowance for wind velocity during go-around | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. avoid wake turbulence | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. A4.5 | Short landing |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | land aeroplane at nominated touchdown point at minimum speed | 2 |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | control ballooning during flare | 2 |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | control bouncing after touchdown | 2 |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | maintain direction after touchdown | 2 |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | apply maximum braking without locking up wheels | 2 |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | stops aircraft within landing distance available | 2 |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
| A5 | Aeroplane advanced manoeuvres |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. A5.1 | Enter and recover from stall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (a) | perform stalling pre-manoeuvre checks |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| (b) | recognise symptoms of a stall |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| (c) | 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 |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. stall, recovering without application of power |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. stall, recovering with full power applied (not required for multi-engine aeroplanes) |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. stall under the following conditions: |  |  |  |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | (A) straight and level flight |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | (B) climbing flight (not required for multi-engine aeroplanes) |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | (C) descending flight (not required for multi-engine aeroplanes) |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | (D) approach to land configuration |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | (E) turning flight (not required for multi-engine aeroplanes) |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| (d) | perform stall recovery including the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. reduce angle of attack |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. prevent yaw |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. use available power and height to increase the aircraft energy state |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. avoid secondary stall |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. re-establish desired flight path and aircraft control with balanced control application |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| (e) | perform stall recovery in simulated partial and complete engine failure conditions |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| (f) | perform stall recovery at simulated low altitude |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| 1. A5.2 | Avoid spin (This element only applies to a single-engine aeroplane) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | perform stalling pre-manoeuvre checks |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | recognise wing drop at the stall |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | from balanced flight, recover from stall in the attitudes and configurations most likely to cause a wing drop |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  |  | 1 | 1 |  |  |  |
| (d) | perform recovery where the aeroplane exhibits a tendency to drop a wing at the stall, in accordance with 5.1(d) |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| (e) | perform stall recovery at simulated low altitude |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| 1. A5.3 | Turn aeroplane steeply |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | pre-manoeuvre checks for steep turning | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** | **1** |  |  |  |
|  | steep level turn using a nominated bank angle, ending on a nominated heading or geographical feature, without altitude change | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** | **1** |  |  |  |
|  | steep descending turn using a nominated bank angle, ending on a nominated heading or geographical feature ending on a nominated altitude | 2 |  |  |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** | **1** |  |  |  |
|  | aeroplane operating limits are not exceeded | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** | **1** |  |  |  |
| 1. A5.4 | Sideslip aeroplane (where flight manual permits) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | straight sideslip: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. induce slip to achieve increased rate of descent while maintaining track and airspeed | 2 |  | 2 |  |  |  |  |  |  |  |  | 2 |  |  | **1** | **1** |  |  |  |
|  | * + 1. adjust rate of descent by coordinating angle of bank and applied rudder | 2 |  | 2 |  |  |  |  |  |  |  |  | 2 |  |  | **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 | 2 |  |  |  |  |  |  |  |  |  |  | 2 |  |  | **1** | **1** |  |  |  |
|  | recover from a sideslip and return the aeroplane to balanced flight | 2 |  | 2 |  |  |  |  |  |  |  |  | 2 |  |  | **1** | **1** |  |  |  |
| A6 | Manage abnormal situations – single-engine aeroplanes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. A6.1 | Manage engine failure - take-off (simulated) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | correctly identify an engine failure after take-off |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | apply the highest priority to taking action to control the aeroplane |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | maintain control of the aeroplane |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform recall actions |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform emergency actions as far as time permits |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | manoeuvre the aeroplane to achieve the safest possible outcome |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | ensure passengers adopt brace position |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | advise others such as ATS and other aircraft of intentions if time permits |  |  | 2 | 2 |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. A6.2 | Manage engine failure in the circuit area (simulated) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | correctly identify an engine failure during flight |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | apply the highest priority to taking action to control the aeroplane |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform recall actions |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | select a suitable landing area within gliding distance, on the aerodrome or elsewhere |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform emergency procedures and land the aeroplane if the engine cannot be restarted as time permits |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | advise ATS or other agencies capable of providing assistance of situation and intentions |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | re-brief passengers about flight situation, brace position and harness security |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
|  | land the aeroplane ensuring safest outcome if an engine restart is not achieved |  |  | 2 | 2 |  |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. A6.3 | Perform forced landing (simulated) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | after a simulated complete engine failure has occurred, without prior indications, carry out the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. identify complete power failure condition and control aeroplane | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | * + 1. perform immediate actions | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | * + 1. formulate and describe a recovery plan, including selecting the most suitable landing area | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | * + 1. establish optimal gliding flight path to position the aeroplane for a landing on the selected landing area | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | * + 1. perform emergency procedures and land the aeroplane if the engine cannot be restarted as time permits | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | * + 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | * + 1. re-brief passengers about flight situation, brace position and harness security | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | * + 1. land the aeroplane ensuring safest outcome if an engine restart is not achieved | 2 |  | 2 |  |  |  |  | 2 |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | after a simulated partial engine failure has occurred, without prior indications, carry out the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. identify partial power failure condition |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. perform recall actions |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **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 |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. establish radio communications where possible |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. perform partial engine failure actions |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **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 |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **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 |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. advise ATS or other agencies capable of providing assistance of situation and intentions |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. re-brief passengers about flight situation, brace position and harness security |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. maintain a contingency plan for coping with a full power failure throughout the manoeuvre |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. when a safe landing position is established, shut down and secure engine and aeroplane |  | 2 |  | 2 |  |  |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
| 1. A6.4 | Conduct precautionary search and landing (simulated condition) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | assess flight circumstances and make an appropriate decision when to perform precautionary landing |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | configure aeroplane for conditions |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | perform precautionary search procedure |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | select landing area, carry out an inspection and assess its suitability for landing, taking into account: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. unobstructed approach and overshoot paths |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. landing area length adequate for landing |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | * + 1. landing area surface is suitable for aeroplane type and clear of hazards |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | maintain orientation and visual contact with the landing area |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | advise ATS or other agencies capable of providing assistance of situation and intentions |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | re-brief passengers about flight situation, brace position and harness security |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | land and secure aircraft and manage passengers |  | 2 |  | 2 |  |  | 2 |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| 1. A6.5 | Manage other abnormal situations (simulated) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | correctly identify the situation and maintain safe control of the aeroplane at all times |  |  |  | 2 |  | 2 |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | manage abnormal and emergency situations in accordance with relevant emergency procedures and regulatory requirements |  |  |  | 2 |  | 2 |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | follow appropriate emergency procedures while maintaining control of the aeroplane |  |  |  | 2 |  | 2 |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | identify and conduct flight with an unreliable airspeed indication |  |  |  |  |  | 2 |  |  |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | correctly identify when an emergency evacuation of an aeroplane is required |  |  |  | 2 |  | 2 |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | execute a simulated emergency evacuation of an aeroplane |  |  |  | 2 |  | 2 |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | advise ATS or other agencies capable of providing assistance of situation and intentions |  |  |  | 2 |  | 2 |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
| 1. A6.6 | Recover from unusual flight attitudes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | identify nose-high or nose-low unusual attitude flight condition | 2 | 2 |  |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | recover from nose-low or nose-high unusual attitudes by adjusting pitch, bank and power to resume controlled and balanced flight | 2 | 2 |  |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
|  | apply controlled corrective action while maintaining aircraft performance within limits | 2 | 2 |  |  |  |  |  |  |  |  | 2 |  |  |  | **1** | **1** |  |  |  |
| IFF | Full instrument panel manoeuvres |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. IFF.1 | Determine and monitor the serviceability of flight instruments and instrument power sources |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | determine serviceability of flight and navigational instruments |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform functional checks of flight and navigational instruments where applicable prior to take-off |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | monitor flight instrument and instrument power sources and react to any warnings, unserviceability or erroneous indications |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. IFF.2 | Perform manoeuvres using full instrument panel |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | interpret flight instrument indications and apply procedures and techniques to achieve and maintain a specified flight path using the aircraft's full instrument panel |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | set and maintain power and attitude by reference to the full instrument panel to achieve the following: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. straight and level performance during normal cruise within the flight tolerances |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. nominated climb performance within the flight tolerances |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. descent performance within the flight tolerances |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | set and maintain power and attitude by reference to the full instrument panel to establish a rate 1 turn onto a nominated heading within the flight tolerances |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. IFF.3 | Recover from upset situations and unusual attitudes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | correctly identify upset situations and unusual attitudes under simulated IMC |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | recover to controlled flight from upset situations and unusual attitudes under simulated IMC from any combination of the following aircraft states: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. high and low-nose attitudes |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. varying angles of bank |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. various power settings |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. various aircraft configurations |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. unbalanced flight |  | 2 |  |  |  | 2 |  | 2 |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
| IFL | Limited instrument panel manoeuvres |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. IFL.1 | Recognise failure of attitude indicator and stabilised heading indicator |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | monitor flight instruments and instrument power sources and recognise warning indicators or erroneous instrument indications |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | transition from a full instrument panel to a limited instrument panel |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. IFL.2 | Perform manoeuvres – limited panel |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | interpret and respond appropriately to instrument indications |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | apply power and attitude settings to achieve straight and level performance during: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. normal cruise |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. approach configuration with flaps (when fitted) and undercarriage down |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | apply power and attitude settings to achieve: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. nominated climb performance |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. nominated descent performance |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. during climb, descent and straight and level flight, rate 1 turns onto a nominated heading |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | trim (as applicable) and balance aircraft |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | establish level flight at a nominated altitude, from a climb or descent during straight or turning flight |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. IFL.3 | Recover from upset situations and unusual attitudes – limited panel |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | correctly identify upset situations and unusual attitudes under simulated IMC |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | recover to stabilised straight and level flight using approved techniques from upset situations and unusual attitudes under simulated IMC from any combination of the following aircraft states: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. high and low-nose attitudes |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. varying angles of bank |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. various power settings |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. various aircraft configurations |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | * + 1. unbalanced flight |  | 3 |  |  |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
| 1. IFL.4 | Re-establish visual flight |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | transition from visual flight conditions to instrument flight conditions while maintaining control of the aircraft |  | 3 |  | 3 |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | perform a manoeuvre to re-establish visual flight |  | 3 |  | 3 |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
|  | implement a plan that ensures the flight continues in VMC |  | 3 |  | 3 |  | 3 |  |  |  | 2 |  | 2 |  |  |  | **1** | **1** |  |  |
| NTS1 | Non-technical skills 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. NTS1.1 | Maintain effective lookout |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | maintain traffic separation using a systematic visual scan technique at a rate determined by traffic density, visibility and terrain |  |  |  | **1** |  |  |  |  |  |  |  |  |  |  |  | **1** |  |  |  |
|  | maintain radio listening watch and interpret transmissions to determine traffic location and intentions |  |  |  | **1** |  |  |  |  |  |  |  |  |  |  |  | **1** |  |  |  |
|  | perform airspace-cleared procedure before commencing any manoeuvre |  |  |  | **1** |  |  |  |  |  |  |  |  |  |  |  | **1** |  |  |  |
| 1. NTS1.2 | Maintain situational awareness |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | monitor all aircraft systems using a systematic scan technique |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | collect information to facilitate ongoing system management |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | monitor flight environment for deviations from planned operations |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | collect flight environment information to update planned operations |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. NTS1.3 | Assess situations and make decisions |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | identify problems |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | analyse problems |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | identify solutions |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | assess solutions and risks |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | decide on a course of action |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | communicate plans of action (if appropriate) |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | allocate tasks for action (if appropriate) |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | take actions to achieve optimum outcomes for the operation |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | monitor progress against plan |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | re-evaluate plan to achieve optimum outcomes |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. NTS1.4 | Set priorities and manage tasks |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | organise workload and priorities to ensure optimum outcome of the flight |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | plan events and tasks to occur sequentially |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | anticipate events and tasks to ensure sufficient opportunity for completion |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | use technology to reduce workload and improve cognitive and manipulative activities |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. NTS1.5 | Maintain effective communications and interpersonal relationships |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | establish and maintain effective and efficient communications and interpersonal relationships with all stakeholders to ensure the optimum outcome of the flight |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | define and explain objectives to stakeholders |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | demonstrate a level of assertiveness that ensures the optimum completion of the flight |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| NTS2 | Non-technical skills 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. NTS2.1 | Recognise and manage threats |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | identify relevant environmental or operational threats that are likely to affect the safety of the flight |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | identify when competing priorities and demands may represent a threat to the safety of the flight |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | develop and implement countermeasures to manage threats |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | monitor and assess flight progress to ensure a safe outcome, or modify actions when a safe outcome is not assured |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. NTS2.2 | Recognise and manage errors |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | apply checklists and standard operating procedures to prevent aircraft handling, procedural or communication errors |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | identify committed errors before safety is affected or the aircraft enters an undesired state |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | monitor the following to collect and analyse information to identify potential or actual errors: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. aircraft systems using a systematic scan technique |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. the flight environment |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | * + 1. other crew |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | implement countermeasures to prevent errors or take action in the time available to correct errors before the aircraft enters an undesired state |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| 1. NTS2.3 | Recognise and manage undesired aircraft state |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | recognise an undesired aircraft state |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | prioritise tasks to ensure an undesired aircraft state is managed effectively |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | apply corrective actions to recover an undesired aircraft state in a safe and timely manner |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** | **1** |  |  |
| NAV | Navigate aircraft |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. NAV.1 | Prepare documents and flight plan |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | select and prepare appropriate navigation charts for the intended flight |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | select a suitable route and altitude considering weather, terrain, airspace, NOTAMs and alternate landing areas |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | obtain and interpret meteorological forecasts, NOTAMs and operational information applicable to the planned flight |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **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 |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | calculate and document critical point (CP) and point of no return (PNR) locations |  |  |  | 3 |  |  | 3 | 2 |  |  | 2 | 2 |  |  | **1** |  | **1** |  |  |
|  | complete a flight plan to the planned destination and alternates |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | lodge suitable flight notification for search and rescue (SAR) purposes |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. NAV.2 | Comply with airspace procedures while navigating |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | identify airspace restrictions and dimensions applicable to the flight |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | obtain and comply with air traffic clearances, if applicable |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | comply with airspace procedures applicable to the airspace classification throughout the flight |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. NAV.3 | Conduct departure procedures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | organise cockpit to ensure charts, documentation and navigational calculator are accessible from the control seat |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | comply with all departure procedures, clearances and noise abatement requirements |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | establish planned track on departure within 5 nm of airfield or apply alternative procedure if required |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | calculate estimated time of arrival (ETA) for first waypoint |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 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 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain heading to achieve a nominated track |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain and revise ETAs (±2 minutes) for waypoint or destination |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain track in accordance with published flight path tolerances in controlled airspace |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | navigate using accepted map-reading techniques |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain navigation and fuel log to monitor tracking, ETAs and fuel status |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | use appropriate techniques to obtain a positive fix at suitable intervals |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain awareness of route, enroute terrain, enroute and destination weather, and react appropriately to changing weather conditions |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | perform pre-descent and turning point checks |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain appropriate radio communication and listening watch with ATS and other aircraft if radio is fitted and used |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | configure the aircraft as required for the following environmental and operational conditions: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. turbulence |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. holding |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. maximum range |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain awareness of search and rescue times (SARTIME) and revise as required |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | monitor aircraft systems, manage fuel and engine to ensure aircraft is operated to achieve flight plan objectives |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. NAV.5 | Navigate at low level and in reduced visibility |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | configure the aircraft as required for the following environmental and operational conditions: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. reduced visibility |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. low cloud base |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | navigate aeroplane at minimum heights (not below 500 ft AGL, clear of built-up areas) and remain in VMC |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | maintain separation from terrain, obstacles, allowing for wind and turbulence at low level |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | avoid noise sensitive areas |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | operate appropriately in the vicinity of aerodromes and landing areas |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
| 1. NAV.6 | Perform lost procedure |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | acknowledge positional uncertainty in a timely manner |  |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | configure aircraft for range and endurance as required |  |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | apply recognised method to re-establish aircraft position |  |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | fix position |  |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | use radio to request assistance, if applicable |  |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
|  | plan a timely precautionary search and landing if unable to complete flight safely to suitable aerodrome |  |  |  | 2 |  |  | 2 |  |  |  |  | 2 |  |  | **1** |  | **1** |  |  |
| 1. NAV.7 | Perform diversion procedure |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | make timely decision to divert |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | identify an acceptable alternate aerodrome |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | select a suitable route and cruising level |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | revise flight plan considering weather, terrain, airspace and fuel available |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
|  | advise ATS of an intention to divert |  |  |  | 2 |  |  |  | 2 |  |  | 2 |  |  |  | **1** |  | **1** |  |  |
| 1. NAV.8 | Use instrument navigation systems |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | initialise navigation system (as applicable) |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | conduct navigation system validity check (as applicable) |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | conduct RAIM check if required |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | select, load, check and activate the flight plan (as applicable) |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | navigate on departure, enroute and on arrival using GNSS |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | operate instrument navigation systems correctly |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | use instrument navigation systems to assist with navigation |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | confirm waypoints and fixes using instrument navigation systems |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. NAV.9 | Execute arrival procedures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | obtain updated relevant aerodrome information |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | determine landing direction and aerodrome suitability |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | conduct arrival |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | identify and avoid all traffic |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | observe local and published noise abatement requirements and curfews |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | cancel SARWATCH |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| RNE | Radio navigation – enroute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. RNE.1 | Operate and monitor radio navigation aids and systems |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | select and operate navigation aids and systems |  |  |  |  |  | 2 |  | 2 |  | 2 |  |  |  |  |  | **1** | **1** |  |  |
|  | monitor and take appropriate action in relation to the integrity of navigation aid systems information |  |  |  |  |  | 2 |  | 2 |  | 2 |  |  |  |  |  | **1** | **1** |  |  |
| 1. RNE.2 | Navigate the aircraft using navigation aids and systems |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | determine aircraft position fix solely with reference to navigation aids and systems |  |  |  |  |  | 2 |  | 2 |  | 2 |  |  |  |  |  | **1** | **1** |  |  |
|  | intercept tracks to and from navigation aids and systems |  |  |  |  |  | 2 |  | 2 |  | 2 |  |  |  |  |  | **1** | **1** |  |  |
|  | maintain tracks within specified tolerances |  |  |  |  |  | 2 |  | 2 |  | 2 |  |  |  |  |  | **1** | **1** |  |  |
|  | record, assess and revise timings as required |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | **1** | **1** |  |  |
|  | recognise station passage |  |  |  |  |  | 2 |  | 2 |  | 2 |  |  |  |  |  | **1** | **1** |  |  |
| ONTA | Operate at non-towered aerodromes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | interpret the extracted information |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | identify all special aerodrome procedures |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | check current weather forecast and local observations |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | identify all relevant radio and navigation aid frequencies |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. ONTA.2 | Taxi aircraft at a non-towered aerodrome or landing area |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | refer to aerodrome or landing area chart (if available) |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | set local QNH or area QNH |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | broadcast intentions on appropriate frequency |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | obtain and interpret traffic information |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain lookout for, and separation from, other aircraft, wildlife and other obstructions |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | recognise ground markings during taxi and take appropriate action |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | taxi aircraft to holding point |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | use strobes when crossing any runway |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 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 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | correctly set transponder code and mode prior to entering runway for take-off |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | confirm runway approaches clear in all directions prior to entering runway |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | broadcast line up details |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | transmit appropriate radio calls and maintain separation with other aircraft |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | advise air service provider of departure details, if required |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | conduct departure |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 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 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | set correct area or local QNH |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | use correct radio frequency to transmit inbound calls as required |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain effective lookout |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain aircraft separation and avoid other traffic |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain tracking tolerances |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | determine wind velocity |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | determine landing direction |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | confirm runway is serviceable for the operation |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | determine circuit direction |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | conduct landing area inspection (if applicable) |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | position aircraft in the circuit in preparation for landing and maintain separation from traffic |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | make all necessary circuit radio calls |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | verify runway is clear of other traffic, wildlife and other obstructions |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | land the aircraft |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | vacate runway |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | cancel SARWATCH, if applicable |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| OGA | Operate in Class G airspace |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. OGA | Operate aircraft in Class G airspace |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | maintain tracking and altitude tolerances to remain outside controlled airspace |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | apply separation tolerances between IFR flights, and IFR and VFR flights |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | when using an aircraft radio: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. monitor appropriate radio frequency |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. make appropriate radio calls |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. obtain operational information from air services provider and other aircraft |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. use information to ensure aircraft separation is maintained |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. apply loss of radio communication procedures |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | using a suitable chart: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * + 1. operate clear of active aerodromes and landing areas in the vicinity of the aircraft |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. identify and remain clear of controlled and restricted airspace |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | * + 1. take appropriate action when operating in the vicinity of a danger area |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | perform actions in the event of abnormal operations and emergencies |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | recall transponder emergency code and communication failure code |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| CTR | Operate at a controlled aerodrome |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. CTR.1 | Controlled aerodrome pre-flight preparation |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | using a current ERSA and NOTAM, for the controlled aerodrome, extract all the relevant operational information |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | interpret the extracted information |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | identify all special aerodrome procedures |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | check current weather forecast and local observations |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | identify all relevant radio and navigation aid frequencies |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. CTR.2 | Taxi aircraft at a controlled aerodrome |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | obtain and comply with ATC clearances |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | manoeuvre aircraft to holding point as instructed and take appropriate action to avoid other aircraft and obstructions |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | recognise ground markings during taxi and take appropriate action |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | recognise lighting signals and take appropriate action |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | identify airport runway incursion hotspots |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | manoeuvre aircraft to avoid jet blast hazard |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | request taxi guidance if unsure of position |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | use strobes when crossing any runway |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. CTR.3 | Perform departure from controlled aerodrome |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | receive and correctly read back an airways clearance |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | check and ensure runway approach is clear prior to entering a runway |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | correctly set transponder code and mode prior to entering runway for take-off |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | comply with ATC departure instructions |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | advise ATC as soon as possible if unable to comply with clearance |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | contact approach with airborne report or give departure call to tower |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain lookout |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | avoid wake turbulence |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | comply with airways clearances within tracking and altitude tolerances and maintain traffic lookout until clear of the aerodrome control zone |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| 1. CTR.4 | Perform arrival and landing at controlled aerodrome |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | check ERSA and NOTAM prior to entering control area and extract required operational information |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | receive ATIS and correctly set the appropriate QNH |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | request and receive ATC clearance and set correct transponder code prior to entering control area |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | advise ATC as soon as possible if unable to comply with clearance |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain lookout at all times |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | update QNH as required |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain tracking tolerances |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | establish aircraft on the correct leg of the circuit in preparation for landing and maintain separation from traffic |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | confirm clearance to land |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | vacate runway and obtain taxi clearance |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
| CTA | Operate in controlled airspace |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. CTA.1 | Operate aircraft in controlled airspace |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 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 |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **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 |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain control area protection tolerances |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maintain tracking and altitude tolerances when operating on an airways clearance |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | reconfirm any clearance items when doubt exists |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | advise ATC as soon as possible if unable to maintain clearance due to adverse weather conditions |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | follow ATC requirements for a change of level in CTA, including in an emergency situation |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **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 |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | apply separation standards between IFR flights, and IFR and VFR flights in the various classes of CTA |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | perform appropriate actions in the event of the loss of radio communication in CTA and CTR |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | perform appropriate actions in the event of abnormal operations and emergency procedures in CTA and CTR |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | operate under radar vectoring procedures, including radio procedures and phraseologies |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | maximum permissible time interval between ATC transmissions during radar vectoring are not exceeded |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | perform appropriate actions in the event of abnormal operations and emergencies |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |
|  | recall transponder emergency code and communication failure code |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  | **1** |  | **1** |  |  |

**\*Note: Under this scenario, flight training is undertaken in the C172 until completion of lesson 6, following which the manual propeller pitch control and retractable undercarriage design feature endorsement training (detailed in a separate syllabus), is conducted. The PA-28R Arrow is utilised from lesson 7. The PA-28R Arrow has been utilised to meet the Sample Aviation scenario. It is not a requirement that the CPLA flight test be conducted in an aeroplane which features a retractable undercarriage.**