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| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL (A) 1.\_\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| Lesson Overview  * General handling – steep turns *(including minimum radius, maximum rate, collision avoidance, steep descending)*, nose-low unusual attitude recognition and recovery, sideslipping, practice forced landing * Circuits – including ‘short field’ take-off and landing, missed approach and missed landing, crosswind take-off and landing * Non–technical skills – monitor |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 1.5 hours Pre-flight Briefing: as required  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing**   * Professionalism and competent performance as a commercial pilot– expectations, flight tolerances applicable to the professional level * General handling sequences and circuit operations * Underpinning knowledge discussions | |
| **Underpinning knowledge**   * Basic radiotelephony phraseology for visual flight rules (VFR) operations, common aviation terminology [C1 4(a)&(b)] * Standard operating procedures for the category, and class or type of aircraft and the operator, fuel requirements for day VFR flight operation, MEL, airworthiness requirements applicable to the aircraft category, and class or type, local weather patterns, local aerodrome requirements [C2 4(a)-(f)] * The phonetic alphabet, documented radio procedures relevant to the VFR, the components of an aeronautical radio system [C3 4(a)-(c)] * Minimum fuel requirements for day VFR operations, fuel sources and fuel grades, including methods for identifying different grades, methods of verifying the quantity of fuel on board an aircraft [C4 4(a)-(c)] * Typical single engine aeroplane systems, normally aspirated and fuel-injected, carburettor icing, fuel vaporisation, performance characteristics, weight and balance calculations, flight manual & POH content, VMC & day VFR, propeller wash, rotor wash, jet blast, light and marshalling signals, aerodrome markings, local procedures, propeller care [A1 4(a)-(n)] * Calculating wind components for take-off, factors affecting take-off and initial climb performance, interpreting windsock indications, TODR calculation, aerodrome charts, local topographical charts and safe areas for engine-failure purposes, noise-abatement considerations [A2 4(a)-(f)] * Primary and secondary effects of controls, hazards when performing manoeuvres, performance, relationship between AOB, LF and stall speed, dangers associated with mechanical and wake turbulence, engine considerations during prolonged climbs & descents, VMC, relevant sections of the AIP [A3 4(a),(b), (d)-(g),(i),(k)-(q)] * Aeroplane performance and limitations during landing, options when local conditions not suitable for landing, causes of loss of control of aeroplane on landing [A4(a)-(k)] * Operational circumstances where steep turns are required, aerodynamic and operational considerations relating to slow flight, sideslipping, stalling, spinning, steep turns, upset aeroplane states (see (b)(i)-(xii)), hazards of unbalanced flight [A5 4(a)-(g)] * Engine failure scenarios and procedures for complete power loss, forced landing scenarios and procedures, judging descent profiles in various configurations, prioritising activities during emergencies and non-normal situations, suitable fields for forced landings, considerations when practising emergencies and non-normal operations, aircraft performance in a glide (straight and turning), hazard of sideslip at low altitude, contents of the flight manual and pilot’s operating handbook, passenger control and briefing, low-flying hazards [A6 4(a),(b),(d)(e),(g)-(j),(l)-(o)] | |
| **HF & NTS**   * Effective communication under normal and non-normal circumstances, task management [NTS1 & NTS2 4(a), NTS1 4(b), NTS2 4(i)] * Threat and error management detailing processes that can be used to identify and mitigate or control threats and errors, the application of situation awareness to identifying real or potential environmental or operational threats to flight safety, developing and implementing plans of action for removing and mitigating threats, and removing and mitigating errors, undesired aircraft states, including prevention, identifying and controlling, how an undesired aircraft state can develop from an unmanaged threat or error, use of checklists and standard operating procedures to prevent errors [NTS2 4(b)-(f),(h)] | |
| **Pre-flight briefing**   * Review flight sequences, what to expect, see & do * Check essential knowledge * Reinforce threat & error management * Reinforce significant airmanship points | |
| **Pre-flight knowledge components complete:** | **Instructor’s signature & date** |

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| Performance Standard | | |
| **3** | **2** | **1** |
| Has received training in the element, however is not able to consistently demonstrate competency to the standard required for qualification issue | Demonstrates a developing level of proficiency, and is deemed safe to conduct solo practice under direct supervision | Achieves competency to the standard required for qualification issue |

| FLIGHT TRAINING  Suggested flight time: 2.0 hours dual | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| 1. C1.1 | Communicating face-to-face |  |  |
|  | pronounces words clearly, using an accent that does not cause difficulties in understanding | 2 |  |
|  | conveys information in clearly structured sentences without confusion or ambiguity | 2 |  |
|  | uses an extensive vocabulary to accurately communicate on general and technical topics, without excessive use of jargon, slang or colloquial language | 2 |  |
|  | speaks fluently without long pauses, repetition or excessive false starts | 2 |  |
|  | responds to communications with actions that demonstrate that the information has been received and understood | 2 |  |
|  | 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 |  |
|  | uses appropriate techniques to validate communications | 2 |  |
| 1. C2.1 | Pre-flight actions and procedures |  |  |
|  | complete all required pre-flight administration documentation | 2 |  |
|  | obtain, interpret and apply information contained in the required pre-flight operational documentation, including the following: |  |  |
|  | * + 1. minimum equipment list (MEL) | 2 |  |
|  | * + 1. maintenance release | 2 |  |
|  | * + 1. weather forecasts | 2 |  |
|  | * + 1. local observations | 2 |  |
|  | * + 1. Notice to Airmen (NOTAM) | 2 |  |
|  | * + 1. global navigation satellite system (GNSS) receiver autonomous integrity monitoring (RAIM) information | 2 |  |
|  | * + 1. En Route Supplement Australia (ERSA) | 2 |  |
|  | * + 1. Aeronautical Information Package (AIP) | 2 |  |
|  | identify special aerodrome procedures | 2 |  |
|  | identify all relevant radio and navigation aid facilities to be used during the flight (if applicable) | 2 |  |
|  | determine the suitability of the current and forecast weather conditions for the proposed flight | 2 |  |
|  | using the aircraft documents, calculate the following for a given set of environmental and operational conditions: |  |  |
|  | * + 1. weight and balance | 2 |  |
|  | * + 1. take-off and landing performance | 2 |  |
|  | * + 1. fuel requirements | 2 |  |
|  | determine whether the aircraft is serviceable for the proposed flight | 2 |  |
| 1. C4.1 | Plan fuel requirements |  |  |
|  | determine the required fuel reserves | 2 |  |
|  | determine the quantity of fuel required taking into account operational requirements and relevant abnormal or emergency conditions and contingencies | 2 |  |
|  | determine the total fuel required for the flight | 2 |  |
| 1. C4.2 | Manage fuel system |  |  |
|  | verify fuel quantity on-board aircraft prior to flight using two independent methods | 2 |  |
|  | ensure the fuel caps are secured | 2 |  |
|  | perform fuel quality check prior to flight | 2 |  |
|  | ensure fuel drain cocks are closed | 2 |  |
| 1. C2.2 | Perform pre-flight inspection |  |  |
|  | identify and secure equipment and documentation that is required for the flight | 2 |  |
|  | complete an internal and external check of the aircraft | 2 |  |
|  | identify all defects or damage to the aircraft | 2 |  |
|  | report to, and seek advice from, qualified personnel to determine the action required in relation to any identified defects or damage | 2 |  |
|  | ensure all aircraft locking and securing devices, covers and bungs are removed and stowed securely | 2 |  |
|  | certify the aircraft flight technical log entering any defects or endorsements to permissible unserviceabilities as appropriate | 2 |  |
|  | complete and certify the daily inspection (if authorised to do so) | 2 |  |
| 1. A1.1 | Start and stop engine |  |  |
|  | perform engine start and after start actions | 2 |  |
|  | considers ground surface in relation to contamination and propeller care during engine start activities | 2 |  |
| 1. A1.2 | Taxi aeroplane |  |  |
|  | use aerodrome or landing area charts to taxi aircraft | 2 |  |
|  | comply with taxiway and other aerodrome markings, right-of-way rules and ATC or marshalling instructions when applicable | 2 |  |
|  | 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. instruments for correct readings | 2 |  |
|  | * + 1. altimeter setting | 2 |  |
|  | maintain safe taxi speed and control of the aircraft | 2 |  |
|  | maintain safe spacing from other aircraft, obstructions, and persons | 2 |  |
|  | taxi the aeroplane along the centre of the taxiway | 2 |  |
|  | avoid causing a hazard to other aircraft, objects or persons | 2 |  |
|  | correct handling techniques are applied to take into account wind from all four quadrants | 2 |  |
|  | correctly manage the engine during taxi manoeuvres | 2 |  |
| 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 |  |
|  | work out a plan of action, in advance, to ensure the safest outcome in the event of abnormal operations | 2 |  |
|  | verify and correctly apply correction for the existing wind component to the take-off performance | 2 |  |
|  | perform all pre take-off and line-up checks required by the aircraft checklist | 2 |  |
|  | ensure approach path is clear of conflicting traffic and other hazards before lining up for take-off | 2 |  |
|  | align the aeroplane on the runway centreline | 2 |  |
| 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 |  |
|  | adjust the power controls taking into account the existing conditions | 2 |  |
|  | monitor power controls, settings, and instruments during take-off to ensure all predetermined parameters are achieved and maintained | 2 |  |
|  | adjust the controls to attain the desired pitch attitude at the predetermined airspeed to attain the desired performance | 2 |  |
|  | perform the take-off applying the required pitch, roll and yaw inputs as appropriate in a smooth, coordinated manner | 2 |  |
|  | trim the aeroplane accurately | 2 |  |
|  | perform gear and flap retractions, power adjustments (as applicable) and other required pilot-related activities | 2 |  |
|  | maintain flight path along the runway extended centreline | 2 |  |
|  | apply the applicable noise abatement and wake turbulence avoidance procedures | 2 |  |
|  | recognise take-off abnormalities and take appropriate action to reject take-off (can be simulated) | 2 |  |
| 1. A2.3 | Take off aeroplane in a crosswind |  |  |
|  | perform a take-off in an aeroplane making appropriate adjustments for the crosswind conditions | 2 |  |
|  | maintain the runway centreline and extended centreline | 2 |  |
| 1. A2.5 | Take off aeroplane from ‘short field’ |  |  |
|  | calculate take-off and landing performance in accordance with the aeroplane's performance charts | 2 |  |
|  | perform take-off aeroplane to achieve the minimum length take-off performance | 2 |  |
|  | perform take-off aeroplane to achieve the obstacle clearance parameters | 2 |  |
| 1. A2.4 | Carry out after take-off procedures |  |  |
|  | perform after take-off checklist | 2 |  |
|  | maintain the appropriate climb segment at the nominated heading and airspeed | 2 |  |
|  | manoeuvre according to local and standard procedures | 2 |  |
|  | maintain traffic separation | 2 |  |
| 1. C3.3 | Operate transponder |  |  |
|  | operate a transponder during normal, abnormal and emergency operations | 2 |  |
|  | recall transponder emergency codes | 2 |  |
| 1. C3.1 | Operate radio equipment |  |  |
|  | confirm serviceability of radio equipment | 2 |  |
|  | conduct transmission and receipt of radio communications using appropriate procedures and phraseology | 2 |  |
|  | maintain a listening watch and respond appropriately to applicable transmissions | 2 |  |
|  | conduct appropriate emergency and urgency transmissions | 2 |  |
| 1. C1.2 | Operational communication using an aeronautical radio |  |  |
|  | maintain effective communication with others on operational matters | 2 |  |
|  | communicate effectively in unfamiliar, stressful or non-standard situations | 2 |  |
|  | apply the phonetic alphabet | 2 |  |
|  | transmit numbers | 2 |  |
|  | make appropriate transmissions using standard aviation phraseology | 2 |  |
|  | use plain English effectively when standard phraseology is inadequate | 2 |  |
|  | receive appropriate responses to transmissions | 2 |  |
|  | respond to transmissions and take appropriate action | 2 |  |
|  | recognise and manage communication errors and misunderstandings effectively | 2 |  |
|  | seek clarification in the time available if a message is unclear or uncertainty exists | 2 |  |
|  | react appropriately to a variety of regional accents | 2 |  |
|  | communicate effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English | 2 |  |
| 1. A3.1 | Climb aeroplane |  |  |
|  | operate and monitor all aircraft systems when commencing, during, and completing a climbing flight manoeuvre | 2 |  |
|  | adjust altimeter subscale according to applicable settings | 2 |  |
|  | identify and avoid terrain and traffic | 2 |  |
|  | 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. best angle climb | 2 |  |
|  | * + 1. best rate climb | 2 |  |
|  | anticipate level-off altitude and achieve straight and level flight | 2 |  |
| 1. A3.2 | Maintain straight and level flight |  |  |
|  | operate and monitor all aircraft systems during straight and level flight manoeuvres | 2 |  |
|  | adjust altimeter subscale according to applicable settings | 2 |  |
|  | identify and avoid terrain and traffic | 2 |  |
|  | 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. at normal cruise | 2 |  |
|  | * + 1. at high-speed cruise | 2 |  |
|  | * + 1. during acceleration and deceleration | 2 |  |
|  | * + 1. with flaps selected | 2 |  |
| 1. A3.4 | Turn aeroplane |  |  |
|  | operate and monitor all aircraft systems during turning flight manoeuvres | 2 |  |
|  | 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. climbing turns | 2 |  |
|  | * + 1. powered descending turns | 2 |  |
|  | * + 1. gliding descending turns | 2 |  |
|  | complete turn manoeuvre on a nominated heading or geographical feature | 2 |  |
|  | turn aeroplane at varying rates to achieve specified tracks | 2 |  |
|  | manoeuvre aeroplane over specified tracks or geographical features | 2 |  |
| 1. A5.3 | Turn aeroplane steeply |  |  |
|  | pre-manoeuvre checks for steep turning | 2 |  |
|  | steep level turn using a nominated bank angle, ending on a nominated heading or geographical feature, without altitude change | 2 |  |
|  | steep descending turn using a nominated bank angle, ending on a nominated heading or geographical feature ending on a nominated altitude | 2 |  |
|  | aeroplane operating limits are not exceeded | 2 |  |
| 1. A6.6 | Recover from unusual flight attitudes *Nose-low unusual attitudes* |  |  |
|  | identify nose-low unusual attitude flight condition | 2 |  |
|  | recover from nose-low unusual attitudes by adjusting pitch, bank and power to resume controlled and balanced flight | 2 |  |
|  | apply controlled corrective action while maintaining aircraft performance within limits | 2 |  |
| 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 |  |
|  | * + 1. adjust rate of descent by coordinating angle of bank and applied rudder | 2 |  |
|  | 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 |  |
|  | recover from a sideslip and return the aeroplane to balanced flight | 2 |  |
| 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 |  |
|  | * + 1. perform immediate actions | 2 |  |
|  | * + 1. formulate and describe a recovery plan, including selecting the most suitable landing area | 2 |  |
|  | * + 1. establish optimal gliding flight path to position the aeroplane for a landing on the selected landing area | 2 |  |
|  | * + 1. perform emergency procedures and land the aeroplane if the engine cannot be restarted as time permits | 2 |  |
|  | * + 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 2 |  |
|  | * + 1. re-brief passengers about flight situation, brace position and harness security | 2 |  |
|  | * + 1. land the aeroplane ensuring safest outcome if an engine restart is not achieved | 2 |  |
| 1. C4.2 | Manage fuel system |  |  |
|  | monitor fuel usage during the flight | 2 |  |
|  | accurately maintain fuel log | 2 |  |
|  | calculate and state endurance at any point during flight | 2 |  |
|  | perform fuel tank changes correctly | 2 |  |
|  | maintain fuel load within aircraft limits | 2 |  |
|  | operate the fuel cross-feed system correctly (if fitted) | 2 |  |
|  | operate fuel pumps and engine controls correctly | 2 |  |
| 1. A3.3 | Descend aeroplane |  |  |
|  | operate and monitor all aircraft systems during descending flight manoeuvres | 2 |  |
|  | 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. powered | 2 |  |
|  | * + 1. approach configuration descent (flap and undercarriage) | 2 |  |
|  | anticipate level-off altitude and achieve straight and level flight | 2 |  |
| 1. A3.6 | Perform circuits and approaches |  |  |
|  | operate and monitor all aircraft systems when operating the aeroplane in the circuit | 2 |  |
|  | 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 |  |
|  | * + 1. establish and maintain crosswind leg tracking 90° to the runway | 2 |  |
|  | * + 1. establish and maintain downwind leg tracking parallel to, and at a specified distance from, the runway at circuit height | 2 |  |
|  | * + 1. establish base leg tracking 90° to the runway at a specified distance from the runway threshold | 2 |  |
|  | perform checks as required throughout circuit | 2 |  |
|  | 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 |  |
|  | * + 1. adjust descent commencement point to take account of extended downwind leg or traffic adjustments | 2 |  |
|  | * + 1. align and maintain aircraft on final approach flight path with specified or appropriate runway | 2 |  |
|  | * + 1. set and maintain approach configuration not below 500 ft AGL | 2 |  |
|  | * + 1. identify and maintain the nominated aiming point | 2 |  |
|  | * + 1. maintain a stabilised approach angle at the nominated airspeed not less than 1.3Vs to the round-out height | 2 |  |
|  | * + 1. verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 2 |  |
|  | * + 1. apply speed allowances for wind gusts | 2 |  |
|  | * + 1. configure aeroplane for landing | 2 |  |
|  | maintain aircraft separation and position in the circuit with reference to other aircraft traffic in the circuit area | 2 |  |
| 1. A4.3 | Conduct a missed approach |  |  |
|  | recognise the conditions when a missed approach should be executed | 2 |  |
|  | make the decision to execute a missed approach when it is safe to do so | 2 |  |
|  | 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 |  |
|  | * + 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 2 |  |
|  | * + 1. make allowance for wind velocity during go-around | 2 |  |
|  | * + 1. avoid wake turbulence | 2 |  |
| 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 |  |
|  | make the decision to execute recovery from a missed landing only when it is safe to do so | 2 |  |
|  | 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 |  |
|  | * + 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 2 |  |
|  | * + 1. make allowance for wind velocity during go-around | 2 |  |
|  | * + 1. avoid wake turbulence | 2 |  |
| 1. A4.2 | Land aeroplane in a crosswind |  |  |
|  | verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 2 |  |
|  | configure the aeroplane for the crosswind conditions | 2 |  |
|  | control the aeroplane during the transition from final approach to touchdown and during after-landing roll to compensate for the crosswind conditions | 2 |  |
| 1. A4.5 | Short landing |  |  |
|  | land aeroplane at nominated touchdown point at minimum speed | 2 |  |
|  | control ballooning during flare | 2 |  |
|  | control bouncing after touchdown | 2 |  |
|  | maintain direction after touchdown | 2 |  |
|  | apply maximum braking without locking up wheels | 2 |  |
|  | stops aircraft within landing distance available | 2 |  |
| 1. A4.1 | Land aeroplane |  |  |
|  | maintain a constant landing position aim point | 2 |  |
|  | achieve a smooth, positively-controlled transition from final approach to touchdown, including the following: |  |  |
|  | * + 1. control ballooning during flare | 2 |  |
|  | * + 1. touchdown at a controlled rate of descent, in the specified touchdown zone within tolerances | 2 |  |
|  | * + 1. control bouncing after touchdown | 2 |  |
|  | * + 1. touch down aligned with the centreline within tolerances | 2 |  |
|  | ensure separation is maintained | 2 |  |
|  | maintain positive directional control and crosswind correction during the after-landing roll | 2 |  |
|  | use drag and braking devices, as applicable, in such a manner to bring the aeroplane to a safe stop | 2 |  |
|  | complete the applicable after-landing checklist items in a timely manner | 2 |  |
| 1. A1.1 | Start and stop engine |  |  |
|  | perform engine shutdown and after shutdown actions | 2 |  |
|  | considers ground surface in relation to contamination and propeller care during engine stop activities | 2 |  |
| 1. C2.3 | Post-flight actions and procedures |  |  |
|  | shut down aircraft | 2 |  |
|  | conduct post-flight inspection and secure the aircraft (if applicable) | 2 |  |
|  | complete all required post-flight administration documentation | 2 |  |

\*Enter the performance standard achieved if it is different to that required

Where it has not been possible to introduce performance criteria or the trainee has not achieved the required standard, the performance criteria must be covered during the next lesson. Enter these performance criteria in the lesson record for the subsequent lesson.

| DEBRIEFING |
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| Content |
| * Training review and outcomes achieved against lesson objectives and the Part 61 MOS competency standards * Recommendations for next lesson (including any carryover/remedial training) * Trainee preparation for next lesson * Training record completion and sign off |

| COMMENTS AND OUTCOME | | |
| --- | --- | --- |
|  | | |
| **Proceed to next training session?** | **Yes** | **No** |

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