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| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL(H) 30.\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| Lesson Overview  * Consolidation of previously learned confined area techniques * Improving decision making skills * Improving SWAT checks and power checks |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: Review previous confined areas brief as required, Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
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| Content | |
| **Long briefing** – Review previous confined areas brief as required | |
| **Underpinning knowledge** (relevant to the stage of training):   * Review/expand previously introduced knowledge as required * Helicopter OGE performance charts. * Cross-wind and rotor control limits for the helicopter [H6(a)] * Local weather conditions [H6(d)] | |
| **HF & NTS**   * Apply confined area and slope landing technique to all off-airport landings spots. * Never stop looking for wires * Engage non-flying crew in the task of looking out during approach and departure. (CRM) | |
| **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 1.0 hour dual | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| 1. C2.2 | 1. Perform pre-flight inspection |  |  |
| (d) | report to, and seek advice from, qualified personnel to determine the action required in relation to any identified defects or damage | 3 |  |
| (f) | certify the aircraft flight technical log entering any defects or endorsements to permissible unserviceabilities as appropriate | 3 |  |
| (g) | complete and certify the daily inspection (if authorised to do so) | 3 |  |
| **C3.1** | **Operate radio equipment** |  |  |
| (a) | confirm serviceability of radio equipment | 1 |  |
| (b) | conduct transmission and receipt of radio communications using appropriate procedures and phraseology | 1 |  |
| (c) | maintain a listening watch and respond appropriately to applicable transmissions | 1 |  |
| (d) | conduct appropriate emergency and urgency transmissions | 1 |  |
| **H2.5** | **Perform sideways and backwards (rearwards?) flight** |  |  |
| (a) | helicopter is transitioned from static hover to sideways and rearward flight | 1 |  |
| (b) | lookout is maintained in direction of flight using a systematic scan technique at a rate determined by traffic density, visibility, obstructions and terrain | 1 |  |
| (c) | rearward movement is only conducted after visually checking behind helicopter, and height is adjusted as required | 1 |  |
| (d) | helicopter directional control is maintained and manoeuvred clear of obstructions during sidewards and backwards flight manoeuvres | 1 |  |
| (e) | RPM is managed within limits during the turn | 1 |  |
| (f) | maintain rate of movement of helicopter at a safe speed | 1 |  |
| (g) | sideways and rearward flight is terminated over a nominated hover point | 1 |  |
| **H3.2** | **Perform air taxiing manoeuvres** |  |  |
| (a) | helicopter is manoeuvred over the ground on a prescribed track at constant height associated with ground effect and speed adjusted to suit helicopter type, surface conditions, congestion, maintenance of control and to avoid collision with obstacles or other aircraft | 1 |  |
| (b) | as far as operational limitations allow, the landing gear is aligned with the direction of travel | 1 |  |
| (c) | awareness of adverse effects of rotor downwash on surrounding aircraft, people, objects and environment is demonstrated | 1 |  |
| (d) | RPM is managed within normal operating limits | 1 |  |
| **H3.3** | **Perform air transiting manoeuvres** |  |  |
| (a) | helicopter is manoeuvred, while allowing for prevailing conditions, over a prescribed track within the aerodrome boundaries that is clear of obstacles at a height not above 100ft AGL at airspeeds greater than speeds used for air taxiing | 1 |  |
| (b) | throughout air transit manoeuvres, helicopter performance is considered | 1 |  |
| (c) | awareness of adverse effects of rotor downwash on surrounding aircraft, people, objects and environment is demonstrated | 1 |  |
| (d) | manipulate instruments, switches or devices, when safe to do so, including when the release of the collective pitch lever is required, while maintaining height, heading, speed, and attitude and not exceeding RPM or power limits | 1 |  |
| (e) | adjust air transit ground speed to suit helicopter type, traffic conditions, congestion, and maintenance of control and to avoid collision with obstacles or other aircraft | 1 |  |
| (f) | lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility and terrain | 1 |  |
| (g) | appropriate risk management is applied during air transit manoeuvres | 1 |  |
| **H6.3** | **Land on, and lift off sloping ground** |  |  |
| (a) | stakeholders are briefed to ensure safe operations in the vicinity of the helicopter | 2 |  |
| (b) | surface and slope conditions are assessed to be suitable and in limits for the helicopter type | 2 |  |
| (c) | helicopter is landed from the hover onto sloping ground using the appropriate slope landing techniques relevant to the helicopter type | 2 |  |
| (d) | ensure security of the helicopter on the sloping ground surface prior to reducing rotor RPM or engine shutdown | 2 |  |
| (e) | helicopter is lifted off from sloping ground to a hover using the appropriate slope landing techniques relevant to the helicopter type | 2 |  |
| (f) | control inputs and adjustments during landing on and lifting off are made in response to wind, surface and applicable aircraft limitations, using appropriate slope landing techniques and helicopter handling procedures | 2 |  |
| (g) | any abnormal situations are recognised and appropriate controlled corrective action is implemented | 2 |  |
| (h) | lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility or terrain | 2 |  |
| (i) | situational awareness is maintained at all times during lift-offs and landings on sloping ground | 2 |  |
| **H6.4** | **Land, manoeuvre and take off and in a Confined Area (CA)** |  |  |
| (a) | confined area is assessed against pilots own capabilities and helicopter performance, complete power assessment, a decision is made to operate in the area and a reconnaissance is conducted | 2 |  |
| (b) | appropriate approach and departure path is identified, maintain approach path to nominated termination point | 2 |  |
| (c) | helicopter is landed safely in a confined area using appropriate landing techniques | 2 |  |
| (d) | helicopter is manoeuvred in a confined area while remaining clear of obstructions, and within helicopter operating limitations | 2 |  |
| (e) | appropriate allowance is made for the effects of wind during manoeuvres in a confined area | 2 |  |
| (f) | helicopter departure plan and contingency procedures are briefed prior to departure (must include power assessment and nominate the abort point) | 2 |  |
| (g) | helicopter is safely taken off from a confined area using appropriate departure techniques | 2 |  |
| (h) | situational awareness is maintained at all times during manoeuvres in a confined area | 2 |  |
| **H6.5** | **Execute limited power take-off, approach and landing** |  |  |
| (a) | need for limited power manoeuvres is identified | 2 |  |
| (b) | helicopter performance is calculated and power requirements confirmed prior to the commencement of limited power operations | 2 |  |
| (c) | a decision to conduct limited power manoeuvres is implemented and an appropriate action plan is formulated to conduct limited power operations, pilot ability and limitations are considered | 2 |  |
| (d) | an appropriate area for a safe take-off and landing suitable for the limited power available is selected | 2 |  |
| (e) | limited power take-off is performed, applying maximum or nominated power while maintaining optimum RRPM | 2 |  |
| (f) | limited power approach and landing is performed, whilst controlling airspeed and optimum RRPM appropriate to power available and landing environment | 2 |  |
| (g) | situational awareness is maintained at all times during limited power manoeuvres | 2 |  |
| (h) | appropriate allowance is made for the effects of wind during limited power manoeuvres | 2 |  |

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

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

| CONSOLIDATION AND/OR REMEDIAL TRAINING | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved |
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| DEBRIEFING |
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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 | | |
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| **Proceed to next training session?** | **Yes** | **No** |

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