| 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 \*  **1** = Achieves competency to the standard required for qualification issue.  \**Solo practice is not conducted during this course of training* | |  |  |  |  |  |  |  | Total hours |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| General Handling | General Handling & Circuits | Introduction to Asymmetric Flight | Critical & Safety Speeds, Asymmetric Circuit s Introduction | Asymmetric Circuits | Consolidation | Flight Test |
| Dual (day) | | 1.0 | 1.0 | 1.0 | 1.0 | 1.2 | 1.3 | 1.5 | **8.0** |
| Instrument flight time | |  | 0.1 |  |  |  | 0.1 | 0.1 | (0.3 IF) |
| Aeronautical knowledge examinations | | ME(A)CR aeronautical knowledge examination | | | | | |  |  |
| Units, Elements and Performance Criteria | |  |  |  |  |  |  |  |  |
| C2 | Perform pre and post flight actions and procedures |  |  |  |  |  |  |  |  |
| 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 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** |  |  |  |
| 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 | **3** | **2** |  | **1** | **1** |  |  |  |
|  | identify all defects or damage to the aircraft | **3** | **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) | **3** | **2** |  | **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** |  |  |  |
| C4 | Manage fuel |  |  |  |  |  |  |  |  |
| 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 | **3** |  |  | **2** | **1** | **1** |  |  |
|  | determine the total fuel required for the flight | **2** |  |  |  | **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** |  |  |  | **1** | **1** |  |  |
|  | configure the aircraft correctly to achieve best endurance performance and correctly calculate the revised operational endurance | **2** |  |  |  | **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** |  |  |  |
| A1 | Control aeroplane on the ground |  |  |  |  |  |  |  |  |
| 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** |  |  |
|  | consider ground surface in relation to contamination and propeller care during engine start and stop activities | **2** |  |  |  | **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 |  |  |  |  |  |  |  |  |
| 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 |  | **3** |  | **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** |  |  |
| 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 |  | **3** |  | **2** | **1** | **1** |  |  |
|  | adjust the power controls taking into account the existing conditions |  | **3** |  | **2** | **1** | **1** |  |  |
|  | monitor power controls, settings, and instruments during take-off to ensure all predetermined parameters are achieved and maintained |  | **3** |  | **2** | **1** | **1** |  |  |
|  | adjust the controls to attain the desired pitch attitude at the predetermined airspeed to attain the desired performance |  | **3** |  | **2** | **1** | **1** |  |  |
|  | perform the take-off applying the required pitch, roll and yaw inputs as appropriate in a smooth, coordinated manner |  | **3** |  | **2** | **1** | **1** |  |  |
|  | trim the aeroplane accurately |  | **3** |  | **2** | **1** | **1** |  |  |
|  | perform gear and flap retractions, power adjustments (as applicable) and other required pilot-related activities |  | **3** |  | **2** | **1** | **1** |  |  |
|  | maintain flight path along the runway extended centreline |  | **3** |  | **2** | **1** | **1** |  |  |
|  | apply the applicable noise abatement and wake turbulence avoidance procedures |  | **3** |  | **2** | **1** | **1** |  |  |
|  | recognise take-off abnormalities and take appropriate action to reject take-off (can be simulated) |  | **3** |  | **2** | **1** | **1** |  |  |
| A2.3 | Take off aeroplane in a crosswind |  |  |  |  |  |  |  |  |
|  | perform a take-off in an aeroplane making appropriate adjustments for the crosswind conditions |  | **3** |  | **2** | **1** | **1** |  |  |
|  | maintain the runway centreline and extended centreline |  | **3** |  | **2** | **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** |  |  |
| A2.5 | Take off aeroplane from ‘short field’ |  |  |  |  |  |  |  |  |
|  | calculate take-off and landing performance in accordance with the aeroplane's performance charts |  | **3** |  | **2** | **1** | **1** |  |  |
|  | perform take-off aeroplane to achieve the minimum length take-off performance |  | **3** |  | **2** | **1** | **1** |  |  |
|  | perform take-off aeroplane to achieve the obstacle clearance parameters |  | **3** |  | **2** | **1** | **1** |  |  |
| A3 | Control aeroplane in normal flight |  |  |  |  |  |  |  |  |
| 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** |  |  |
| 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** |  |  |
| 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** |  |  |
| 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 turn | **2** | **1** |  |  |  | **1** |  |  |
|  | * 1. powered descending turn | **2** | **1** |  |  |  | **1** |  |  |
|  | * 1. gliding descending turn | **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** |  |  |
| A3.5 | Control aeroplane at slow speeds |  |  |  |  |  |  |  |  |
|  | complete pre-manoeuvre checks | **2** | **1** |  |  |  | **1** |  |  |
|  | 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** |  |  |
|  | recognise and respond positively to reduced effectiveness of controls during slow flight manoeuvres | **2** | **1** |  |  |  | **1** |  |  |
|  | 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** |  |  |
|  | 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** |  |  |
| A3.6 | Perform circuits and approaches |  |  |  |  |  |  |  |  |
|  | operate and monitor all aircraft systems when operating the aeroplane in the circuit |  | **3** |  | **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 500ft |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. establish and maintain crosswind leg tracking 90° to the runway |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. establish and maintain downwind leg tracking parallel to, and at a specified distance from, the runway at circuit height |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. establish base leg tracking 90° to the runway at a specified distance from the runway threshold |  | **3** |  | **2** | **1** | **1** |  |  |
|  | perform checks as required throughout circuit |  | **3** |  | **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 |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. adjust descent commencement point to take account of extended downwind leg or traffic adjustments |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. align and maintain aircraft on final approach flight path with specified or appropriate runway |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. set and maintain approach configuration not below 500 ft AGL |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. identify and maintain the nominated aiming point |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. maintain a stabilised approach angle at the nominated airspeed not less than 1.3Vs to the round-out height |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. verify existing wind conditions, make proper correction for drift, and maintain a precise ground track |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. apply speed allowances for wind gusts |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. configure aeroplane for landing |  | **3** |  | **2** | **1** | **1** |  |  |
|  | maintain aircraft separation and position in the circuit with reference to other aircraft traffic in the circuit area |  | **3** |  | **2** | **1** | **1** |  |  |
| A4 | Land aeroplane |  |  |  |  |  |  |  |  |
| A4.1 | Land aeroplane |  |  |  |  |  |  |  |  |
|  | maintain a constant landing position aim point |  | **3** |  | **2** | **1** | **1** |  |  |
|  | achieve a smooth, positively-controlled transition from final approach to touchdown, including the following: |  |  |  |  |  |  |  |  |
|  | * 1. control ballooning during flare |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. touchdown at a controlled rate of descent, in the specified touchdown zone within tolerances |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. control bouncing after touchdown |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. touchdown aligned with the centreline within tolerances |  | **3** |  | **2** | **1** | **1** |  |  |
|  | ensure separation is maintained |  | **3** |  | **2** | **1** | **1** |  |  |
|  | maintain positive directional control and crosswind correction during the after landing roll |  | **3** |  | **2** | **1** | **1** |  |  |
|  | use drag and braking devices, as applicable, in such a manner to bring the airplane to a safe stop |  | **3** |  | **2** | **1** | **1** |  |  |
|  | complete the applicable after landing checklist items in a timely manner |  | **3** |  | **2** | **1** | **1** |  |  |
| A4.2 | Land aeroplane in a crosswind |  |  |  |  |  |  |  |  |
|  | verify existing wind conditions, make proper correction for drift, and maintain a precise ground track |  | **3** |  | **2** | **1** | **1** |  |  |
|  | configure the aeroplane for the crosswind conditions |  | **3** |  | **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 |  | **3** |  | **2** | **1** | **1** |  |  |
| A4.3 | Conduct a missed approach |  |  |  |  |  |  |  |  |
|  | recognise the conditions when a missed approach should be executed |  | **3** |  | **2** | **1** | **1** |  |  |
|  | make the decision to execute a missed approach when it is safe to do so |  | **3** |  | **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 |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. make allowance for wind velocity during go-around |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. avoid wake turbulence |  | **3** |  | **2** | **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 |  | **3** |  | **2** | **1** | **1** |  |  |
|  | make the decision to execute recovery from a missed landing only when it is safe to do so |  | **3** |  | **2** | **1** | **1** |  |  |
|  | make a smooth, positively-controlled transition from missed landing to missed approach, including the following: |  |  |  |  |  | **1** |  |  |
|  | * 1. select power, attitude and configuration to safely control aeroplane |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. make allowance for wind velocity during go-around |  | **3** |  | **2** | **1** | **1** |  |  |
|  | * 1. avoid wake turbulence |  | **3** |  | **2** | **1** | **1** |  |  |
| A4.5 | Short landing |  |  |  |  |  |  |  |  |
|  | land aeroplane at nominated touchdown point at minimum speed |  | **3** |  | **2** | **1** | **1** |  |  |
|  | control ballooning during flare |  | **3** |  | **2** | **1** | **1** |  |  |
|  | control bouncing after touchdown |  | **3** |  | **2** | **1** | **1** |  |  |
|  | maintain direction after touchdown |  | **3** |  | **2** | **1** | **1** |  |  |
|  | apply maximum braking without locking up wheels |  | **3** |  | **2** | **1** | **1** |  |  |
|  | stops aircraft within landing distance available |  | **3** |  | **2** | **1** | **1** |  |  |
| A5 | Aeroplane advanced manoeuvres |  |  |  |  |  |  |  |  |
| A5.1 | Enter and recover from stall |  |  |  |  |  |  |  |  |
|  | perform stalling pre-manoeuvre checks |  | **1** |  |  |  | **1** |  |  |
|  | recognise symptoms of a stall |  | **1** |  |  |  | **1** |  |  |
|  | control the aeroplane by trimming and balancing accurately for slow flight and then applying the required pitch, roll and yaw inputs to enter and recover from the following: |  |  |  |  |  |  |  |  |
|  | * 1. slow flight where initial symptoms of a stall become evident |  | **1** |  |  |  | **1** |  |  |
|  | (ii) stall, recovering without application of power |  | **1** |  |  |  | **1** |  |  |
|  | * 1. stall under the following conditions: |  |  |  |  |  |  |  |  |
|  | (A) straight and level flight |  | **1** |  |  |  | **1** |  |  |
|  | (D) approach to land configuration |  | **1** |  |  |  | **1** |  |  |
|  | perform stall recovery including the following: |  |  |  |  |  |  |  |  |
|  | * 1. reduce angle of attack |  | **1** |  |  |  | **1** |  |  |
|  | * 1. prevent yaw |  | **1** |  |  |  | **1** |  |  |
|  | * 1. use available power and height to increase the aircraft energy state |  | **1** |  |  |  | **1** |  |  |
|  | * 1. avoid secondary stall |  | **1** |  |  |  | **1** |  |  |
|  | * 1. re-establish desired flight path and aircraft control with balanced control application |  | **1** |  |  |  | **1** |  |  |
| (e) | perform stall recovery in simulated partial and complete engine failure conditions |  |  |  | **1** |  | **1** |  |  |
| (f) | perform stall recovery at simulated low altitude |  | **1** |  | **1** |  | **1** |  |  |
| A5.3 | Turn aeroplane steeply |  |  |  |  |  |  |  |  |
|  | perform pre-manoeuvre checks for steep turning | **2** | **1** |  |  |  | **1** |  |  |
|  | steep level turn using a nominated bank angle, ending on a nominated heading or geographical feature, without altitude change | **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** | **1** |  |  |  | **1** |  |  |
|  | aeroplane operating limits are not exceeded | **2** | **1** |  |  |  | **1** |  |  |
| IFF | Full instrument panel manoeuvres |  |  |  |  |  |  |  |  |
| IFF.1 | Determine and monitor the serviceability of flight instruments and instrument power sources |  |  |  |  |  |  |  |  |
|  | determine serviceability of flight and navigational instruments |  | **1** |  |  |  | **1** |  |  |
|  | perform functional checks of flight and navigational instruments where applicable prior to take-off |  | **1** |  |  |  | **1** |  |  |
|  | monitor flight instrument and instrument power sources and react to any warnings, unserviceability or erroneous indications |  | **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 |  | **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 |  | **1** |  |  |  | **1** |  |  |
|  | * 1. nominated climb performance within the flight tolerances |  | **1** |  |  |  | **1** |  |  |
|  | * 1. descent performance within the flight tolerances |  | **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 |  | **1** |  |  |  | **1** |  |  |
| AME | Operate multi-engine aeroplane |  |  |  |  |  |  |  |  |
| AME.1 | Operate multi-engine aeroplane |  |  |  |  |  |  |  |  |
|  | start multi-engine aeroplane | **2** |  |  |  | **1** | **1** |  |  |
|  | use asymmetric thrust to assist with taxi manoeuvring | **3** | **2** |  |  | **1** | **1** |  |  |
|  | check multi-engine specific systems and instrumentation | **3** | **2** |  |  | **1** | **1** |  |  |
| AME.2 | Manage failures and malfunctions - general |  |  |  |  |  |  |  |  |
|  | operate and manage aircraft systems |  |  | **3** | **2** | **1** | **1** |  |  |
|  | asymmetric operations for all phases of flight are anticipated and contingencies are planned |  |  | **3** | **2** | **1** | **1** |  |  |
|  | a plan of action is self-briefed or briefed that will ensure the safest outcome in the event of asymmetric operations |  |  | **3** | **2** | **1** | **1** |  |  |
| AME.3 | Manage engine failure and malfunction after take-off (simulated) |  |  |  |  |  |  |  |  |
|  | manage simulated engine failures and malfunctions effectively whilst maintaining control of the aircraft flight path within specified tolerances |  |  |  | **3** | **1** | **1** |  |  |
|  | configure and fly aeroplane to achieve best performance |  |  |  | **3** | **1** | **1** |  |  |
|  | replan flight and take action to return to land or divert to alternate |  |  |  | **3** | **1** | **1** |  |  |
| AME.4 | Manage engine failure and malfunction enroute (simulated) |  |  |  |  |  |  |  |  |
|  | maintain or regain control of the aeroplane flight path within specified tolerances |  |  | **3** | **2** | **1** | **1** |  |  |
|  | manage failed or malfunctioning engine effectively |  |  | **3** | **2** | **1** | **1** |  |  |
|  | replan flight and take action to continue or divert to alternate |  |  | **3** | **2** | **1** | **1** |  |  |
| AME.5 | Perform rejected take-off - multi-engine aeroplane |  |  |  |  |  |  |  |  |
|  | abort take-off at or before decision point during the take-off where the abort procedure can be initiated and the aeroplane stopped on the remaining runway or stopway |  |  |  | **2** | **1** | **1** |  |  |
|  | reduce power smoothly and promptly |  |  |  | **2** | **1** | **1** |  |  |
|  | activate spoilers, prop fine, reverse, thrust reverse, wheel brakes and other drag and braking devices (as applicable) |  |  |  | **2** | **1** | **1** |  |  |
|  | maintain positive control to bring the aeroplane to a safe stop |  |  |  | **2** | **1** | **1** |  |  |
|  | initiate and complete engine failure procedures and checklists |  |  |  | **2** | **1** | **1** |  |  |
| AME.6 | Manage engine failure and malfunction during approach and landing (simulated) |  |  |  |  |  |  |  |  |
|  | maintain control of aeroplane flight path |  |  |  | **2** | **1** | **1** |  |  |
|  | nominate decision height for landing |  |  |  | **2** | **1** | **1** |  |  |
|  | make decision to continue or abort approach and landing in a safe and timely way |  |  |  | **2** | **1** | **1** |  |  |
|  | advise ATS or other agencies capable of providing assistance of situation and intentions |  |  |  | **2** | **1** | **1** |  |  |
|  | establish the approach and landing configuration appropriate for the runway or landing area and meteorological conditions, and adjust the power plant controls as required |  |  |  | **2** | **1** | **1** |  |  |
|  | maintain a stabilised approach and nominated airspeed within tolerances |  |  |  | **2** | **1** | **1** |  |  |
|  | achieve a smooth, positively-controlled transition from final approach to touchdown in the touchdown zone within tolerances |  |  |  | **2** | **1** | **1** |  |  |
|  | maintain positive directional control and crosswind corrections during the after landing roll maintaining the centreline within tolerances |  |  |  | **2** | **1** | **1** |  |  |
|  | use spoilers, prop reverse, thrust reversers, wheel brakes, and other drag or braking devices, as appropriate, in such a manner to bring the airplane to a safe stop after landing (as applicable) |  |  |  | **2** | **1** | **1** |  |  |
| AME.7 | Conduct go-around or missed approach with engine failure (simulated) |  |  |  |  |  |  |  |  |
|  | identify and confirm engine failure in a multi-engine aeroplane during a go-around or missed approach |  |  |  | **2** | **1** | **1** |  |  |
|  | maintain control of aeroplane |  |  |  | **2** | **1** | **1** |  |  |
|  | perform engine inoperative go-around safely not below the decision height |  |  |  | **2** | **1** | **1** |  |  |
| NTS1 | Non-technical skills 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 | **2** |  |  | **1** | **1** |  |  |  |
|  | maintain radio listening watch and interpret transmissions to determine traffic location and intentions | **2** |  |  | **1** | **1** |  |  |  |
|  | perform airspace-cleared procedure before commencing any manoeuvre | **2** |  |  | **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** |  |  |
| 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** |  |  |
| 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** |  |  |
| 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 |  |  |  |  |  |  |  |  |
| 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** |  |  |
| 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** |  |  |
| 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** |  |  |