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| --- | --- | --- | --- | --- | --- |
| Flight no: | PPL(H) 25.\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| --- |
| Lesson Overview  * Conduct landings and lift-offs from sloping ground |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 0.8 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** –Slope Landings   * Dynamic rollover * Across-slope and up-slope landings * Flight manual limitations | |
| **Underpinning knowledge** (relevant to the stage of training):   * Review/expand previously introduced knowledge as required * Aircraft weight and balance [H5(h)] * Slope landing limitations [H6(b)] | |
| **HF & NTS**   * Careful assessment of surface conditions * Relaxed grip on throttle * Hand over/take over technique (Emphasis on student remaining highly receptive to instructor’s corrective inputs) * Monitor student fatigue closely | |
| **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. C2.1 | Pre-flight actions and procedures |  |  |
| (f) | using the aircraft documents, calculate the following for a given set of environmental and operational conditions: |  |  |
|  | (i) weight and balance | 3 |  |
|  | (ii) in-ground and out-of-effect hover performance | 3 |  |
|  | (iii) take-off and landing performance | 3 |  |
|  | (iv) fuel requirements | 3 |  |
| 1. C4.2 | Manage fuel system |  |  |
| (f) | accurately maintain fuel log | 3 |  |
| (g) | calculate and state endurance at any point during flight | 3 |  |
| (h) | perform fuel tank changes correctly | 3 |  |
| (i) | maintain fuel load within aircraft limits | 3 |  |
| (j) | operate the fuel cross-feed system correctly (if fitted) | 3 |  |
|  | configure the aircraft correctly to achieve best endurance performance and correctly calculate the revised operational endurance | 3 |  |
| 1. C4.3 | Refuel aircraft |  |  |
|  | identify the correct type of fuel to be used | 2 |  |
|  | ensure aircraft is earthed prior to refuelling and defueling operations | 2 |  |
|  | correctly load and unload fuel | 2 |  |
|  | ensure required fuel quantity is loaded | 2 |  |
|  | ensure fuel caps are closed and secured after fuelling operations | 2 |  |
|  | perform fuel quality checks | 2 |  |
| 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 | 3 |  |
|  | define and explain objectives to stakeholders | 3 |  |
|  | demonstrate a level of assertiveness that ensures the optimum completion of the flight | 3 |  |
| 1. H6.3 | Land on, and lift off sloping ground |  |  |
|  | stakeholders are briefed to ensure safe operations in the vicinity of the helicopter | 3 |  |
|  | Surface and slope conditions are assessed to be suitable and in limits for the helicopter type | 3 |  |
|  | helicopter is landed from the hover onto sloping ground using the appropriate slope landing techniques relevant to the helicopter type | 3 |  |
|  | ensure security of the helicopter on the sloping ground surface prior to reducing rotor RPM or engine shutdown | 3 |  |
|  | helicopter is lifted off from sloping ground to a hover using the appropriate slope landing techniques relevant to the helicopter type | 3 |  |
|  | 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 | 3 |  |
|  | any abnormal situations are recognised and appropriate controlled corrective action is implemented | 3 |  |
|  | lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility or terrain | 3 |  |
|  | situational awareness is maintained at all times during lift-offs and landings on sloping ground | 3 |  |

\*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 |
| --- |
| 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 |
| --- | --- |
|  |  |