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| --- | --- | --- | --- | --- | --- |
| Flight no: | PPL(H)8.\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| Lesson Overview  * Conduct circuits at an aerodrome * Consolidate previous flight techniques |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 1.0 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** –Circuits   * Circuit pattern * Local aerodrome circuit procedures * Required radio calls * Pre-landing checks * Traffic management * Interpretation of windsock indications - wind speed and direction * Go-around technique | |
| **Underpinning knowledge**   * Review/expand previously introduced knowledge as required * vortex ring state [H5(b)] * circuit operating procedures [H5(c)] * managing abnormal and emergencies in the circuit area [H5(d)] * wind shear, turbulence and wake turbulence [H5(e)] | |
| **HF & NTS**   * Effective communication under normal circumstances [NTS1(a)] * Application of situational awareness to identify real or potential environmental or operational threats to flight safety [NTS2(c)] * Developing and implementing plans of action to remove and mitigate threats & errors [NTS2(d)] * Use of checklists to prevent errors [NTS2(h)] * Task management, organise workload [NTS2(i)] * Visual scan technique - use of clock code, importance of lookout and identification of traffic * Traffic management – speed control, circuit pattern adjustments * Hand over/take over technique (e.g. ‘I have control – you have control’) * Control technique | |
| **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. C1.2 | Operational communication using an aeronautical radio |  |  |
|  | maintain effective communication with others on operational matters | 3 |  |
|  | communicate effectively in unfamiliar, stressful or non-standard situations | 3 |  |
| (k) | react appropriately to a variety of regional accents | 3 |  |
| (l) | communicate effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English | 3 |  |
| 1. C2.1 | Pre-flight actions and procedures |  |  |
| (c) | identify special aerodrome procedures | 3 |  |
| (e) | determine the suitability of the current and forecast weather conditions for the proposed flight | 3 |  |
| 1. C3.1 | Operate radio equipment |  |  |
|  | confirm serviceability of radio equipment | 3 |  |
| (c) | maintain a listening watch and respond appropriately to applicable transmissions | 3 |  |
| (d) | conduct appropriate emergency and urgency transmissions | 3 |  |
| 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 |  |
|  | maintain radio listening watch and interpret transmissions to determine traffic location and intentions | 2 |  |
|  | perform airspace-cleared procedure before commencing any manoeuvre | 2 |  |
| 1. NTS1.2 | Maintain situational awareness |  |  |
|  | monitor all aircraft systems using a systematic scan technique | 3 |  |
|  | collect information to facilitate ongoing system management | 3 |  |
|  | monitor flight environment for deviations from planned operations | 3 |  |
|  | collect flight environment information to update planned operations | 3 |  |
| 1. H4.4 | Perform go-around procedure |  |  |
|  | critical situations are recognised and timely decisions are made to go-around in circumstances that require discontinuing a circuit or approach | 3 |  |
|  | initiate the go-around | 3 |  |
|  | set power and attitude to initiate safe climb at appropriate IAS from any position in the circuit | 3 |  |
|  | obstructions and traffic are appropriately avoided during the climb following a decision to go-around | 3 |  |
|  | lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility or terrain | 3 |  |
|  | situational awareness of circuit traffic is maintained throughout go-round procedure | 3 |  |
|  | after take-off checks are completed in accordance with approved checklist (as required) | 3 |  |
|  | local and published noise abatement requirements and curfews are observed | 3 |  |
| **H5.6** | **Perform circuits and approaches** |  |  |
| (a) | circuits are joined and conducted in accordance with AIP and or local procedures at normal and low altitude appropriate to the helicopter type | 3 |  |
| (b) | due allowance is made for the wind | 3 |  |
| (c) | all appropriate checklist items are completed when performing circuits and approaches | 3 |  |
| (d) | radiotelephone procedures are followed during circuit operations | 3 |  |
| (e) | the approach path applicable to the helicopter type is intercepted and maintained whilst remaining clear of other traffic | 3 |  |
| (f) | helicopter approach is conducted to establish hover or conduct a landing at the nominated termination point | 3 |  |
| (g) | lookout is maintained during circuits and approaches using a systematic scan technique at a rate determined by traffic density, visibility and terrain | 3 |  |
| (h) | conflicting traffic is recognised and appropriate responses are made | 3 |  |
| (i) | right of way rules are applied and compliance with the rules is maintained | 3 |  |
| (j) | weather conditions are monitored and appropriate responses are made | 3 |  |
| (k) | fuel status is monitored and appropriate responses are made | 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 |
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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 |
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