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| ****Overview**** |
| This syllabus describes the flight training and assessment activities to be undertaken during the recreational pilot licence – aeroplane category rating and flight radio endorsement training course. The aim of the course is to provide the student with the required skills, knowledge and attitudes to safely exercise the privileges of the RPL (A) and flight radio endorsement.  Flight training lessons include general handling, basic and advanced manoeuvres, circuit operations, basic instrument flight, procedures in the event of abnormal situations and human factors and non-technical skills awareness and application.  The privileges and limitations of the recreational pilot licence – aeroplane category rating and flight radio endorsement are defined in CASR Part 61 Subpart 61.G. |
| **Competency Standards** |
| **Practical flight competency standards**  Flight training is provided to allow the student to meet the prescribed Part 61 MOS practical flight competency standards. Student performance is assessed against these flight competency standards. The standards required for the completion of this course and the issue of the licence and endorsement are captured by the following units of competency:   |  |  | | --- | --- | | **Unit code** | **Unit of competency** | | C1 | Communicating in the aviation environment | | C2 | Perform pre- and post-flight actions and procedures | | C3 | Operate aeronautical radio | | C4 | Manage fuel | | C5 | Manage passengers and cargo | | NTS1 | Non-technical skills 1 | | NTS2 | Non-technical skills 2 | | A1 | Control aeroplane on the ground | | A2 | Take-off aeroplane | | A3 | Control aeroplane in normal flight | | A4 | Land aeroplane | | A5 | Aeroplane advanced manoeuvres | | A6 | Manage abnormal situations – single-engine aeroplanes | | IFF | Instrument flight full panel |   **Aeronautical knowledge** **standards**  The knowledge required to meet the aeronautical knowledge standards prescribed by the Part 61 MOS may be attained through student self-study or more formal training. Theory topics and content are described in the following units of knowledge:   |  |  | | --- | --- | | **Unit code** | **Unit of knowledge** | | BAKC | Basic aeronautical knowledge | | RFRC | RPL Flight rules and air law | | RMTC | RPL Meteorology | | PHFC | PPL Human factors | | RBKA | Basic aeronautical knowledge – aeroplane | | RARO | Aeronautical radio operation | |
| **Course prerequisites** |
| There are no mandatory qualifications, aeronautical experience or examination passes required before commencing the course.  Minimum age requirements apply to solo flight (15 years) and when making application for the recreational pilot licence (16 years).  Students should be proficient in the English language. English language proficiency assessments are required prior to first solo and for the grant of the flight radio endorsement. |
| **Course duration** |
| The course may be undertaken on a part-time or full-time basis.  The syllabus is based on a total flight time of 30 hours inclusive of the RPL aeroplane category flight test; however the total flight time required to achieve competency will vary from student to student. |
| **Course resources** |
| Flight training may be undertaken in either the C152 or C172.  Other resources include a model aeroplane, cockpit cut-out, instrument flight hood or foggles, navigation charts. |
| **Syllabus documentation** |
| Syllabus documentation includes:   * a planning matrix * a flight training and theory examination summary * a lesson plan and training record for each flight.   Refer to Part 5A/Section 5.1\* of the operations manual for a guide to the use of the syllabus documents. |
| **Lesson sequence and allowable variations** |
| The flight training and theory examination summary provides the sequence of flight training lessons.  If required (e.g. if weather conditions are not suitable for successful lesson outcomes), adjustments may be made to the lesson sequence as follows:   * Circuits (lesson #6) may be conducted prior to stalling (lesson#5). * Advanced stalling, forced landings, steep turns and crosswind circuits (lessons 16, 17, 18 & 19) may be conducted out of the planned sequence, provided all indicated competencies are met for the phase of training prior to the first training area solo.   Any variations to the lesson sequence which are not noted above are only to be made with the prior approval of the HOO or authorising instructor. |

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| ****Solo flight**** |
| The course includes a minimum of 5 hours of solo flight time.  Prior to authorising a student to conduct a solo flight, instructors must ensure the requirements of section 3B1.1/3.4.1.1\* are met.  Students who have not undertaken a dual check within the previous 30 days, or whose consecutive solo time would exceed 3 hours as a result of the solo flight, must undertake a dual check prior to the flight *(CASR 61.115 & CASA EX78/15).* |
| **Instructor requirements** |
| **First solo flight**  The pre- solo circuit lesson (lesson #10) must be conducted by a grade 1 or 2 instructor. The first solo flight must be authorised by an instructor who holds a grade 1 or 2 training endorsement. |
| **Aeronautical knowledge examinations and language assessments** |
| Successful completion of the following examinations and assessments are required during the course:  **Prior to first solo** - Pre-solo examination and general English language assessment  **Prior to first area solo** - Pre-area solo examination  **Prior to flight test recommendation** - RPLA aeronautical knowledge examination  **Prior to the RPL flight radio endorsement being granted** -  RPL flight radio operator examination and aviation English language proficiency assessment  The pass mark for each examination is 70%. The pre-solo, pre-area solo and flight radio operator examinations are set by [Sample Aviation].  The flight training and theory examination summary sets out the recommended sequence for aeronautical knowledge examinations and flight lessons. To avoid training delays, instructors should ensure students complete the examinations in this sequence.  Aeronautical knowledge examinations are conducted in the ground examination facility. Refer to Part 3E/Section 3.7\* for further information regarding the conduct of these exams. |

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| ****Aeronautical knowledge examinations and language assessments**** |
| **Knowledge Deficiency Reports**  If a student passes the RPLA aeronautical knowledge or RPL flight radio operator examination with a score of less than 100%, a report shall be prepared about the competency standards in which the student’s knowledge is deficient (a knowledge deficiency report). Following further self-study, an instructor holding a grade 1 or 2 training endorsement must orally assess the student’s knowledge to ensure the deficiencies noted on the knowledge deficiency report have been addressed (i.e. knowledge corrected to 100%).  A copy of the knowledge deficiency report for the RPLA aeronautical knowledge examination must be provided to the flight examiner who is to conduct the student’s flight test.  (For pre-solo and pre-area solo examinations a KDR is not required, however areas of deficiency are to be re-assessed verbally by the instructor to ensure the student holds the required underpinning knowledge, prior to the student conducting the solo flight). |
| **Flight test** |
| Upon successful completion of the course students must pass the RPL aeroplane category flight test, prior to making application for the recreational pilot licence and aeroplane category rating.  The test is conducted by a flight examiner and involves a ground component and a flight of approximately 1.4 hours (1.2 hours airborne time).  Flight test standards are contained in Schedule 5 App G.1 to the Part 61 MOS. Manoeuvres must be performed within the flight tolerances specified in table 1, Section 1 of Schedule 8 of the MOS.  For flight test procedures and information regarding the booking of flight tests, refer to section 3F1/3.8.1\*. |
| **Document control and access information** |
| This syllabus is a managed document and is uncontrolled if printed. Refer to the version number and date in the footer to ensure that the current syllabus is being referenced.  It is available in electronic format. Paper copies are also provided for use by instructors and students.  Syllabus documentation is to be read in conjunction with [Sample Aviation]’s operations manual, CASR Parts 61, 141 and the Part 61 Manual of Standards. |

\*MAAT manual reference