|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Flight no: | RPL(A)27.\_\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| Lesson Overview  * Consolidation:   + basic instrument flight, including actions in event of inadvertent entry into IMC   + forced landing – simulated complete engine failure   + precautionary search and landing   + abnormal situations – unreliable airspeed indication   + ‘short field’ landing * **Assess:**   + communicating face-to-face   + plan fuel requirements, refuelling, manage fuel system   + pre-flight actions and procedures, pre-flight inspection   + start and stop engine   + taxiing   + pre-take off procedures   + simulated engine failure on take-off   + operational communication, operate radio equipment, operate transponder   + climbing, straight and level, descending, turning   + local area airspace   + post-flight actions and procedures * Flight manoeuvres to be performed within the flight tolerances mentioned in Schedule 8 of the Part 61 MOS |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: as required Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Revision as required | |
| **Underpinning knowledge**   * Review/expand previously introduced knowledge as required | |
| **HF & NTS**   * Review as required | |
| **Pre-flight briefing**   * Review flight sequences, what to expect, see & do * Check essential knowledge * Reinforce threat & error management * Reinforce significant airmanship points | |
| **Theory examinations**   * The RPLA Aeronautical Knowledge Examination should be passed prior to lesson RPL(A)29, and must be passed prior to the RPL(A) flight test. * The RPL Flight Radio Operator Examination should be passed prior to the RPL(A) flight test, and must be passed prior to the issue of the RPL flight radio endorsement. The trainee must also hold a current aviation English language proficiency assessment for the issue of the RPL flight radio endorsement. * Where the trainee achieves a pass of less than 100% in the above examinations, a knowledge deficiency report (KDR) assessment is to be conducted by an authorised flight instructor | |
| **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 (0.2 IF) | | | | |
| --- | --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | | Performance  Standard | |
| Required | Achieved\* |
| 1. C1.1 | Communicating face-to-face | | **1** |  |
| 1. C1.2 | Operational communication using an aeronautical radio | | **1** |  |
| 1. C2.1 | Pre-flight actions and procedures | | **1** |  |
| 1. C4.1 | Plan fuel requirements | |  |  |
|  | determine the required fuel reserves | | **1** |  |
|  | determine the quantity of fuel required taking into account operational requirements and relevant abnormal or emergency conditions and contingencies | | **1** |  |
|  | determine the total fuel required for the flight | | **1** |  |
| 1. C4.2 | Manage fuel system | |  |  |
|  | verify fuel quantity on-board aircraft prior to flight using two independent methods | | **1** |  |
|  | ensure the fuel caps are secured | | **1** |  |
|  | perform fuel quality check prior to flight | | **1** |  |
|  | ensure fuel drain cocks are closed | | **1** |  |
|  | monitor fuel usage during the flight | | **1** |  |
|  | accurately maintain fuel log | | **1** |  |
|  | calculate and state endurance at any point during flight | | **1** |  |
|  | perform fuel tank changes correctly | | **1** |  |
|  | maintain fuel load within aircraft limits | | **1** |  |
|  | operate the fuel cross-feed system correctly (if fitted) | | **1** |  |
|  | operate fuel pumps and engine controls correctly | | **1** |  |
|  | configure the aircraft correctly to achieve best endurance performance and correctly calculate the revised operational endurance | | **1** |  |
| 1. C4.3 | Refuel aircraft | |  |  |
|  | identify the correct type of fuel to be used | | **1** |  |
|  | ensure aircraft is earthed prior to refuelling and defueling operations | | **1** |  |
|  | correctly load and unload fuel | | **1** |  |
|  | ensure required fuel quantity is loaded | | **1** |  |
|  | ensure fuel caps are closed and secured after fuelling operations | | **1** |  |
|  | perform fuel quality checks | | **1** |  |
| 1. C2.2 | Perform pre-flight inspection | | **1** |  |
| 1. A1.1 | Start and stop engine | | **1** |  |
| 1. A1.2 | Taxi aeroplane | | **1** |  |
| 1. A2.1 | Carry out pre take-off procedures | | **1** |  |
| 1. A6.1 | Manage engine failure - take-off (simulated) | |  |  |
|  | correctly identify an engine failure after take-off | | **1** |  |
|  | apply the highest priority to taking action to control the aeroplane | | **1** |  |
|  | maintain control of the aeroplane | | **1** |  |
|  | perform recall actions | | **1** |  |
|  | perform emergency actions as far as time permits | | **1** |  |
|  | manoeuvre the aeroplane to achieve the safest possible outcome | | **1** |  |
|  | ensure passengers adopt brace position | | **1** |  |
|  | advise others such as ATS and other aircraft of intentions if time permits | | **1** |  |
| 1. A3.1 | Climb aeroplane | |  |  |
|  | operate and monitor all aircraft systems when commencing, during, and completing a climbing flight manoeuvre | | **1** |  |
|  | adjust altimeter subscale according to applicable settings | | **1** |  |
|  | identify and avoid terrain and traffic | | **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 | | **1** |  |
|  | * + 1. best angle climb | | **1** |  |
|  | * + 1. best rate climb | | **1** |  |
|  | anticipate level-off altitude and achieve straight and level flight | | **1** |  |
| 1. A3.2 | | Maintain straight and level flight |  |  |
|  | operate and monitor all aircraft systems during straight and level flight manoeuvres | | **1** |  |
|  | adjust altimeter subscale according to applicable settings | | **1** |  |
|  | identify and avoid terrain and traffic | | **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 | | **1** |  |
|  | * + 1. at normal cruise | | **1** |  |
|  | * + 1. at high-speed cruise | | **1** |  |
|  | * + 1. during acceleration and deceleration | | **1** |  |
|  | * + 1. with flaps selected | | **1** |  |
| 1. A3.4 | | Turn aeroplane |  |  |
|  | operate and monitor all aircraft systems during turning flight manoeuvres | | **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 | | **1** |  |
|  | * + 1. climbing turns | | **1** |  |
|  | * + 1. powered descending turns | | **1** |  |
|  | * + 1. gliding descending turns | | **1** |  |
|  | complete turn manoeuvre on a nominated heading or geographical feature | | **1** |  |
|  | turn aeroplane at varying rates to achieve specified tracks | | **1** |  |
|  | manoeuvre aeroplane over specified tracks or geographical features | | **1** |  |
| 1. C3.1 | Operate radio equipment | | **1** |  |
| 1. C3.3 | Operate transponder | | **1** |  |
| 1. A3.7 | Local area airspace | |  |  |
|  | using an appropriate chart, for the local area and circuit area: | |  |  |
|  | * + 1. identify geographical features | | **1** |  |
|  | * + 1. identify geographical limits | | **1** |  |
|  | * + 1. identify restricted, controlled and uncontrolled airspace areas | | **1** |  |
|  | * + 1. state local airspace limits | | **1** |  |
|  | * + 1. identify the transit route between the departure aerodrome and training area | | **1** |  |
|  | * + 1. identify the geographical limits of the training area | | **1** |  |
|  | * + 1. identify aerodromes and landing areas within the local area | | **1** |  |
|  | maintain orientation and pinpoint location by using geographical features and a local area chart | | **1** |  |
|  | transit from the circuit area and transit to the designated training area | | **1** |  |
|  | operate safely within a transit lane (if applicable) | | **1** |  |
|  | remain clear of restricted, controlled and other appropriately designated airspace | | **1** |  |
|  | operate safely in the vicinity of local aerodromes and landing areas | | **1** |  |
|  | transit from the designated training area to the circuit area | | **1** |  |
|  | set QNH appropriately | | **1** |  |
|  | correctly determine which runway is to be used for landing | | **1** |  |
|  | ensure runway is serviceable and available | | **1** |  |
|  | position aircraft for arrival into the circuit | | **1** |  |
| 1. A6.3 | Perform forced landing (simulated) | | 2 |  |
| 1. A6.4 | Conduct precautionary search and landing (simulated condition) | | 2 |  |
| 1. A6.5 | Manage other abnormal situations (simulated | |  |  |
|  | identify and conduct flight with an unreliable airspeed indication | | 3 |  |
| 1. IFF.1 | Determine and monitor the serviceability of flight instruments and instrument power sources | | 3 |  |
| 1. IFF.2 | Perform manoeuvres using full instrument panel | | 3 |  |
| 1. IFF.3 | Recover from upset situations and unusual attitudes | | 3 |  |
| 1. A3.3 | | Descend aeroplane |  |  |
|  | operate and monitor all aircraft systems during descending flight manoeuvres | | **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 | | **1** |  |
|  | * + 1. powered | | **1** |  |
|  | * + 1. approach configuration descent (flap and undercarriage) | | **1** |  |
|  | anticipate level-off altitude and achieve straight and level flight | | **1** |  |
| 1. A4.5 | Short landing | | 2 |  |
| 1. C2.3 | Post-flight actions and procedures | | **1** |  |

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