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

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| --- |
| Lesson Overview  * Circuit consolidation * Flapless approach and landings * Missed approach procedure * Missed landing recovery * **Assess:**   + maintain effective lookout |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 0.5 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Flapless Approach & Landing and Missed Approach   * Flapless approach & landing * Missed landing procedure * Missed approach procedure | |
| **Underpinning knowledge**   * Review/expand previously introduced knowledge as required * Propeller wash, rotor wash and jet blast and how they affect other aircraft [A1 4(i), A4 4(j)] * Obtaining or calculating the crosswind and down or upwind components [A2 4(a)] * Interpreting windsock indications to determine wind direction and speed [A2 4(c)] * Causes of loss of control of aeroplane on landing [A4 4(f)] * Judging descent profiles in various configurations [A6 4(d)] (partial flap & flapless approaches) * Prioritising activities during non-normal situations [A6 4(e)] | |
| **HF & NTS**   * Application of situational awareness to identify real or potential threats [NTS2 4(c)] * Developing and implementing plans of action to remove and mitigate threats & errors [NTS2 4(d)] * Task management, organise workload [NTS2 4(i),(i)-(v)] * Visual scan technique - use of clock code, identification of traffic * Traffic management – speed control, circuit pattern adjustments | |
| **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. NTS1.1 | Maintain effective lookout | **2** |  |
| 1. NTS1.3 | Assess situations and make decisions |  |  |
|  | identify problems | 3 |  |
|  | analyse problems | 3 |  |
|  | identify solutions | 3 |  |
|  | assess solutions and risks | 3 |  |
|  | decide on a course of action | 3 |  |
|  | communicate plans of action (if appropriate) | 3 |  |
|  | allocate tasks for action (if appropriate) | 3 |  |
|  | take actions to achieve optimum outcomes for the operation | 3 |  |
|  | monitor progress against plan | 3 |  |
|  | re-evaluate plan to achieve optimum outcomes | 3 |  |
| 1. NTS2.1 | Recognise and manage threats |  |  |
|  | identify when competing priorities and demands may represent a threat to the safety of the flight | 3 |  |
|  | develop and implement countermeasures to manage threats | 3 |  |
| 1. A4.3 | Conduct a missed approach |  |  |
|  | recognise the conditions when a missed approach should be executed | 3 |  |
|  | make the decision to execute a missed approach when it is safe to do so | 3 |  |
|  | 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 |  |
|  | * + 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 3 |  |
|  | * + 1. make allowance for wind velocity during go-around | 3 |  |
|  | * + 1. avoid wake turbulence | 3 |  |
| 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 |  |
|  | make the decision to execute recovery from a missed landing only when it is safe to do so | 3 |  |
|  | make a smooth, positively-controlled transition from a missed landing to missed approach, including the following: |  |  |
|  | * + 1. select power, attitude and configuration to safely control aeroplane | 3 |  |
|  | * + 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 3 |  |
|  | * + 1. make allowance for wind velocity during go-around | 3 |  |
|  | * + 1. avoid wake turbulence | 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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