|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Flight no: | RPL(A)22.\_\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| --- |
| Lesson Overview  * Pre-flight actions and procedures – MEL, NOTAMs, GNSS (if applicable), ERSA, AIP * Circuits – ‘short field’ take-off and landing * Revise circuit emergencies * **Assess:**    + weight and balance, take-off and landing performance charts, fuel requirement calculations   + best angle climb |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 0.5 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Short field take off and landings   * Check essential knowledge from circuits and circuit emergency briefs * Factors affecting take-off and landing performance and the distance required * Factors affecting climb performance, missed approach performance and obstacle clearance * Calculating headwind and crosswind components * Calculating take-off and landing run and distance required | |
| **Underpinning knowledge**   * Review/expand previously introduced knowledge as required * Factors affecting length of take-off and landing run & distance * Contents of the flight manual and pilot operating handbook for the aircraft being flown [A1 4(g)] * Relevant sections of the AIP [A1 4(n)] * Aeroplane performance [A4 4(b)] * Minimum equipment list [C2 4(c)] | |
| **HF & NTS**   * Effective communication under normal and non-normal circumstances [NTS1 4(a), NTS2 4(a)] * Undesired aeroplane state – prevention, identifying, controlling [NTS2 4(e)] * How an undesired aeroplane state can develop from unmanaged threat or error [NTS2 4(f)] * Use of checklists and standard operating procedures to prevent errors [NTS2 4(h)] * Task management [NTS2 4(i)] | |
| **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 |  |  |
|  | obtain, interpret and apply information contained in the required pre-flight operational documentation, including the following: |  |  |
|  | * + 1. minimum equipment list (MEL) | 3 |  |
|  | * + 1. Notice to Airmen (NOTAM) | 3 |  |
|  | * + 1. global navigation satellite system (GNSS) receiver autonomous integrity monitoring (RAIM) information | 3 |  |
|  | * + 1. En Route Supplement Australia (ERSA) | 3 |  |
|  | * + 1. Aeronautical Information Package (AIP) | 3 |  |
|  | using the aircraft documents, calculate the following for a given set of environmental and operational conditions: |  |  |
|  | * + 1. weight and balance | 2 |  |
|  | * + 1. take-off and landing performance | 2 |  |
|  | * + 1. fuel requirements | 2 |  |
| 1. A2.5 | Take off aeroplane from ‘short field’ |  |  |
|  | calculate take-off and landing performance in accordance with the aeroplane's performance charts | 3 |  |
|  | perform take-off aeroplane to achieve the minimum length take-off performance | 3 |  |
|  | perform take-off aeroplane to achieve the obstacle clearance parameters | 3 |  |
| 1. A3.1 | Climb aeroplane |  |  |
|  | 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. best angle climb | **2** |  |
| 1. A6.1 | Manage engine failure - take-off (simulated) | 2 |  |
| 1. A6.2 | Manage engine failure in the circuit area (simulated) | 2 |  |
| 1. A4.5 | Short landing |  |  |
|  | land aeroplane at nominated touchdown point at minimum speed | 3 |  |
|  | control ballooning during flare | 3 |  |
|  | control bouncing after touchdown | 3 |  |
|  | maintain direction after touchdown | 3 |  |
|  | apply maximum braking without locking up wheels | 3 |  |
|  | stops aircraft within landing distance available | 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 |
| --- | --- |
|  |  |