### **Lesson Plan and Training record**

### **RPL(A) 28: Consolidation**

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| --- | --- | --- | --- | --- | --- |
| Flight no: | RPL(A) 28. \_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

### **Lesson Overview**

* Consolidate and **assess:**
  + plan fuel requirements, refuelling, manage fuel system
  + simulated engine failure on take-off
  + radio failure procedures
  + local area airspace
  + take-offs, circuits, landings (including missed approach and missed landing)
  + simulated engine failure in circuit area
  + precautionary search and landing
  + climbing, turning, descending
  + forced landing – simulated complete and partial engine failures
  + slow flight, stalling, wing drop at the stall, avoid spin
  + steep turns, sideslipping
  + unusual flight attitude recoveries
  + basic instrument flight
  + manage and assist passengers, manage cargo
  + non-technical skills
* Flight manoeuvres to be performed within the flight tolerances mentioned in Table 1, Schedule 8 of the Part 61 MOS.

### Pre-Flight Knowledge

* Long Briefing: as required
* Pre-flight Briefing: 0.3 hour
* Underpinning knowledge: as required.

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| **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 examination**   * RPLA aeronautical knowledge examination (in-house) (in accordance with the knowledge standards specified in the Part 61 MOS) * Knowledge deficiency report (required when the knowledge examination pass is less than 100%) |

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| 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: 1.4 hours dual (0.2 IF)**

| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| --- | --- | --- | --- |
| Required | Achieved\* |
| C4.1 | Plan fuel requirements | 1 |  |
| C4.3 | Refuel aircraft | 1 |  |
| C4.2 | Manage fuel system | 1 |  |
| C5.1 | Manage passengers |  |  |
|  | 1. supervise passenger safety | 1 |  |
|  | 1. encourage passengers to participate in and contribute to the safe outcome of the flight | 1 |  |
|  | 1. conduct pre-flight passenger safety briefing | 1 |  |
|  | 1. ensure passengers are aware of, and avoid interference with, flight and systems controls | 1 |  |
|  | 1. ensure passengers are aware of, and comply with, the use of seat harnesses | 1 |  |
|  | 1. ensure passengers are aware of the use of escape hatches, exits and emergency equipment on board the aircraft | 1 |  |
|  | 1. manage passenger safety in the event of abnormal or in-flight emergency situations | 1 |  |
| C5.2 | Aid and assist passengers |  |  |
|  | 1. establish and maintain clear communications with passengers | 1 |  |
|  | 1. assist with passenger comfort both when airside and in flight | 1 |  |
| C5.3 | Manage cargo |  |  |
|  | 1. manage loading, unloading and security of cargo during flight operations | 1 |  |
|  | 1. identify dangerous goods and apply procedures to ensure safety and security | 1 |  |
| A2.2 | Take off aeroplane |  |  |
|  | 1. apply the controls correctly to maintain longitudinal alignment on the centreline of the runway, if appropriate, prior to initiating and during the take-off | 1 |  |
|  | 1. adjust the power controls taking into account the existing conditions | 1 |  |
|  | 1. monitor power controls, settings, and instruments during take-off to ensure all predetermined parameters are achieved and maintained | 1 |  |
|  | 1. adjust the controls to attain the desired pitch attitude at the predetermined airspeed to attain the desired performance | 1 |  |
|  | 1. perform the take-off applying the required pitch, roll and yaw inputs as appropriate in a smooth, coordinated manner | 1 |  |
|  | 1. trim the aeroplane accurately | 1 |  |
|  | 1. perform gear and flap retractions, power adjustments (as applicable) and other required pilot-related activities | 1 |  |
|  | 1. maintain flight path along the runway extended centreline | 1 |  |
|  | 1. apply the applicable noise abatement and wake turbulence avoidance procedures | 1 |  |
|  | 1. recognise take-off abnormalities and take appropriate action to reject take-off (can be simulated) | 1 |  |
| A2.3 | Take off aeroplane in a crosswind |  |  |
|  | 1. perform a take-off in an aeroplane making appropriate adjustments for the crosswind conditions | 1 |  |
|  | 1. maintain the runway centreline and extended centreline | 1 |  |
| A2.5 | Take off aeroplane from ‘short field’ |  |  |
|  | 1. calculate take-off and landing performance in accordance with the aeroplane's performance charts | 1 |  |
|  | 1. perform take-off aeroplane to achieve the minimum length take-off performance | 1 |  |
|  | 1. perform take-off aeroplane to achieve the obstacle clearance parameters | 1 |  |
| A6.1 | Manage engine failure - take-off (simulated) | 1 |  |
| A2.4 | Carry out after take-off procedures |  |  |
|  | 1. perform after take-off checklist | 1 |  |
|  | 1. maintain the appropriate climb segment at the nominated heading and airspeed | 1 |  |
|  | 1. manoeuvre according to local and standard procedures | 1 |  |
|  | 1. maintain traffic separation | 1 |  |
| A3.1 | Climb aeroplane | 1 |  |
| A3.2 | Maintain straight and level flight | 1 |  |
| A3.4 | Turn aeroplane | 1 |  |
| A3.7 | Local area airspace | 1 |  |
| A3.5 | Control aeroplane at slow speeds |  |  |
|  | 1. complete pre-manoeuvre checks |  |  |
|  | 1. operate and monitor all aircraft systems when operating the aeroplane at slow speed in straight and level, climbing, descending and turning flight | 1 |  |
|  | 1. except for multi-engine aeroplane operations, 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 stable flight at the required flight tolerances that apply to the following: | 1 |  |
|  | 1. minimum approach speed with flaps retracted | 1 |  |
|  | 1. minimum approach speed in approach configuration | 1 |  |
|  | 1. flight at speeds just above stall warning activation or at the initial symptoms of stall | 1 |  |
|  | 1. except for multi-engine aeroplane operations, observe audible and visible stall warnings and recover aeroplane to controlled flight | 1 |  |
|  | 1. recognise and respond positively to reduced effectiveness of controls during slow flight manoeuvres | 1 |  |
|  | 1. recognise the need to increase power while manoeuvring in slow flight to maintain nominated altitude and a margin of speed above the stall | 1 |  |
|  | 1. transition from slow speed configuration, using take off power to achieve nominated speed in excess of 1.5 Vs without loss of height | 1 |  |
| A5.1 | Enter and recover from stall |  |  |
|  | 1. perform stalling pre-manoeuvre checks | 1 |  |
|  | 1. recognise symptoms of a stall | 1 |  |
|  | 1. control the aeroplane by trimming and balancing accurately for slow flight and then applying the required pitch, roll and yaw inputs to enter and recover from the following: |  |  |
|  | 1. slow flight where initial symptoms of a stall become evident | 1 |  |
|  | 1. stall, recovering without application of power | 1 |  |
|  | 1. stall, recovering with full power applied (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. stall under the following conditions: |  |  |
|  | 1. straight and level flight | 1 |  |
|  | 1. climbing flight (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. descending flight (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. approach to land configuration | 1 |  |
|  | 1. turning flight (not required for multi-engine aeroplanes) | 1 |  |
|  | 1. perform stall recovery including the following: |  |  |
|  | 1. reduce angle of attack | 1 |  |
|  | 1. prevent yaw | 1 |  |
|  | 1. use available power and height to increase the aircraft energy state | 1 |  |
|  | 1. avoid secondary stall | 1 |  |
|  | 1. re-establish desired flight path and aircraft control with balanced control application | 1 |  |
|  | 1. perform stall recovery in simulated partial and complete engine failure conditions | 1 |  |
|  | 1. perform stall recovery at simulated low altitude | 1 |  |
| A5.2 | Avoid spin (This element only applies to a single-engine aeroplane) |  |  |
|  | 1. perform stalling pre-manoeuvre checks | 1 |  |
|  | 1. recognise wing drop at the stall | 1 |  |
|  | 1. from balanced flight, recover from stall in the attitudes and configurations most likely to cause a wing drop | 1 |  |
|  | 1. perform recovery where the aeroplane exhibits a tendency to drop a wing at the stall, in accordance with 5.1(d) | 1 |  |
|  | 1. perform stall recovery at simulated low altitude | 1 |  |
| A5.3 | Turn aeroplane steeply |  |  |
|  | 1. pre-manoeuvre checks for steep turning | 1 |  |
|  | 1. steep level turn using a nominated bank angle, ending on a nominated heading or geographical feature, without altitude change | 1 |  |
|  | 1. steep descending turn using a nominated bank angle, ending on a nominated heading or geographical feature ending on a nominated altitude | 1 |  |
|  | 1. aeroplane operating limits are not exceeded | 1 |  |
| A5.4 | Sideslip aeroplane (where flight manual permits) |  |  |
|  | 1. straight sideslip: |  |  |
|  | 1. induce slip to achieve increased rate of descent while maintaining track and airspeed | 1 |  |
|  | 1. adjust rate of descent by coordinating angle of bank and applied rudder | 1 |  |
|  | 1. sideslipping turn by adjusting the bank angle to turn through minimum heading change of 90° at constant airspeed using sideslip, and exiting the turn on a specified heading or geographical feature, within tolerance | 1 |  |
|  | 1. recover from a sideslip and return the aeroplane to balanced flight | 1 |  |
| A6.6 | Recover from unusual flight attitudes |  |  |
|  | 1. identify nose-high or nose-low unusual attitude flight condition | 1 |  |
|  | 1. recover from nose-low or nose-high unusual attitudes by adjusting pitch, bank and power to resume controlled and balanced flight | 1 |  |
|  | 1. apply controlled corrective action while maintaining aircraft performance within limits | 1 |  |
| A6.3 | Perform forced landing (simulated) |  |  |
|  | 1. after a simulated complete engine failure has occurred, without prior indications, carry out the following: |  |  |
|  | 1. identify complete power failure condition and control aeroplane | 1 |  |
|  | 1. perform immediate actions | 1 |  |
|  | 1. formulate and describe a recovery plan, including selecting the most suitable landing area | 1 |  |
|  | 1. establish optimal gliding flight path to position the aeroplane for a landing on the selected landing area | 1 |  |
|  | 1. perform emergency procedures and land the aeroplane if the engine cannot be restarted as time permits | 1 |  |
|  | 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 1 |  |
|  | 1. re-brief passengers about flight situation, brace position and harness security | 1 |  |
|  | 1. land the aeroplane ensuring safest outcome if an engine restart is not achieved | 1 |  |
|  | 1. after a simulated partial engine failure has occurred, without prior indications, carry out the following: |  |  |
|  | 1. identify partial power failure condition | 1 |  |
|  | 1. perform recall actions | 1 |  |
|  | 1. adjust flight controls to re-establish flight path that maximises performance for partial power condition and maintain a safe airspeed margin above stall speed | 1 |  |
|  | 1. establish radio communications where possible | 1 |  |
|  | 1. perform partial engine failure actions | 1 |  |
|  | 1. formulate a plan to recover aeroplane to a safe landing area or aerodrome, taking into account that partial failure might lead to a full power failure at any time | 1 |  |
|  | 1. manoeuvre the aeroplane to a selected landing area or aerodrome using the remaining power to establish an optimal aircraft position for a safe landing | 1 |  |
|  | 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 1 |  |
|  | 1. re-brief passengers about flight situation, brace position and harness security | 1 |  |
|  | 1. maintain a contingency plan for coping with a full power failure throughout the manoeuvre | 1 |  |
|  | 1. when a safe landing position is established, shut down and secure engine and aeroplane | 1 |  |
| A6.4 | Conduct precautionary search and landing (simulated condition) |  |  |
|  | 1. assess flight circumstances and make an appropriate decision when to perform precautionary landing | 1 |  |
|  | 1. configure aeroplane for conditions | 1 |  |
|  | 1. perform precautionary search procedure | 1 |  |
|  | 1. select landing area, carry out an inspection and assess its suitability for landing, taking into account: |  |  |
|  | 1. unobstructed approach and overshoot paths | 1 |  |
|  | 1. landing area length adequate for landing | 1 |  |
|  | 1. landing area surface is suitable for aeroplane type and clear of hazards | 1 |  |
|  | 1. maintain orientation and visual contact with the landing area | 1 |  |
|  | 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 1 |  |
|  | 1. re-brief passengers about flight situation, brace position and harness security | 1 |  |
|  | 1. land and secure aircraft and manage passengers | 1 |  |
| IFF.1 | Determine and monitor the serviceability of flight instruments and instrument power sources |  |  |
|  | 1. determine serviceability of flight and navigational instruments | 1 |  |
|  | 1. perform functional checks of flight and navigational instruments where applicable prior to take-off | 1 |  |
|  | 1. monitor flight instrument and instrument power sources and react to any warnings, unserviceability or erroneous indications | 1 |  |
| IFF.2 | Perform manoeuvres using full instrument panel |  |  |
|  | 1. interpret flight instrument indications and apply procedures and techniques to achieve and maintain a specified flight path using the aircraft's full instrument panel | 1 |  |
|  | 1. set and maintain power and attitude by reference to the full instrument panel to establish a rate 1 turn onto a nominated heading within the flight tolerances | 1 |  |
| IFF.3 | Recover from upset situations and unusual attitudes |  |  |
|  | 1. correctly identify upset situations and unusual attitudes under simulated IMC | 1 |  |
|  | 1. recover to controlled flight from upset situations and unusual attitudes under simulated IMC from any combination of the following aircraft states: |  |  |
|  | 1. high and low-nose attitudes | 1 |  |
|  | 1. varying angles of bank | 1 |  |
|  | 1. various power settings | 1 |  |
|  | 1. various aircraft configurations | 1 |  |
|  | 1. unbalanced flight | 1 |  |
| C3.2 | Manage R/T equipment malfunctions |  |  |
|  | 1. perform radio failure procedures | 1 |  |
|  | 1. use fault finding procedures and perform corrective actions | 1 |  |
| A3.3 | Descend aeroplane | 1 |  |
| A3.6 | Perform circuits and approaches |  |  |
|  | 1. operate and monitor all aircraft systems when operating the aeroplane in the circuit | 1 |  |
|  | 1. in accordance with specific local procedures, safely perform a full circuit pattern (5 legs) by balancing and trimming the aeroplane accurately while applying smooth, coordinated control inputs to achieve the required flight tolerances specified for the flight path flown during traffic pattern manoeuvres as follows: |  |  |
|  | 1. track upwind along extended centreline to 500 ft | 1 |  |
|  | 1. establish and maintain crosswind leg tracking 90° to the runway | 1 |  |
|  | 1. establish and maintain downwind leg tracking parallel to, and at a specified distance from, the runway at circuit height | 1 |  |
|  | 1. establish base leg tracking 90° to the runway at a specified distance from the runway threshold | 1 |  |
|  | 1. perform checks as required throughout circuit | 1 |  |
|  | 1. establish the approach and landing configuration appropriate for the runway and meteorological conditions, and adjust the power plant controls as required for the following: |  |  |
|  | 1. commence and control approach descent path | 1 |  |
|  | 1. adjust descent commencement point to take account of extended downwind leg or traffic adjustments | 1 |  |
|  | 1. align and maintain aircraft on final approach flight path with specified or appropriate runway | 1 |  |
|  | 1. set and maintain approach configuration not below 500 ft AGL | 1 |  |
|  | 1. identify and maintain the nominated aiming point | 1 |  |
|  | 1. maintain a stabilised approach angle at the nominated airspeed not less than 1.3Vs to the round-out height | 1 |  |
|  | 1. verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 1 |  |
|  | 1. apply speed allowances for wind gusts | 1 |  |
|  | 1. configure aeroplane for landing | 1 |  |
|  | 1. maintain aircraft separation and position in the circuit with reference to other aircraft traffic in the circuit area | 1 |  |
| A6.2 | Manage engine failure in the circuit area (simulated) |  |  |
|  | 1. correctly identify an engine failure during flight | 1 |  |
|  | 1. apply the highest priority to taking action to control the aeroplane | 1 |  |
|  | 1. perform recall actions | 1 |  |
|  | 1. select a suitable landing area within gliding distance, on the aerodrome or elsewhere | 1 |  |
|  | 1. perform emergency procedures and land the aeroplane if the engine cannot be restarted as time permits | 1 |  |
|  | 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 1 |  |
|  | 1. re-brief passengers about flight situation, brace position and harness security | 1 |  |
|  | 1. land the aeroplane ensuring safest outcome if an engine restart is not achieved | 1 |  |
| A6.5 | Manage other abnormal situations (simulated) |  |  |
|  | 1. correctly identify the situation and maintain safe control of the aeroplane at all times | 1 |  |
|  | 1. manage abnormal and emergency situations in accordance with relevant emergency procedures and regulatory requirements | 1 |  |
|  | 1. follow appropriate emergency procedures while maintaining control of the aeroplane | 1 |  |
|  | 1. identify and conduct flight with an unreliable airspeed indication | 1 |  |
|  | 1. correctly identify when an emergency evacuation of an aeroplane is required | 1 |  |
|  | 1. execute a simulated emergency evacuation of an aeroplane | 1 |  |
|  | 1. advise ATS or other agencies capable of providing assistance of situation and intentions | 1 |  |
| NTS1.2 | Maintain situational awareness |  |  |
|  | 1. monitor all aircraft systems using a systematic scan technique | 1 |  |
|  | 1. collect information to facilitate ongoing system management | 1 |  |
|  | 1. monitor flight environment for deviations from planned operations | 1 |  |
|  | 1. collect flight environment information to update planned operations | 1 |  |
| NTS1.3 | Assess situations and make decisions |  |  |
|  | 1. identify problems | 1 |  |
|  | 1. analyse problems | 1 |  |
|  | 1. identify solutions | 1 |  |
|  | 1. assess solutions and risks | 1 |  |
|  | 1. decide on a course of action | 1 |  |
|  | 1. communicate plans of action (if appropriate) | 1 |  |
|  | 1. allocate tasks for action (if appropriate) | 1 |  |
|  | 1. take actions to achieve optimum outcomes for the operation | 1 |  |
|  | 1. monitor progress against plan | 1 |  |
|  | 1. re-evaluate plan to achieve optimum outcomes | 1 |  |
| NTS1.4 | Set priorities and manage tasks |  |  |
|  | 1. organise workload and priorities to ensure optimum outcome of the flight | 1 |  |
|  | 1. plan events and tasks to occur sequentially | 1 |  |
|  | 1. anticipate events and tasks to ensure sufficient opportunity for completion | 1 |  |
|  | 1. use technology to reduce workload and improve cognitive and manipulative activities | 1 |  |
| NTS1.5 | Maintain effective communications and interpersonal relationships |  |  |
|  | 1. establish and maintain effective and efficient communications and interpersonal relationships with all stakeholders to ensure the optimum outcome of the flight | 1 |  |
|  | 1. define and explain objectives to stakeholders | 1 |  |
|  | 1. demonstrate a level of assertiveness that ensures the optimum completion of the flight | 1 |  |
| NTS2.1 | Recognise and manage threats |  |  |
|  | 1. identify relevant environmental or operational threats that are likely to affect the safety of the flight | 1 |  |
|  | 1. identify when competing priorities and demands may represent a threat to the safety of the flight | 1 |  |
|  | 1. develop and implement countermeasures to manage threats | 1 |  |
|  | 1. monitor and assess flight progress to ensure a safe outcome, or modify actions when a safe outcome is not assured | 1 |  |
| NTS2.2 | Recognise and manage errors |  |  |
|  | 1. apply checklists and standard operating procedures to prevent aircraft handling, procedural or communication errors | 1 |  |
|  | 1. identify committed errors before safety is affected or the aircraft enters an undesired state | 1 |  |
|  | 1. monitor the following to collect and analyse information to identify potential or actual errors: |  |  |
|  | 1. aircraft systems using a systematic scan technique | 1 |  |
|  | 1. the flight environment | 1 |  |
|  | 1. other crew | 1 |  |
|  | 1. implement countermeasures to prevent errors or take action in the time available to correct errors before the aircraft enters an undesired state | 1 |  |
| NTS2.3 | Recognise and manage undesired aircraft state |  |  |
|  | 1. recognise an undesired aircraft state | 1 |  |
|  | 1. prioritise tasks to ensure an undesired aircraft state is managed effectively | 1 |  |
|  | 1. apply corrective actions to recover an undesired aircraft state in a safe and timely manner | 1 |  |
| A4.1 | Land aeroplane |  |  |
|  | 1. maintain a constant landing position aim point | 1 |  |
|  | 1. achieve a smooth, positively-controlled transition from final approach to touchdown, including the following: |  |  |
|  | 1. control ballooning during flare | 1 |  |
|  | 1. touchdown at a controlled rate of descent, in the specified touchdown zone within tolerances | 1 |  |
|  | 1. control bouncing after touchdown | 1 |  |
|  | 1. touch down aligned with the centreline within tolerances | 1 |  |
|  | 1. ensure separation is maintained | 1 |  |
|  | 1. maintain positive directional control and crosswind correction during the after-landing roll | 1 |  |
|  | 1. use drag and braking devices, as applicable, in such a manner to bring the aeroplane to a safe stop | 1 |  |
|  | 1. complete the applicable after-landing checklist items in a timely manner | 1 |  |
| A4.2 | Land aeroplane in a crosswind |  |  |
|  | 1. verify existing wind conditions, make proper correction for drift, and maintain a precise ground track | 1 |  |
|  | 1. configure the aeroplane for the crosswind conditions | 1 |  |
|  | 1. control the aeroplane during the transition from final approach to touchdown and during after-landing roll to compensate for the crosswind conditions | 1 |  |
| A4.3 | Conduct a missed approach |  |  |
|  | 1. recognise the conditions when a missed approach should be executed | 1 |  |
|  | 1. make the decision to execute a missed approach when it is safe to do so | 1 |  |
|  | 1. make a smooth, positively-controlled transition from approach to missed approach, including the following: |  |  |
|  | 1. select power, attitude and configuration to safely control aeroplane | 1 |  |
|  | 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 1 |  |
|  | 1. make allowance for wind velocity during go-around | 1 |  |
|  | 1. avoid wake turbulence | 1 |  |
| A4.4 | Perform recovery from missed landing |  |  |
|  | 1. recognise when a missed landing is occurring and when it is appropriate to take recovery action | 1 |  |
|  | 1. make the decision to execute recovery from a missed landing only when it is safe to do so | 1 |  |
|  | 1. 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 | 1 |  |
|  | 1. manoeuvre aeroplane clear of the ground and conduct after take-off procedures | 1 |  |
|  | 1. make allowance for wind velocity during go-around | 1 |  |
|  | 1. avoid wake turbulence | 1 |  |
| A4.5 | Short landing |  |  |
|  | 1. land aeroplane at nominated touchdown point at minimum speed | 1 |  |
|  | 1. control ballooning during flare | 1 |  |
|  | 1. control bouncing after touchdown | 1 |  |
|  | 1. maintain direction after touchdown | 1 |  |
|  | 1. apply maximum braking without locking up wheels | 1 |  |
|  | 1. stops aircraft within landing distance available | 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 Outcomes | | |
| --- | --- | --- |
|  | | |
| Proceed to next training session? | Yes | No |

| Instructor’s signature & date | Trainee’s signature & date |
| --- | --- |
|  |  |