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| --- | --- | --- | --- | --- | --- |
| Flight no: | RPL(A)26.\_\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| Lesson Overview  * Basic instrument flight * Recognition of and recovery from upset situations and unusual attitudes * Actions upon inadvertent entry into IMC * **Assess:**   + communicating face-to-face   + pre-flight actions and procedures, pre-flight inspection   + start and stop engine   + taxiing   + pre-take off procedures   + operational communication, operate radio equipment, operate transponder   + post-flight actions and procedures |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 0.8 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Basic instrument flight   * Instrument power sources * Instrument checks & serviceability * Control and performance instruments * Instrument lag * Sensory illusions * Scan technique * Dangers associated with attempting VFR flight into deteriorating weather * Importance of proper pre-flight preparation and planning to avoid inadvertent entry into IMC * Actions upon inadvertent entry into IMC * Compass turning and acceleration errors * Unusual attitudes – instrument indications, recovery techniques | |
| **Underpinning knowledge**   * Review/expand previously introduced knowledge as required * Scan technique appropriate to fitted flight instruments and phase of flight [IFF 4(a)] * Attitude and power requirements to achieve specified flight profiles [IFF 4(b)] * Instrument failure and warning systems fitted to the aeroplane [IFF 4(c)] * Turning using a magnetic compass [A3 4(h)] * Environmental conditions that represent VMC [A4 4(h), A5 4(d)], Day VFR flight rules [A4 4(i), A5 4(e)] | |
| **HF & NTS**   * Threat and error management detailing processes that can be used to identify and mitigate or control threats and errors [NTS2 4(b)] * The application of situational awareness to identifying real or potential environmental or operational threats to flight safety [NTS2 4(c)] * Developing and implementing plans of action for the following [NTS2 4(d)]:   + removing and mitigating threats   + removing and mitigating errors * Undesired aeroplane state – prevention, identifying, controlling [NTS2 4(e)] * How an undesired aeroplane state can develop from unmanaged threat or error [NTS2 4(f)] | |
| **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 (0.6 IF) | | | |
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| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| 1. C1.1 | Communicating face-to-face |  |  |
|  | pronounces words clearly, using an accent that does not cause difficulties in understanding | **1** |  |
|  | conveys information in clearly structured sentences without confusion or ambiguity | **1** |  |
|  | uses an extensive vocabulary to accurately communicate on general and technical topics, without excessive use of jargon, slang or colloquial language | **1** |  |
|  | speaks fluently without long pauses, repetition or excessive false starts | **1** |  |
|  | responds to communications with actions that demonstrate that the information has been received and understood | **1** |  |
|  | exchanges information clearly in a variety of situations with both expert and non-expert English speakers while giving and receiving timely and appropriate responses | **1** |  |
|  | uses appropriate techniques to validate communications | **1** |  |
| 1. C1.2 | Operational communication using an aeronautical radio |  |  |
|  | maintain effective communication with others on operational matters | **1** |  |
|  | communicate effectively in unfamiliar, stressful or non-standard situations | **1** |  |
|  | apply the phonetic alphabet | **1** |  |
|  | transmit numbers | **1** |  |
|  | make appropriate transmissions using standard aviation phraseology | **1** |  |
|  | use plain English effectively when standard phraseology is inadequate | **1** |  |
|  | receive appropriate responses to transmissions | **1** |  |
|  | respond to transmissions and take appropriate action | **1** |  |
|  | recognise and manage communication errors and misunderstandings effectively | **1** |  |
|  | seek clarification in the time available if a message is unclear or uncertainty exists | **1** |  |
|  | react appropriately to a variety of regional accents | **1** |  |
|  | communicate effectively in unexpected, stressful or non-standard situations using standard phraseology or plain English | **1** |  |
| 1. C2.1 | Pre-flight actions and procedures |  |  |
|  | complete all required pre-flight administration documentation | **1** |  |
|  | obtain, interpret and apply information contained in the required pre-flight operational documentation, including the following: |  |  |
|  | * + 1. minimum equipment list (MEL) | **1** |  |
|  | * + 1. maintenance release | **1** |  |
|  | * + 1. weather forecasts | **1** |  |
|  | * + 1. local observations | **1** |  |
|  | * + 1. Notice to Airmen (NOTAM) | **1** |  |
|  | * + 1. global navigation satellite system (GNSS) receiver autonomous integrity monitoring (RAIM) information | **1** |  |
|  | * + 1. En Route Supplement Australia (ERSA) | **1** |  |
|  | * + 1. Aeronautical Information Package (AIP) | **1** |  |
|  | identify special aerodrome procedures | **1** |  |
|  | identify all relevant radio and navigation aid facilities to be used during the flight (if applicable) | **1** |  |
|  | determine the suitability of the current and forecast weather conditions for the proposed flight | **1** |  |
|  | using the aircraft documents, calculate the following for a given set of environmental and operational conditions: |  |  |
|  | * + 1. weight and balance | **1** |  |
|  | * + 1. take-off and landing performance | **1** |  |
|  | * + 1. fuel requirements | **1** |  |
|  | determine whether the aircraft is serviceable for the proposed flight | **1** |  |
| 1. C2.2 | Perform pre-flight inspection |  |  |
|  | identify and secure equipment and documentation that is required for the flight | **1** |  |
|  | complete an internal and external check of the aircraft | **1** |  |
|  | identify all defects or damage to the aircraft | **1** |  |
|  | report to, and seek advice from, qualified personnel to determine the action required in relation to any identified defects or damage | **1** |  |
|  | ensure all aircraft locking and securing devices, covers and bungs are removed and stowed securely | **1** |  |
|  | certify the aircraft flight technical log entering any defects or endorsements to permissible unserviceabilities as appropriate | **1** |  |
|  | complete and certify the daily inspection (if authorised to do so) | **1** |  |
| 1. A1.1 | Start and stop engine |  |  |
|  | perform engine start and after start actions | **1** |  |
|  | perform engine shutdown and after shutdown actions | **1** |  |
|  | manage engine start and shutdown malfunctions and emergencies | **1** |  |
|  | considers ground surface in relation to contamination and propeller care during engine start and stop activities | **1** |  |
| 1. A1.2 | Taxi aeroplane |  |  |
|  | use aerodrome or landing area charts to taxi aircraft | **1** |  |
|  | comply with taxiway and other aerodrome markings, right-of-way rules and ATC or marshalling instructions when applicable | **1** |  |
|  | perform applicable taxi checks, including the following: |  |  |
|  | * + 1. brakes and steering function normally and take appropriate action in the event of a malfunction | **1** |  |
|  | * + 1. instruments for correct readings | **1** |  |
|  | * + 1. altimeter setting | **1** |  |
|  | maintain safe taxi speed and control of the aircraft | **1** |  |
|  | maintain safe spacing from other aircraft, obstructions, and persons | **1** |  |
|  | taxi the aeroplane along the centre of the taxiway | **1** |  |
|  | avoid causing a hazard to other aircraft, objects or persons | **1** |  |
|  | correct handling techniques are applied to take into account wind from all four quadrants | **1** |  |
|  | correctly manage the engine during taxi manoeuvres | **1** |  |
| 1. A2.1 | Carry out pre take-off procedures |  |  |
|  | correctly identify critical airspeeds, configurations, and emergency and abnormal procedures for normal and crosswind take-offs | **1** |  |
|  | work out a plan of action, in advance, to ensure the safest outcome in the event of abnormal operations | **1** |  |
|  | verify and correctly apply correction for the existing wind component to the take-off performance | **1** |  |
|  | perform all pre take-off and line-up checks required by the aircraft checklist | **1** |  |
|  | ensure approach path is clear of conflicting traffic and other hazards before lining up for take-off | **1** |  |
|  | align the aeroplane on the runway centreline | **1** |  |
| 1. C3.1 | Operate radio equipment |  |  |
|  | confirm serviceability of radio equipment | **1** |  |
|  | conduct transmission and receipt of radio communications using appropriate procedures and phraseology | **1** |  |
|  | maintain a listening watch and respond appropriately to applicable transmissions | **1** |  |
|  | conduct appropriate emergency and urgency transmissions | **1** |  |
| 1. C3.3 | Operate transponder |  |  |
|  | operate a transponder during normal, abnormal and emergency operations | **1** |  |
|  | recall transponder emergency codes | **1** |  |
| 1. IFF.1 | Determine and monitor the serviceability of flight instruments and instrument power sources |  |  |
|  | determine serviceability of flight and navigational instruments | **3** |  |
|  | perform functional checks of flight and navigational instruments where applicable prior to take-off | **3** |  |
|  | monitor flight instrument and instrument power sources and react to any warnings, unserviceability or erroneous indications | **3** |  |
| 1. IFF.2 | Perform manoeuvres using full instrument panel |  |  |
|  | interpret flight instrument indications and apply procedures and techniques to achieve and maintain a specified flight path using the aircraft's full instrument panel | **3** |  |
|  | 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 | **3** |  |
| 1. IFF.3 | Recover from upset situations and unusual attitudes |  |  |
|  | correctly identify upset situations and unusual attitudes under simulated IMC | **3** |  |
|  | 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 | **3** |  |
|  | * + 1. varying angles of bank | **3** |  |
|  | * + 1. various power settings | **3** |  |
|  | * + 1. various aircraft configurations | **3** |  |
|  | * + 1. unbalanced flight | **3** |  |
| 1. C2.3 | Post-flight actions and procedures |  |  |
|  | shut down aircraft | **1** |  |
|  | conduct post-flight inspection and secure the aircraft (if applicable) | **1** |  |
|  | complete all required post-flight administration documentation | **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 |
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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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