# THE REDCLIFFE AERO CLUB

# RECOGNITION OF PRIOR LEARNING (RPL)

# Trainer / Assessor / Instructor Guide

**Student name:** _____

**Student number:** _____

## Assessments Result sheet

Candidate's name: _____ Assessor's name: _____
Student number: _____ Course commencement date:_____

**Evidence supplied of industry currency, does not meet the complete requirements for any units of competency however the Redcliffe Aero Club acknowledged this is equivalent to the theory components provided in various Phases of our course structure.**

Course:

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|---|
| ❑ AVI50415 Diploma of Aviation (Instrument Rating) |
| ❑ AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) |
| ❑ AVI50516 Diploma of Aviation (Flight Instructor) |

Remove the units of competency / course that is not applicable to student

## AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane)

| Course name and Code | | Code | Competency achieved / | |
|---|---|---|---|---|
| AVIE4001 | Maintain aircraft radio communications | Core | | |
| AVIF0011 | Manage aircraft passengers and cargo | Core | | |
| AVIW4001 | Manage pre- and post-flight actions | Core | | |
| AVIY4001 | Control Aeroplane on the ground | Core | | |
| AVIY4002 | Take off Aeroplane | Core | | |
| AVIY4003 | Control Aeroplane in normal flight | Core | | |
| AVIY4004 | Land Aeroplane | Core | | |
| AVIY4007 | Manage aircraft fuel | Core | | |

## AVI50415 Diploma of Aviation (Instrument Rating)

| Course name and Code | | Code | Competency achieved / date | |
|---|---|---|---|---|
| AVIF0007 | Implement threat and error management strategies | Core | | |
| AVIF0008 | Manage safe flight operations | Core | | |
| AVIW5018 | Operate and manage aircraft systems | Core | | |
| AVIY0001 | Operate aircraft using aircraft flight instruments | Core | | |

## AVI50516 Diploma of Aviation (Flight Instructor)

| Course name and Code | | Code | Competency achieved / date | |
|---|---|---|---|---|
| AVIF0007 | Implement threat and error management strategies | Core | | |
| AVIF005 | Implement aviation fatigue risk management process | Core | | |
| AVIF0004 | Implement aviation risk management processes | Core | | |

## AVIE4001 Maintain aircraft radio communication

| Element<br>Elements describe the essential outcomes. | Performance Criteria<br>Performance criteria describes the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| 1. Operate radio equipment | 1.1 Serviceability of radio equipment is confirmed | | |
| | 1.2 Transmission and receipt of radio communications is conducted using appropriate procedures and phraseology | | |
| | 1.3 A listening watch is maintained and applicable transmissions responded to appropriately | | |
| | 1.4 Appropriate emergency and urgency transmissions are conducted | | |
| 2. Manage radio equipment malfunctions | 2.1 Radio failure procedures are performed as required | | |
| | 2.2 Fault-finding procedures and corrective actions not involving special tools or instruments are employed | | |
| 3. Operate transponder | 3.1 Aircraft transponder is operated and monitored in accordance with the aeronautical information publication (AIP) during normal operations | | |
| | 3.2 Aircraft transponder is operated and monitored in accordance with the AIP during abnormal and emergency operations | | |

## AVIF0011 Manage aircraft passengers and cargo

| | | | |
|---|---|---|---|
| 1. Manage passengers during normal operations | 1.1 Passengers are briefed on safety, normal and emergency procedures before flight in accordance with regulatory requirements, orders and operations manual | | |
| | 1.2 Passengers safety, comfort and wellbeing is provided for in accordance with regulatory requirements and workplace procedures | | |
| | 1.3 Passengers are managed on the ground and in the air in accordance with regulatory requirements, orders and operations manual | | |
| 2. Manage passengers during an abnormal or emergency situation | 2.1 Passengers are warned of potential hazardous conditions and emergencies during flight, and are briefed about related safety and emergency procedures in accordance with regulatory requirements, orders and operations manual | | |
| | 2.2 Passengers are advised of nature of emergency and the procedures and precautions to be followed | | |
| | 2.3 Clear communication is established and maintained with passengers | | |
| | 2.4 Passengers are managed during an emergency in accordance with regulatory requirements and workplace procedures | | |

| Element<br>Elements describe the essential outcomes. | Performance Criteria<br>Performance criteria describes the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only<br>Evidence provided | <br>Approval date |
|---|---|---|---|
| 3. Manage Cargo | 3.1 Cargo is managed in accordance with regulatory requirements and workplace procedures | | |
| | 3.2 Cargo calculations are completed in accordance with workplace procedures and regulatory requirements | | |
| | 3.3 Dangerous goods are identified and procedures are applied to ensure safety and security of people and cargo. | | |

**AVIW4001 Manage pre-and post-flight actions**

| | | | |
|---|---|---|---|
| 1. Complete pre- and post-flight administration | 1.1 Pre- and post-flight planning and documentation is completed in accordance with regulatory requirements and/or operations manual | | |
| | 1.2 Aircraft take-off and landing performance is calculated in accordance with performance charts | | |
| | 1.3 Aircraft weight and balance is confirmed | | |
| | 1.4 Pre-and post-flight maintenance release (flight technical log) and flight administration is completed in accordance with regulatory requirements and/or operations manual | | |
| | 1.5 Aircraft serviceability is determined by daily inspection, and certification of daily inspection in maintenance release (flight and technical log) is completed in accordance with regulations | | |
| 2. Perform pre-and post-flight actions/ inspections | 2.1 Equipment and documentation as required by regulation, is identified and secured in aircraft pre-flight | | |
| | 2.2 hazards are identified, risks are assessed and hazard management is implemented | | |
| | 2.3 Internal checks are completed in accordance with approved checklists | | |
| | 2.4 External checks are completed in accordance with approved checklists | | |
| | 2.5 Flight equipment and documentation are removed from aircraft post-flight | | |
| | 2.6 Aircraft is secured in accordance with manufacturer specifications and organisational procedures | | |
| 3. Perform and certify daily inspection | 3.1 Daily inspection of aircraft is performed in accordance with authorised aviation maintenance systems | | |
| | 3.2 Appropriate actions are undertaken to rectify discrepancies | | |
| | 3.3 Daily inspection is certified in accordance with regulatory requirements | | |

## AVIY4001 Control aeroplane on the ground

| Element<br>Elements describe the essential outcomes. | Performance Criteria<br>Performance criteria describes the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| 1. Start and stop engine | 1.1 Pre-start and after start checks are completed in accordance with aircraft flight manual (AFM)/pilot's operating handbook (POH) | | |
| | 1.2 Engine is started and shut down in accordance with AFM/ POH | | |
| | 1.3 Emergencies are managed in accordance with ARM/POH and regulatory requirements | | |
| | 1.4 Pre- and after shutdown checks are completed in accordance with AFM/POH | | |
| | 1.5 Manufacturer limitations are complied with and deviations are reported as required. | | |
| | 1.6 Aeroplane is positioned to ensure safety when starting engine | | |
| 2. Taxi Aeroplane | 2.1 Automatic terminal information service (ATIS) reports and taxi clearance are obtained as required | | |
| | 2.2 Aeroplane control and safe taxi speed is maintained in accordance with prevailing aerodrome, traffic, surface and weather conditions. | | |
| | 2.3 Bake serviceability and functionality checks are performed clear of conflicting traffic and other hazards to confirm serviceability | | |
| | 2.4 Instrument checks are conducted and altimeter settings are adjusted to confirm serviceability prior to aircraft departure. | | |
| | 2.5 Engine handling and braking on the ground is in accordance with AF/POH | | |
| | 2.6 Airfield markings/lights/ signs/ indicators are interpreted and complied with | | |
| | 2.7 Lookout is maintained and right-of-way rules are adhered to while complying with applicable air traffic control (ATC) or marshalling instructions | | |
| | 2.8 Adverse effect of propeller slipstream or jet wash on other aeroplanes, aerodrome facilities and personnel is avoided | | |
| | 2.9 Taxi path is inspected when surface conditions are obscured | | |

## AVIY4002 Take off Aeroplane

| | | | |
|---|---|---|---|
| 1. Carry out pre-take-off procedures | 1.1 Critical take-off airspeeds, aircraft configuration, and emergency and abnormal procedures for normal and cross-wind- take-offs correctly identified | | |
| | 1.2 Pre-take-off is completed | | |
| | 1.3 Approved pre-take off and line up checklists are completed in accordance with flight manual/pilot's operating handbook (POH) or company operations manual. | | |

| Element<br>Elements describe the essential outcome | Performance Criteria<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| | 1.4 Correction for existing wind component to the take-off performance is verified and correctly applied. | | |
| | 1.5 Runway approach path is visually cleared of conflicting traffic and other hazards prior to lining up for take-off | | |
| | 1.6 Aeroplane is aligned with runway centre line in take off direction | | |
| | 1.7 Air traffic control (ATC) clearances are obtained as required | | |
| 2. Conduct Aeroplane take off | 2.1 Take-off power is applied, Aeroplane is maintained aligned with centre of runway with wings maintained level and rotated at manufacturer recommended speed to achieve planned climb performance | | |
| | 2.2 Aeroplane is configured for nominated climb profile, and tracking on centerline of runway is maintained during take off | | |
| | 2.3 Power controls, settings, and instruments during take-off are monitored to ensure all predetermined parameters are achieved and maintained. | | |
| | 2.4 Lookout is maintained using a systematic scan techniques at a rate determined by traffic density, visibility and terrain. | | |
| | 2.5 Separation with all circuit traffic is maintained | | |
| | 2.6 Radiotelephone listening watch is maintained | | |
| | 2.7 Local and published noise abatement requirements and curfews are observed | | |
| | 2.8 After take-off checks are performed in accordance with approved checklists | | |
| 3. Perform rejected take-off | 3.1 Requirements to abort/reject take-off is identified | | |
| | 3.2 Power is reduced smoothly and promptly | | |
| | 3.3 Braking devices are activated | | |
| | 3.4 Control is maintained to bring Aeroplane to a safe stop | | |
| | 3.5 Associated procedures and/or checklists are initiated and completed | | |

**AVIY4003 Control Aeroplane in normal flight**

| | | | |
|---|---|---|---|
| 1. Climb Aeroplane | 1.1 Adjustments are made to altitude and power to achieve an increase of altitude at normal, maximum rate(VY), maximum angle (VX0 and cruise conditions of flight during straight and turning manoeuvres. | | |
| | 1.2 Aeroplane is maintained in balanced flight and trimmed. | | |
| | 1.3 Aeroplane is levelled off from climb at nominated altitude using standard Aeroplane procedures. | | |

| **Element**<br>Elements describe the essential outcome | **Performance Criteria**<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | **Trainer/ Assessor / Instructor only** | |
|---|---|---|---|
| | | **Evidence provided** | **Approval date** |
| | 1.4 Flight path clearance is ensured | | |
| | 1.5 Climb checks are completed | | |
| | 1.6 Air Traffic control (ATC) altitude restrictions are observed | | |
| 2. Maintain straight and level flight | 2.1 Power, altitude and configuration are set to achieve straight and level flight | | |
| | 2.2 Aeroplane is maintained in balanced flight and trimmed | | |
| | 2.3 Altitude and heading are maintained with tolerances | | |
| | 2.4 Flightpath clearance is ensured | | |
| 3. Descend Aeroplane | 3.1 Power, altitude and configuration are set to achieve descent during glide, power assisted flight and approach profiles | | |
| | 3.2 Aeroplane is maintained in balanced flight and trimmed | | |
| | 3.3 Aeroplane is levelled from a descent at a normal altitude | | |
| | 3.4 Flight path clearance is ensured | | |
| | 3.5 ATC altitude restrictions are observed | | |
| | 3.6 Aeroplane operating limits are not exceeded during descent | | |
| | 3.7 Effects of undercarriage and flaps are managed | | |
| | 3.8 Descent checks are completed | | |
| 4. Turn Aeroplane | 4.1 Airspace cleared procedure is carried out | | |
| | 4.2 Heading is altered in balanced flight during level, climbing, descending and gliding manoeuvers and turns are performed at varying rates to achieve specified tracks. | | |
| | 4.3 Turn on to nominated heading or geographical feature is achieved | | |
| | 4.4 Aeroplane operating limits are maintained during turns | | |
| 5. Control Aeroplane at slow speed | 5.1 Pre-manoeuvre checks are completed in accordance with operating procedures | | |
| | 5.2 Aeroplane is flown at minimum clean approach speed and at minimum landing configuration approach speed as specified in aircraft flight manual (AFM)/Pilot's operating handbook (POH) in balanced flight | | |
| | 5.3 Height awareness is maintained during slow speed flight | | |
| | 5.4 Positive control responses are implemented and reduced | | |
| | 5.5 Stall warnings, cautions and indications are monitored during slow speed flight | | |
| | 5.6 Recovery to cruise speed is achieved while maintaining height | | |

| Element<br>Elements describe the essential outcome | Performance Criteria<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| 6. Perform circuits and approaches | 6.1 Traffic patterns are conducted in accordance with aeronautical information package (AIP) procedures appropriate to the Aeroplane type with allowance for wind velocity on all legs of the circuit. | | |
| | 6.2 All checks are completed and radiotelephone procedures are followed | | |
| | 6.3 Approach path is appropriately intercepted and maintained in a manner applicable to Aeroplane type, while remaining clear of other traffic. | | |
| | 6.4 Traffic conflict or adverse flight conditions are recognized when they arise and go-around is performed from any position in the traffic pattern. | | |
| | 6.5 Right of way rules are applied and complied with | | |
| | 6.6 Radio listening watch is maintained in accordance with established procedures | | |
| | 6.7 Aeroplane is configured for landing | | |
| 7. Comply with airspace requirements | 7.1 While Aeroplane is maintained within a specified area, compliance is maintained with air traffic requirements and restricted, controlled and other appropriately designed airspace | | |
| | 7.2 Appropriate reactions are made to factors that may affect the safe progress of the flight | | |
| | 7.3 Awareness of aeroplane position is maintained using charts and geographical features | | |
| | 7.4 Radio listening watch is maintained in accordance with established procedures | | |
| | 7.5 Weather condition are monitored and appropriate action is taken | | |
| | 7.6 Local and published noise abatement requirements and curfews are observed. | | |

**AVIY4004 Land Aeroplane**

| | | | |
|---|---|---|---|
| 1. Conduct Aeroplane landing | 1.1 Aeroplane is landed at a controlled rate of descent with alignment above the run way centerline, within a specified area without draft, and directional control is maintained | | |
| | 1.2 Existing wind conditions are confirmed, drift corrections are applied, precise ground track is maintained, and Aeroplane is configured for cross-wind landing conditions as required | | |
| | 1.3 Ballooning and bouncing are minimized and controlled in accordance with established Aeroplane landing procedures | | |
| | 1.4 Positive directional control is maintained, and cross -wind corrections are applied as required during the after-landing roll. | | |
| | 1.5 After-landing checks are performed in accordance with approved checklist | | |
| | 1.6 Separation with conflicting air and ground traffic is maintained | | |
| | 1.7 Runway is vacated when practicable | | |

| Element<br>Elements describe the essential outcome | Performance Criteria<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| | 1.8 Aeroplane is stopped safety using drag and/or braking devices within available runway length | | |
| | 1.9 Landing clearance is obtained at appropriate airfields | | |
| | 1.10 Wake turbulence is avoided | | |
| | 1.11 Weather conditions are monitored | | |
| 2. Manage mishandled landing | 2.1 Conditional requirements for conducting a missed approach are recognized | | |
| | 2.2 Decision to perform missed approach and subsequent go-around is made safe landing cannot be achieved | | |
| | 2.3 Power, altitude and configuration are selected to safely control Aeroplane | | |
| | 2.4 Aeroplane is manoeuvred clear of the ground and after take-off procedures are conducted | | |
| | 2.5 Allowance for wind velocity is made during go-around | | |
| | 2.6 Wake turbulence is avoided | | |

**AVIY4007 Manage aircraft fuel**

| | | | |
|---|---|---|---|
| 1. Plan fuel requirements | 1.1 Total en route and reserve fuel requirement is determined in accordance with regulatory requirements | | |
| | 1.2 Allowance is made for possible abnormal or emergency situation | | |
| 2. Manage Fuel system | 2.1 Fuel system including pumps, engine controls and cross-feed systems are operated in accordance with aircraft flight manual (ARM)/Pilot's operating handbook (POH) | | |
| | 2.2 Fuel quantity on-board is verified using two independent methods | | |
| | 2.3 Fuel quality checks are completed before flight | | |
| | 2.4 Fuel usage and status is monitored throughout flight and fuel log is accurately maintained | | |
| | 2.5 Aircraft is configured to achieve desired profile, best range of endurance and operational endurance calculations are revised as required | | |
| | 2.6 Work health and safety (WHS)/occupational health and safety (OHS) procedures are followed at all timed | | |
| | 2.7 Potential hazards are anticipated and precautions are applied | | |
| 3. Refuel aircraft | 3.1 Aircraft is refueled correctly in accordance with AFM/POH, WHS/OHS, regulatory requirements and workplace procedures | | |
| | 3.2 Appropriate precautions are taken to ensure the safety of personnel and property during refueling operations | | |

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## AVIF0007 Implement threat and error management strategies

| **Element**<br>Elements describe the essential outcome | **Performance Criteria**<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | **Trainer/ Assessor / Instructor only** | |
|---|---|---|---|
| | | **Evidence provided** | **Approval date** |
| 1. Recognise and manage actual and potential threats | 1.1 Potential environmental or operational threats likely to affect flight safety are identified | | |
| | 1.2 Actual environmental or operational threats that affect flight safety are identified | | |
| | 1.3 Competing operational priorities and task demands that may represent a threat to flight safety are identified | | |
| | 1.4 Countermeasures to manage threats are identified and implemented | | |
| | 1.5 Flight progress and effect of countermeasures are monitored and assessed to ensure a safe outcome | | |
| | 1.6 Alternative countermeasures are identified and implemented, and effectiveness of countermeasures is re-evaluated for effectiveness | | |
| 2. Recognise and manage actual and potential errors | 2.1 Checklists and standard operating procedures are implemented to prevent aircraft handling, procedural or communication errors | | |
| | 2.2 Committed errors are identified and responded to before aircraft enters an undesired state | | |
| | 2.3 Aircraft systems are monitored using a systematic scan technique to collect and analyse flight information for potential or actual error recognition purposes | | |
| | 2.4 Flight operating environment is monitored to collect and analyse flight information for potential or actual error recognition purposes | | |
| | 2.5 Individual or team performance is monitored to recognise potential or actual error occurrence | | |
| | 2.6 Countermeasure implementation and supervision are undertaken to prevent errors before aircraft enters an undesired state | | |
| | 2.7 Countermeasure implementation and supervision are undertaken to correct errors after aircraft enters an undesired | | |
| 3. Recognise and manage undesired aircraft states | 3.1 Undesired aircraft states are recognised | | |
| | 3.2 Individual and team tasks are prioritised to ensure an undesired aircraft state is managed effectively | | |
| | 3.3 Corrective actions to recover from an undesired aircraft state are applied in a safe and timely manner | | |
| | 3.4 Undesired aircraft states are reported and recorded as required in accordance with applicable workplace procedures | | |

**AVIF0008 Manage safe flight operations**

| **Element**<br>Elements describe the essential outcome | **Performance Criteria**<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | **Trainer/ Assessor / Instructor only** | |
|---|---|---|---|
| | | **Evidence provided** | **Approval date** |
| 1. Maintain effective lookout | 1.1 Systematic visual scan techniques are applied at a rate determined by traffic density, visibility and terrain to maintain traffic separation | | |
| | 1.2 Radio listening watch is maintained and transmissions are interpreted to determine traffic location and intention | | |
| | 1.3 Airspace-cleared procedures are performed before commencing any manoeuvre | | |
| 2. Maintain situational awareness | 2.1 All aircraft systems are monitored using a systematic scan technique | | |
| | 2.2 Information is collected to facilitate ongoing system management | | |
| | 2.3 Flight environment is monitored for deviations from planned operations | | |
| | 2.4 Flight environment information is collected to update planned operations | | |
| 3. Assess situations and make decisions | 3.1 Problems affecting flight performance are identified and analysed | | |
| | 3.2 Potential solutions to flight performance problems are identified | | |
| | 3.3 Potential solutions and risks are assessed | | |
| | 3.4 Course of action is determined and communicated to flight crew, passengers and/or other personnel, as required | | |
| | 3.5 Tasks are allocated and actioned to implement optimal course of action outcomes | | |
| | 3.6 Tasks are monitored for progress against determined course of action | | |
| | 3.7 Plan is re-evaluated as required to achieve optimal outcomes | | |
| 4. Set priorities and manage tasks | 4.1 Task workload and priorities are organised to ensure optimum outcome of the flight | | |
| | 4.2 Events and tasks are planned to occur sequentially | | |
| | 4.3 Events and tasks are anticipated to ensure sufficient opportunity for completion | | |
| | 4.4 Technology is used to reduce workload and improve cognitive and manipulative activities | | |
| 5. Maintain effective communication and interpersonal relationships | 5.1 Effective and efficient communication and interpersonal relationships are established and maintained with all stakeholders to ensure optimum flight outcome | | |
| | 5.2 Objectives are defined and explained to stakeholders | | |
| | 5.3 Appropriate levels of assertiveness are applied that ensure the optimum completion of a flight | | |

## AVIW5018 Operate and manage aircraft systems

| Element<br>Elements describe the essential outcome | Performance Criteria<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| 1.Operate and manage aircraft systems during normal flight | 1.1 Aircraft systems, sub-systems (equipment) and devices applicable to aircraft type and task are operated and managed | | |
| | 1.2 Aircraft systems, sub-systems (equipment) and devices are monitored using a systematic scan technique | | |
| | 1.3 Aircraft systems and flight environment information is analysed to identify actual and potential threats or errors | | |
| | 1.4 Automated aircraft systems are utilised to manage cockpit workload | | |
| | 1.5 Hazards are identified, risks are assessed and hazard management is implemented | | |
| | 1.6 Checklist procedures are completed as appropriate to aircraft system | | |
| 2. Manage aircraft systems during abnormal and emergency procedures | 2.1 Non-normal or emergency situations are recognised | | |
| | 2.2 Control of aircraft flight path is maintained during abnormal and emergency response procedures | | |
| | 2.3 Affected aircraft system or sub-system is identified and confirmed | | |
| | 2.4 Checklist procedures are recalled and implemented during abnormal and emergency situations using appropriate techniques | | |
| | 2.5 Appropriate non-normal or emergency procedures are performed in accordance with relevant workplace and emergency procedures, and regulatory requirements | | |
| | 2.6 Course of action is decided, implemented, evaluated and revised to achieve safest outcomes | | |
| | 2.7 Location and operation of emergency systems applicable to aircraft type are explained | | |

## AVIY0001 - Operate aircraft using aircraft flight instruments

| **Element**<br>Elements describe the essential outcome | **Performance Criteria**<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | **Trainer/ Assessor / Instructor only** | |
|---|---|---|---|
| | | **Evidence provided** | **Approval date** |
| 1.Establish serviceability of flight instruments and instrument power sources | 1.1 Serviceability of flight instrument, pitot/static system and instrument power sources is determined before flight | | |
| | 1.2 Functional checks of flight and navigational instruments are performed before departure | | |
| 2. Operate aircraft using full instrument procedures | 2.1 Flight instrument and instrument power sources are monitored and pilot cautions, warnings and indications are reacted to in accordance with full instrument procedures | | |
| | 2.2 Power and attitude are set and maintained by reference to full instrument panel to achieve straight and level performance during normal cruise | | |
| | 2.3 Power and attitude are set and maintained by reference to full instrument panel to achieve nominated climb performance | | |
| | 2.4 Power and attitude are set and maintained by reference to full instrument panel to achieve nominated descent performance | | |
| | 2.5 Power, attitude and bank during climb, descent and straight and level flight are set and maintained by reference to full instrument panel to achieve rate one turns onto a nominated heading | | |
| | 2.6 Aircraft is balanced and trimmed to maintain nominated aircraft altitude, heading, speed and/or climb/descent performance within flight tolerances | | |
| | 2.7 Aircraft is levelled at nominated altitude, from climb or descent during straight or turning flight | | |
| 3. Recover from unusual attitudes using instrument procedures | 3.1 Unusual attitudes and upset situations are recognised and identified | | |
| | 3.2 Controlled flight is resumed by reference to flight instruments using a full instrument panel | | |
| | 3.3 Straight and level attitude is achieved without excessive oscillations at the horizon | | |
| | 3.4 Aircraft is recovered to above lowest safe altitude (LSALT) | | |
| 4. Operate aircraft using limited instrument procedures | 4.1 Flight instrument and instrument power sources are monitored and pilot cautions, warnings and indications are reacted to in accordance with limited instrument procedures | | |
| | 4.2Aircraft is transitioned from full instrument operating procedures to limited instrument operating procedures while maintaining safe flight profiles | | |
| | 4.3 Power and attitude are set and maintained by reference to limited instrument panel to achieve straight and level performance during normal cruise | | |
| | 4.4 Power and attitude are set and maintained by reference to limited instrument panel to achieve nominated climb performance | | |

| **Element**<br>Elements describe the essential outcome | **Performance Criteria**<br>Performance criteria describe the performance needed to demonstrate achievement of the element. | **Trainer/ Assessor / Instructor only** | |
|---|---|---|---|
| | | **Evidence provided** | **Approval date** |
| | 4.6 Power, attitude and bank during climb, descent, straight and level flight are set and maintained by reference to limited instrument panel to achieve rate one turns onto a nominated heading | | |
| | 4.7 Aircraft is balanced and trimmed to maintain nominated aircraft altitude, heading, speed and/or climb/descent performance within flight tolerances | | |
| | 4.8 Aircraft is levelled at nominated altitude, from climb or descent during straight or turning flight | | |
| 5. Recover from unusual attitudes using limited instrument procedures | 5.1 Unusual attitudes and upset situations are recognised and identified | | |
| | 5.2 Controlled flight is resumed by reference to flight instruments using limited instrument panel | | |
| | 5.3 Straight and level attitude is achieved without excessive oscillations at the horizon | | |
| | 5.4 Aircraft is recovered to above LSALT | | |
| 6. Re- establish visual flight | 6.1 Aircraft is transitioned from visual flight conditions to instrument flight conditions while aircraft control is maintained | | |
| | 6.2 Aircraft is manoeuvred to re-establish visual flight | | |
| | 6.3 Plan is implemented to ensure flight continues within visual meteorological conditions (VMC) | | |
| 7. Perform steep turns | 7.1 Power, attitude and bank are set to maintain level flight by reference to full instrument panel that achieves a steep turn | | |
| | 7.2 Nominated angle of bank is maintained | | |
| | 7.3 Aircraft turn is exited onto nominated heading | | |
| | 7.4 Aircraft is balanced and trimmed to maintain nominated aircraft altitude, heading, speed and/or climb/descent performance within flight tolerances | | |

## AVIF0004 Implement aviation risk Management processes

| Element<br>Elements describe the essential outcomes. | Performance Criteria<br>Performance criteria describes the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| 1. Identify Aviation hazards and access risk | 1.1 Hazards are identified through organisational methods in accordance with workplace standards | | |
| | 1.2 Stakeholders are identified and involved in the risk assessment process. | | |
| | 1.3 Likelihood and consequences of hazards are assessed and ranked against established organisational risk assessment criteria | | |
| 2. Identify risk controls | 2.1 Controls that reduce risk to as slow as reasonably practicable (ALARP) are identified in accordance with workplace policies and procedures | | |
| | 2.2 Risk Management action plan is developed and communicated to all stakeholders | | |
| | 2.3 Risk Management documentation is completed and checked for accuracy | | |
| 3. Control aviation risk | 3.1 Risk control sections are determined with consideration of effect on stakeholders | | |
| | 3.2 Risk control methods are communicated to stakeholders | | |
| | 3.3 Selected risk control method/s is implemented, monitored and evaluated | | |
| 4. Monitor and review effectiveness of risk control | 4.1 Implement risk control are regularly monitored against measures of success/ effectives | | |
| | 4.2 Assistance is provided to review risk in own area of operation | | |
| | 4.3 Management of risk is continuously monitored and reviews in own area of operation | | |
| | 4.4 Review results are used to improve risk control | | |

## AVIF0007 Implement threat and error management strategies

| | | | |
|---|---|---|---|
| 1. Recognise and manage actual and potential threats | 1.1 Potential environmental or operational threats likely to affect flight safety are identified | | |
| | 1.2 Actual environmental or operational threats that affect flight safety are identified | | |
| | 1.3 Competing operational priorities and task demands that may represent a threat to flight safety are identified | | |
| | 1.4 Countermeasures to manage threats are identified and implemented | | |
| | 1.5 Flight progress and effect of countermeasures are monitored and assessed to ensure a safe outcome | | |
| | 1.6 Alternative countermeasures are identified and implemented, and effectiveness of countermeasures is re-evaluated for effectiveness | | |

| Element<br>Elements describe the essential outcomes. | Performance Criteria<br>Performance criteria describes the performance needed to demonstrate achievement of the element. | Trainer/ Assessor / Instructor only | |
|---|---|---|---|
| | | Evidence provided | Approval date |
| 2. Recognise and manage actual and potential errors | 2.1 Checklists and standard operating procedures are implemented to prevent aircraft handling, procedural or communication errors | | |
| | 2.2 Committed errors are identified and responded to before aircraft enters an undesired state | | |
| | 2.3 Aircraft systems are monitored using a systematic scan technique to collect and analyse flight information for potential or actual error recognition purposes | | |
| | 2.4 Flight operating environment is monitored to collect and analyse flight information for potential or actual error recognition purposes | | |
| | 2.5 Individual or team performance is monitored to recognise potential or actual error occurrence | | |
| | 2.6 Countermeasure implementation and supervision are undertaken to prevent errors before aircraft enters an undesired state | | |
| | 2.7 Countermeasure implementation and supervision are undertaken to correct errors after aircraft enters an undesired | | |

## AVIF0005 Implement aviation fatigue risk management processes

| | | | |
|---|---|---|---|
| 1. Identify fatigue hazards and assess risk | 1.1 Fatigue hazards are identified through Organisational methods in accordance with workplace standards. | | |
| | 1.2 Stakeholders are identified and involved in the risk assessment process | | |
| | 1.3 Likelihood and consequences of fatigue hazards are assessed and ranked against established Organisational risk assessment criteria | | |
| 2. Identify fatigue risk controls | 2.1 Controls that reduce fatigue risk to as low as reasonably practicable (ALARP) are identified in accordance with workplace policies and procedures. | | |
| | 2.2 Fatigue risk management is completed and checked for accuracy | | |
| | 2.3 Fatigue risk management plan is developed and communicated to all stakeholders | | |
| 3. Control Fatigue risk | 3.1 Control selection is determined with consideration of effect on stakeholders | | |
| | 3.2 Fatigue risk control methods are communicated to stakeholders | | |
| | 3.3 Select control method is implemented, monitored and evaluated | | |
| 4. Monitor and review effectiveness of fatigue risk control | 4.1 Implemented risk controls are regularly monitored against measures of success/effectiveness | | |
| | 4.2 Assistance is provided to review fatigue risk in own area of operation | | |
| | 4.3 Management of fatigue is continuously monitored and reviewed in own area of operation | | |
| | 4.4 Review results are used to improve fatigue risk control | | |

**Mal McAdam**
**Head of Operations / Chief Flight Instructor**

**Signature** _____

**Date** _____

**Additional notes: (if applicable)**

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