



THE REDCLIFFE AERO CLUB

Recognition of Prior Learning (RPL)

Trainer and Assessor Assessment Result Sheet

Part 6 (PPL)

Student Name:

Student No.:

**AVI50222 Diploma of Aviation
(Commercial Pilot Licence – Aeroplane)**

Competency Evaluation Checklist		
Student Name:		Overall Score Competent / Not Yet Competent
Student No.:		
Reviewed / Evaluated By:		
Date Evaluated:		
Qualification:	AVI50222 Diploma of Aviation (Commercial Pilot Licence – Aeroplane)	

AVIE0006 Maintain Aircraft Radio Communications

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Operate radio equipment		Element
PC1.1. Serviceability of radio equipment is confirmed	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC1.2. Transmission and receipt of radio communications is conducted using appropriate procedures and phraseology	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC1.3. A listening watch is maintained, and applicable transmissions responded to appropriately	<input type="checkbox"/>	
PC1.4. Appropriate emergency and urgency transmissions are conducted	<input type="checkbox"/>	

E2. Manage radio equipment malfunctions		Element
PC2.1. Radio failure procedures are performed as required	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC2.2. Fault-finding procedures and corrective actions not involving special tools or instructions are employed	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent

E3. Operate transponder		Element
PC3.1. Aircraft transponder is operated and monitored in accordance with the aeronautical information publication (AIP) during normal operations	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC3.2. Aircraft transponder is operated and monitored in accordance with the AIP during abnormal and emergency operations	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent

Instructors Name: _____

Date: _____

Instructor Signature: _____

AVIF0011 Manage Aircraft Passengers and Cargo

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Manage passengers during normal operations		Element
PC1.1. Passengers are briefed on safety, normal and emergency procedures before flight in accordance with regulatory requirements, orders and operations manual	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC1.2. Passengers safety, comfort and well-being is provided for in accordance with regulatory requirements and workplace procedures	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC1.3. Passengers are managed on the ground and in accordance with regulatory requirements, orders and operations manual	<input type="checkbox"/>	

E2. Manage passengers during an abnormal or emergency situation		Element
PC2.1. Passengers are warned of potentially hazardous conditions and emergencies during flight, and are briefed about related safety and emergency procedures in accordance with regulatory requirements, orders and operations manual	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC2.2. Passengers are advised of nature of emergency and the procedures and precautions to be followed	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC2.3. Clear communication is established and maintained with passengers	<input type="checkbox"/>	
PC2.4. passengers are managed during an emergency in accordance with regulatory requirements and workplace procedures	<input type="checkbox"/>	

E3. Manage Cargo		Element
PC3.1. Cargo is managed in accordance with regulatory requirements and workplace procedures	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC3.2. Cargo calculations are completed in accordance with workplace procedures and regulatory requirements	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC3.3. Dangerous goods are identified, and procedures are applied to ensure safety and security of people and cargo	<input type="checkbox"/>	

Instructors Name: _____

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Instructor Signature: _____

AVIW0029 Manage Pre-and Post-Flight Actions

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Complete Pre-and Post-Flight Administration		Element
PC1.1. Pre- and post-flight planning and documentation is completed in accordance with regulatory requirements and/or operations manual	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC1.2. Aircraft take-off and landing performance is calculated in accordance with performance charts	<input type="checkbox"/>	
PC1.3. Aircraft weight and balance is confirmed	<input type="checkbox"/>	
PC1.4. Pre- and post- flight maintenance release (flight technical log) and flight administration is completed in accordance with regulatory requirements and/or operations manual	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC1.5. 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.	<input type="checkbox"/>	

E2. Perform Pre- and Post-Flight Actions/ Inspection		Element
PC2.1. Equipment and documentation as required by regulation, is identified and secured in aircraft pre-flight	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC2.2. Hazards are identified, risks are assessed, and hazard management is implemented	<input type="checkbox"/>	
PC2.3. Internal checks are completed in accordance with approved checklist	<input type="checkbox"/>	
PC2.4. External checks are completed in accordance with approved checklist	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC2.5. Flight equipment and documentation are removed from aircraft post-flight	<input type="checkbox"/>	
PC2.6. Aircraft is secured in accordance with manufacturer specifications and organisational procedures	<input type="checkbox"/>	

E3. Perform and Certify Daily Inspection		Element
PC3.1. Daily inspection of aircraft is performed in accordance with authorized aviation maintenance systems	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC3.2. Appropriate actions are undertaken to rectify discrepancies	<input type="checkbox"/>	
PC3.3. Daily inspection is certified in accordance with regulatory requirements	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent

Instructors Name: _____

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AVIY0054 Control Aeroplane on the Ground

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Start and Stop Engine		Element
PC1.1. Pre-start and after-start checks are completed in accordance with aircraft flight manual (AFM)/pilot's operating handbook (POH)	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC1.2. Engine is started and shut down in accordance with AFM/POH	<input type="checkbox"/>	
PC1.3. Emergencies are managed in accordance with AFM/POH and regulatory requirements	<input type="checkbox"/>	
PC1.4. Pre-and after shutdown checks are completed in accordance with AFM/POH	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC1.5. Manufacturer limitations are complied with and deviations are reported as required Aeroplane is positioned to ensure safety when starting engine	<input type="checkbox"/>	
PC1.6. Aeroplane is positioned to ensure safety when starting engine	<input type="checkbox"/>	

E2. Taxi Aeroplane		Competent
PC2.1. Automatic terminal information service (ATIS)	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC2.2. Aeroplane control and safe taxi speed is maintained in accordance with prevailing aerodrome, traffic, surface and weather conditions	<input type="checkbox"/>	
PC2.3. Brake serviceability and functionality checks are performed clear of conflicting traffic and other hazards to confirm serviceability	<input type="checkbox"/>	
PC2.4. Instrument checks are conducted, and altimeter settings are adjusted to confirm serviceability prior to aircraft departure	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC2.5. Engine handling and braking on the ground is in accordance with AFM/POH	<input type="checkbox"/>	
PC2.6. Airfield markings/lights/signals/indicators are interpreted and complied with	<input type="checkbox"/>	
PC2.7. Lookout is maintained, and right-of-way rules are adhered to while complying with applicable air traffic control (ATC) or marshalling instructions	<input type="checkbox"/>	
PC2.8. Adverse effect of propeller slipstream of jet wash on other Aeroplanes, aerodrome facilities and personnel are avoided	<input type="checkbox"/>	
PC2.9. Taxi path is inspected when surface conditions are obscured	<input type="checkbox"/>	

Instructors Name: _____

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AVIY0055 Take-Off Aeroplane

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Carry out pre-take-off procedures			Element
PC1.1.	PC1.1 Critical take-off airspeeds, aircraft configuration, and emergency and abnormal procedures for normal and cross-wind take-offs are correctly identified	<input type="checkbox"/>	<input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent
PC1.2.	PC1.2 Pre-take-off briefing is completed	<input type="checkbox"/>	
PC1.3.	PC1.3 Approved pre-take off and line up checklists are completed in accordance with flight manual/pilot's operating handbook (POH) or company operations manual	<input type="checkbox"/>	
PC1.4.	PC1.4 Correction for existing wind component to the take-off performance is verified and correctly applied	<input type="checkbox"/>	
PC1.5.	PC1.5 Runway approach path is visually cleared of conflicting traffic and other hazards prior to lining up for take-off	<input type="checkbox"/>	
PC1.6.	PC1.6 Aeroplane is aligned with runway centre line in take-off direction	<input type="checkbox"/>	
PC1.7.	PC1.7 Air traffic control (ATC) clearances are obtained as required	<input type="checkbox"/>	

E2. Conduct aeroplane take-off			Element
PC2.1.	PC2.1 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	<input type="checkbox"/>	<input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent
PC2.2.	PC2.2 Aeroplane is configured for nominated climb profile, and tracking on centerline of runway is maintained during take off	<input type="checkbox"/>	
PC2.3.	PC2.3 Power controls, settings, and instruments during take-off are monitored to ensure all predetermined parameters are achieved and maintained	<input type="checkbox"/>	
PC2.4.	PC2.4 Lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility and terrain	<input type="checkbox"/>	
PC2.5.	PC2.5 Separation with all circuit traffic is maintained	<input type="checkbox"/>	
PC2.6.	PC2.6 Radiotelephone listening watch is maintained	<input type="checkbox"/>	
PC2.7.	PC2.7 Local and published noise abatement requirements and curfews are observed	<input type="checkbox"/>	
PC2.8.	PC2.8 After take-off checks are performed in accordance with approved checklist	<input type="checkbox"/>	

E3. Perform rejected take-off			Element
PC3.1.	PC3.1 Requirement to abort/reject take-off is identified	<input type="checkbox"/>	<input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent
PC3.2.	PC3.2 Power is reduced smoothly and promptly	<input type="checkbox"/>	
PC3.3.	PC3.3 Braking devices are activated	<input type="checkbox"/>	
PC3.4.	PC3.4 Control is maintained to bring aeroplane to a safe stop	<input type="checkbox"/>	
PC3.5.	PC3.5 Associated procedures and/or checklists are initiated and completed	<input type="checkbox"/>	

Instructors Name: _____

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AVIY0056 Control Aeroplane in Normal Flight

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Climb aeroplane			Element
PC1.1.	Adjustments are made to attitude and power to achieve an increase of altitude at normal, maximum rate (VY), maximum angle (VX) and cruise conditions of flight during straight and turning manoeuvres	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC1.2.	Aeroplane is maintained in balanced flight and trimmed	<input type="checkbox"/>	
PC1.3.	Aeroplane is levelled off from climb at nominated altitude using standard aeroplane procedures	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC1.4.	Flightpath clearance is ensured	<input type="checkbox"/>	
PC1.5.	Climb checks are completed	<input type="checkbox"/>	
PC1.6.	Air traffic control (ATC) altitude restrictions are observed	<input type="checkbox"/>	

E2. Maintain straight and level flight			Element
PC2.1.	Power, attitude and configuration are set to achieve straight and level flight	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC2.2.	Aeroplane is maintained in balanced flight and trimmed	<input type="checkbox"/>	
PC2.3.	Altitude and heading are maintained within tolerances	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC2.4.	Flightpath clearance is ensured	<input type="checkbox"/>	

E3. Descend aeroplane			Element
PC3.1.	Power, attitude and configuration are set to achieve descent during glide, power assisted flight and approach profiles	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC3.2.	Aeroplane is maintained in balanced flight and trimmed	<input type="checkbox"/>	
PC3.3.	Aeroplane is levelled from a descent at a nominated altitude	<input type="checkbox"/>	
PC3.4.	Flightpath clearance is ensured	<input type="checkbox"/>	
PC3.5.	ATC altitude restrictions are observed	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC3.6.	Aeroplane operating limits are not exceeded during descent	<input type="checkbox"/>	
PC3.7.	Effects of understanding and flaps are managed	<input type="checkbox"/>	
PC3.8.	Descent checks are completed	<input type="checkbox"/>	

E4. Turn aeroplane			Element
PC4.1.	Airspace cleared procedure is carried out	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC4.2.	Heading is altered in balanced flight during level, climbing, descending and gliding manoeuvres and turns are performed at varying rates to achieve specified tracks	<input type="checkbox"/>	
PC4.3.	Turn on to nominated heading or geographical feature is achieved	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC4.4.	Aeroplane operating limits are maintained during turns	<input type="checkbox"/>	

AVIY0056 Control Aeroplane in Normal Flight

Elements and Performance Criteria
Continued

Please place a tick in the box when competency has been achieved.

E5. Control aeroplane at slow speed		Element
PC5.1. Pre-manoeuve checks are completed in accordance with operating procedures	<input type="checkbox"/>	<input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent
PC5.2. 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	<input type="checkbox"/>	
PC5.3. Height awareness is maintained during slow speed flight	<input type="checkbox"/>	
PC5.4. Positive control responses are implemented, and reduced control effectiveness is recognised during slow flight manoeuvres	<input type="checkbox"/>	
PC5.5. Stall warnings, cautions and indications are monitored during slow speed flight	<input type="checkbox"/>	
PC5.6. Recovery to cruise speed is achieved while maintaining height	<input type="checkbox"/>	

E6. Perform circuits and approaches		Element
PC6.1. 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.	<input type="checkbox"/>	<input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent
PC6.2. All checklists are completed, and radiotelephone procedures are followed	<input type="checkbox"/>	
PC6.3. Approach path is appropriately intercepted and maintained in a manner applicable to aeroplane type, while remaining clear of other traffic	<input type="checkbox"/>	
PC6.4. Traffic Control or adverse flight conditions are recognised when they arise, and a go-around is performed from any position in the traffic pattern	<input type="checkbox"/>	
PC6.5. Right of way rules are applied and completed with	<input type="checkbox"/>	
PC6.6. Radio listening watch is maintained in accordance with established procedures	<input type="checkbox"/>	
PC6.7. Aeroplane is configured for landing	<input type="checkbox"/>	

E7. Comply with airspace requirements		Element
PC7.1. While aeroplane is maintained within a specified area, compliance is maintained with air traffic requirements and restricted, controlled and other appropriately designated airspace	<input type="checkbox"/>	<input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent
PC7.2. Appropriate reactions are made to factors that may affect the safe progress of the flight	<input type="checkbox"/>	
PC7.3. Awareness of aeroplane position is maintained using charts and geographical features	<input type="checkbox"/>	
PC7.4. Radio listening watch is maintained in accordance with established procedures	<input type="checkbox"/>	
PC7.5. Weather conditions are monitored, and appropriate action is taken	<input type="checkbox"/>	
PC7.6. Local and published noise abatement requirements and curfew are observed	<input type="checkbox"/>	

Instructors Name: _____

Date: _____

Instructor Signature: _____

AVIY0057 Land Aeroplane

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Conduct aeroplane landing		Element
PC1.1. Aeroplane is landed at a controlled rate of descent with alignment above the runway centerline, within a specified area without drift, and directional control is maintained	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC1.2. Existing wind conditions are confirmed, drift corrections are applied, precise ground track is maintained, and aeroplane is configured for cross-wind landing conditions are required	<input type="checkbox"/>	
PC1.3. Ballooning and bouncing are minimised and controlled in accordance with established aeroplane landing procedures	<input type="checkbox"/>	
PC1.4. Positive directional control is maintained, and cross-wind corrections are applied as required during the after -landing roll	<input type="checkbox"/>	
PC1.5. After-landing checks are performed in accordance with approved checklist	<input type="checkbox"/>	
PC1.6. Separation with conflicting air and ground traffic is maintained	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent
PC1.7. Runway is vacated when practicable	<input type="checkbox"/>	
PC1.8. Aeroplane is stopped safely using drag and /or braking devices within available runway length	<input type="checkbox"/>	
PC1.9. Landing clearance is obtained at applicable airfields	<input type="checkbox"/>	
PC1.10. Wake turbulence is avoided	<input type="checkbox"/>	
PC1.11. Weather conditions are monitored	<input type="checkbox"/>	

E2. Manage mishandled landing		Element
PC2.1. Conditional requirements for conducting a missed approach are recognised	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC2.2. Decision to perform missed approach and subsequent go-around is made when safe landing cannot be achieved	<input type="checkbox"/>	
PC2.3. Power, attitude and configuration are selected to safely control aeroplane	<input type="checkbox"/>	
PC2.4. Aeroplane is manoeuvred clear of the ground and after take-off procedures are conducted	<input type="checkbox"/>	
PC2.5. Allowance for wind velocity is made during go-around	<input type="checkbox"/>	
PC2.6. Wake turbulence is avoided	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent

Instructors Name: _____

Date: _____

Instructor Signature: _____

AVIY0058 Manage Aircraft Fuel

Elements and Performance Criteria

Please place a tick in the box when competency has been achieved.

E1. Plan fuel requirements		Element
PC1.1. Total en route and reserve fuel requirement is determined in accordance with regulatory requirements	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC1.2. Allowance is made for possible abnormal or emergency situation	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent

E2. Manage fuel system		Element
PC2.1. Fuel system including pumps, engine controls and cross-feed systems are operated in accordance with aircraft flight manual (AFM)/ pilot's operating handbook (POH)	<input type="checkbox"/>	<input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent
PC2.2. Fuel quantity on-board is verified using two independent methods	<input type="checkbox"/>	
PC2.3. Fuel quality checks are confirmed before flight	<input type="checkbox"/>	
PC2.4. Fuel usage and status is monitored throughout flight and fuel log is accurately maintained	<input type="checkbox"/>	
PC2.5. Aircraft is configured to achieve desired profile; best range of endurance and operational endurance calculations are revised as required	<input type="checkbox"/>	
PC2.6. Work health and safety (WHS) procedures are followed at all times	<input type="checkbox"/>	
PC2.7. Potential hazards are anticipated, and precautions are applied	<input type="checkbox"/>	

E3. Refuel aircraft		Competent
PC3.1. Aircraft is refuelled correctly in accordance with AFM/ POH, WHS/OHS, regulatory requirements and workplace procedures	<input type="checkbox"/>	<input type="checkbox"/> Competent
PC3.2. Appropriate precautions are taken to ensure the safety and property during refueling operations.	<input type="checkbox"/>	<input type="checkbox"/> Not yet Competent

Instructors Name: _____

Date: _____

Instructor Signature: _____

Assessments Result Sheet

Student's Name: _____ Assessor's Name: _____

Student Number: _____ Course Commencement Date: _____

Evidence supplied in students Recognition of Prior Learning application meets the unit of competency requirements for all units of competency signed off below

Course:

AVI50222 Diploma of Aviation (Commercial Pilot Licence - Aeroplane)

AVI50222 Diploma of Aviation (Commercial Pilot Licence - Aeroplane)

Course Code and Name		Code	Competency Achieved / Date / Signature		
AVIE0006	Maintain Aircraft Radio Communications	Core			
AVIF0033	Manage Aircraft Passengers and Cargo	Core			
AVIW0029	Manage Pre- and Post-Flight Actions	Core			
AVIY0054	Control Aeroplane on the Ground	Core			
AVIY0055	Take-Off Aeroplane	Core			
AVIY0056	Control Aeroplane in Normal Flight	Core			
AVIY0057	Land Aeroplane	Core			
AVIY0058	Manage Aircraft Fuel	Core			

CFI Final Approval

Mal McAdam

Head of Operations / Chief Flight Instructor

Signature: _____

Date: / /

Additional Notes: (if applicable)
