



THE REDCLIFFE AERO CLUB

RECOGNITION OF PRIOR LEARNING (RPL)

Trainer / Assessor / Flight Instructor Assessment Result Sheet

Student Name: _____

Student No.: _____

| Competency Evaluation Checklist | | |
|----------------------------------------|--------------------------------------------------|-------------------------------|
| Student Name: | | Overall Score |
| Student No.: | | Competent / Not Yet Competent |
| Reviewed / Evaluated By: | | |
| Date Evaluated: | | |
| Qualification: | AVI50519 Diploma of Aviation (Instrument Rating) | |

**AVIF0029 Implement Threat and Error Management Strategies
Elements and Performance Criteria**

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

| E1. Recognise and manage actual and potential threats | | Element |
|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------------------|
| PC 1.1 Potential environmental or operational threats likely to affect flight safety are identified | <input type="checkbox"/> | Competent <input type="checkbox"/> |
| PC 1.2 Actual environmental or operational threats that affect flight safety are identified | <input type="checkbox"/> | |
| PC 1.3 Competing operational priorities and task demands that may represent a threat to flight safety are identified | <input type="checkbox"/> | |
| PC 1.4 Countermeasures to manage threats are identified and implemented | <input type="checkbox"/> | Not yet Competent <input type="checkbox"/> |
| PC 1.5 Flight progress and effect of countermeasures are monitored and assessed to ensure a safe outcome | <input type="checkbox"/> | |
| PC 1.6 Alternative countermeasures are identified and implemented, and effectiveness of countermeasures is re-evaluated for effectiveness | <input type="checkbox"/> | |



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**Recognition of Prior Learning Application
Trainer / Assessor Checklist**

AVIF0029 Implement Threat and Error Management Strategies

Elements and Performance Criteria

Continued

| E2. Recognise and manage actual and potential errors | | Element |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 2.1 Checklists and standard operating procedures are implemented to prevent aircraft handling, procedural or communication errors | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 2.2 Committed errors are identified and responded to before aircraft enters an undesired state | <input type="checkbox"/> | |
| PC 2.3 Aircraft systems are monitored using a systematic scan technique to collect and analyse flight information for potential or actual error recognition purposes | <input type="checkbox"/> | |
| PC 2.4 Flight operating environment is monitored to collect and analyse flight information for potential or actual error recognition purposes | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 2.5 Individual or team performance is monitored to recognise potential or actual error occurrence | <input type="checkbox"/> | |
| PC 2.6 Countermeasure implementation and supervision are undertaken to prevent errors before aircraft enters an undesired state | <input type="checkbox"/> | |
| PC 2.7 Countermeasure implementation and supervision are undertaken to correct errors after aircraft enters an undesired state | <input type="checkbox"/> | |

| E3. Recognise and manage undesired aircraft states | | Element |
|---------------------------------------------------------------------------------------------------------------------------|--------------------------|---------|
| PC 3.1 Undesired aircraft states are recognised | <input type="checkbox"/> | |
| PC 3.2 Individual and team tasks are prioritised to ensure an undesired aircraft state is managed effectively | <input type="checkbox"/> | |
| PC 3.3 Corrective actions to recover from an undesired aircraft state are applied in a safe and timely manner | <input type="checkbox"/> | |
| PC 3.4 Undesired aircraft states are reported and recorded as required in accordance with applicable workplace procedures | <input type="checkbox"/> | |

Instructors Name: _____

Date: _____

Instructor Signature: _____



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**Recognition of Prior Learning Application
Trainer / Assessor Checklist**

AVIF0030 Manage Safe Flight Operations

Elements and Performance Criteria

| E1. Maintain effective lookout | | Element |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 1.1 Systematic visual scan techniques are applied at a rate determined by traffic density, visibility and terrain to maintain traffic separation | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 1.2 Radio listening watch is maintained, and transmissions are interpreted to determine traffic location and intention | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 1.3 Airspace-cleared procedures are performed before commencing any manoeuvre | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E2. Maintain situational awareness | | Element |
|---------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 2.1 All aircraft systems are monitored using a systematic scan technique | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 2.2 Information is collected to facilitate ongoing system management | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 2.3 Flight environment is monitored for deviations from planned operations | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 2.4 Flight environment information is collected to update planned operations | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E3. Assess situations and make decisions | | Element |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 3.1 Problems affecting flight performance are identified and analysed | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.2 Potential solutions to flight performance problems are identified | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 3.3 Potential solutions and risks are assessed | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.4 Course of action is determined and communicated to flight crew, passengers and/or other personnel, as required | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 3.5 Tasks are allocated and actioned to implement optimal course of action outcomes | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.6 Tasks are monitored for progress against determined course of action | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.7 Plan is re-evaluated as required to achieve optimal outcomes | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E4. Set priorities and manage tasks | | Element |
|------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 4.1 Task workload and priorities are organised to ensure optimum outcome of the flight | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 4.2 Events and tasks are planned to occur sequentially | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 4.3 Events and tasks are anticipated to ensure sufficient opportunity for completion | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 4.4 Technology is used to reduce workload and improve cognitive and manipulative activities | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E5. Maintain effective communication and interpersonal relationships | | Element |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 5.1 Effective and efficient communication and interpersonal relationships are established and maintained with all stakeholders to ensure optimum flight outcome | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 5.2 Objectives are defined and explained to stakeholders | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 5.3 Appropriate levels of assertiveness are applied that ensure the optimum completion of a flight | <input type="checkbox"/> | <input type="checkbox"/> Competent |

Instructors Name: _____

Date: _____

Instructor Signature: _____

AVIF0030 Manage Safe Flight Operations

Elements and Performance Criteria

Continued

| E1. Maintain effective lookout | | Element |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 1.1 Systematic visual scan techniques are applied at a rate determined by traffic density, visibility and terrain to maintain traffic separation | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 1.2 Radio listening watch is maintained, and transmissions are interpreted to determine traffic location and intention | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 1.3 Airspace-cleared procedures are performed before commencing any manoeuvre | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E2. Maintain situational awareness | | Element |
|---------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 2.1 All aircraft systems are monitored using a systematic scan technique | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 2.2 Information is collected to facilitate ongoing system management | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 2.3 Flight environment is monitored for deviations from planned operations | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 2.4 Flight environment information is collected to update planned operations | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E3. Assess situations and make decisions | | Element |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 3.1 Problems affecting flight performance are identified and analysed | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.2 Potential solutions to flight performance problems are identified | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 3.3 Potential solutions and risks are assessed | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.4 Course of action is determined and communicated to flight crew, passengers and/or other personnel, as required | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 3.5 Tasks are allocated and actioned to implement optimal course of action outcomes | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.6 Tasks are monitored for progress against determined course of action | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.7 Plan is re-evaluated as required to achieve optimal outcomes | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E4. Set priorities and manage tasks | | Element |
|------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 4.1 Task workload and priorities are organised to ensure optimum outcome of the flight | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 4.2 Events and tasks are planned to occur sequentially | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 4.3 Events and tasks are anticipated to ensure sufficient opportunity for completion | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 4.4 Technology is used to reduce workload and improve cognitive and manipulative activities | <input type="checkbox"/> | <input type="checkbox"/> Competent |

| E5. Maintain effective communication and interpersonal relationships | | Element |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 5.1 Effective and efficient communication and interpersonal relationships are established and maintained with all stakeholders to ensure optimum flight outcome | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 5.2 Objectives are defined and explained to stakeholders | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 5.3 Appropriate levels of assertiveness are applied that ensure the optimum completion of a flight | <input type="checkbox"/> | <input type="checkbox"/> Competent |

Instructors Name: _____

Date: _____

Instructor Signature: _____

AVIW0032 Operate and Manage Aircraft Systems
Elements and Performance Criteria

| E1. Operate and manage aircraft systems during normal flight | | Element |
|----------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------------------------------------------------------------------------------|
| PC 1.1 Aircraft systems, sub-systems (equipment) and devices applicable to aircraft type and task are operated and managed | <input type="checkbox"/> | <input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent |
| PC 1.2 Aircraft systems, sub-systems (equipment) and devices are monitored using a systematic scan technique | <input type="checkbox"/> | |
| PC 1.3 Aircraft systems and flight environment information is analysed to identify actual and potential threats or errors | <input type="checkbox"/> | |
| PC 1.4 Automated aircraft systems are utilised to manage cockpit workload | <input type="checkbox"/> | |
| PC 1.5 Hazards are identified, risks are assessed, and hazard management is implemented | <input type="checkbox"/> | |
| PC 1.6 Checklist procedures are completed as appropriate to aircraft system | <input type="checkbox"/> | |

| E2. Manage aircraft systems during abnormal and emergency procedures | | Element |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------------------------------------------------------------------------------|
| PC 2.1 Non-normal or emergency situations are recognised | <input type="checkbox"/> | <input type="checkbox"/> Competent <input type="checkbox"/> Not yet Competent |
| PC 2.2 Control of aircraft flight path is maintained during abnormal and emergency response procedures | <input type="checkbox"/> | |
| PC 2.3 Affected aircraft system or sub-system is identified and confirmed | <input type="checkbox"/> | |
| PC 2.4 Checklist procedures are recalled and implemented during abnormal and emergency situations using appropriate techniques | <input type="checkbox"/> | |
| PC 2.5 Appropriate non-normal or emergency procedures are performed in accordance with relevant workplace and emergency procedures, and regulatory requirements | <input type="checkbox"/> | |
| PC 2.6 Course of action is decided, implemented, evaluated and revised to achieve safest outcomes | <input type="checkbox"/> | |
| PC 2.7 Location and operation of emergency systems applicable to aircraft type are explained | <input type="checkbox"/> | |

Instructors Name: _____

Date: _____

Instructor Signature: _____



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**Recognition of Prior Learning Application
Trainer / Assessor Checklist**

AVIY0033 Operate aircraft Using Aircraft Flight Instruments
Elements and Performance Criteria

| E1. Establish serviceability of flight instruments and instrument procedures | | Element |
|--------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 1.1 Serviceability of flight instrument, pitot/static system and instrument power sources is determined before flight | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 1.2 Functional checks of flight and navigational instruments are performed before departure | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |

| E2. Operate aircraft using full instrument procedures | | Element |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 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 | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 2.2 Power and attitude are set and maintained by reference to full instrument panel to achieve straight and level performance during normal cruise | <input type="checkbox"/> | |
| PC 2.3 Power and attitude are set and maintained by reference to full instrument panel to achieve nominated climb performance | <input type="checkbox"/> | |
| PC 2.4 Power and attitude are set and maintained by reference to full instrument panel to achieve nominated descent performance | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 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 | <input type="checkbox"/> | |
| PC 2.6 Aircraft is balanced and trimmed to maintain nominated aircraft altitude, heading, speed and/or climb/descent performance within flight tolerances | <input type="checkbox"/> | |
| PC 2.7 Aircraft is levelled at nominated altitude, from climb or descent during straight or turning flight | <input type="checkbox"/> | |

| E3. Recover from unusual attitudes using instrument procedures | | Element |
|------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 3.1 Unusual attitudes and upset situations are recognised and identified | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 3.2 Controlled flight is resumed by reference to flight instruments using a full instrument panel | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 3.3 Straight and level attitude is achieved without excessive oscillations at the horizon | <input type="checkbox"/> | |
| PC 3.4 Aircraft is recovered to above lowest safe altitude (LSALT) | <input type="checkbox"/> | |

**Recognition of Prior Learning Application
Trainer / Assessor Checklist**

| E4. Operate aircraft using limited instrument procedures | | Element |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|
| PC 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 | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 4.2 Aircraft is transitioned from full instrument operating procedures to limited instrument operating procedures while maintaining safe flight profiles | <input type="checkbox"/> | |
| PC 4.3 Power and attitude are set and maintained by reference to limited instrument panel to achieve straight and level performance during normal cruise | <input type="checkbox"/> | |
| PC 4.4 Power and attitude are set and maintained by reference to limited instrument panel to achieve nominated climb performance | <input type="checkbox"/> | |
| PC 4.5 Power and attitude are set and maintained by reference to limited instrument panel to achieve nominated descent performance | <input type="checkbox"/> | <input type="checkbox"/> Not yet Competent |
| PC 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 | <input type="checkbox"/> | |
| PC 4.7 Aircraft is balanced and trimmed to maintain nominated aircraft altitude, heading, speed and/or climb/descent performance within flight tolerances | <input type="checkbox"/> | |
| PC 4.8 Aircraft is levelled at nominated altitude, from climb or descent during straight or turning flight | <input type="checkbox"/> | |

| E5. Recover from usual attitudes using limited instrument procedures | | Element |
|-------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 5.1 Unusual attitudes and upset situations are recognised and identified | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 5.2 Controlled flight is resumed by reference to flight instruments using limited instrument panel | <input type="checkbox"/> | |
| PC 5.3 Straight and level attitude is achieved without excessive oscillations at the horizon | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 5.4 Aircraft is recovered to above LSALT | <input type="checkbox"/> | Competent |

| E6. Re-establish visual flight | | Element |
|------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 6.1 Aircraft is transitioned from visual flight conditions to instrument flight conditions while aircraft control is maintained | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 6.2 Aircraft is manoeuvred to re-establish visual flight | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 6.3 Plan is implemented to ensure flight continues within visual meteorological conditions (VMC) | <input type="checkbox"/> | Competent |

| E7. Perform steep turns | | Element |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| PC 7.1 Power, attitude and bank are set to maintain level flight by reference to full instrument panel that achieves a steep turn | <input type="checkbox"/> | <input type="checkbox"/> Competent |
| PC 7.2 Nominated angle of bank is maintained | <input type="checkbox"/> | |
| PC 7.3 Aircraft turn is exited onto nominated heading | <input type="checkbox"/> | <input type="checkbox"/> Not yet |
| PC 7.4 Aircraft is balanced and trimmed to maintain nominated aircraft altitude, heading, speed and/or climb/descent performance within flight tolerances | <input type="checkbox"/> | Competent |

Instructors Name: _____

Date: _____

Instructor Signature: _____



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**Recognition of Prior Learning Application
Trainer / Assessor Checklist**

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:

AVI50519 Diploma of Aviation (Instrument Rating)

AVI50519 Diploma of Aviation (Instrument Rating)

| Course Code and Name | | Code | Competency Achieved / Date / Signature | |
|----------------------|----------------------------------------------------|------|----------------------------------------|--|
| AVIF0029 | Implement threat and error management strategies | Core | | |
| AVIF0030 | Manage safe flight operations | Core | | |
| AVIW0032 | Operate and manage aircraft systems | Core | | |
| AVIY0033 | Operate aircraft using aircraft flight instruments | Core | | |

CFI Final Approval

Mal McAdam

Head of Operations / Chief Flight Instructor

Signature: _____

Date: / /

Additional Notes: (if applicable)