



Flight Academy Australia Training and Assessment Strategy

AVI50215 Diploma of Aviation (Commercial Pilot Licence Aeroplane)

Purpose of a training and assessment strategy

This training and assessment strategy is used to advise third parties of the structure of our course delivery and assessment. It is a document that specifies the training sequence and the factors that impact upon it. It also specifies the time that students are to undergo assessment.

In this qualification, most of the requirements are specified by the additional regulation provided by the Civil Aviation Safety Authority (“CASA”). Australian Skilled Quality Authority (“ASQA”) provide their regulatory approach for the educational content whilst CASA regulates flying activities.

Duration

AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) is conducted over 46 weeks of training/assessment for 30 hours per week. **There is an additional 8 weeks of non-contact time where the student is encouraged to practise flight sequences.**

Target Group

This course is for domestic and International students who have a passion for aviation and are seeking to gain basic entry level qualification into the Aviation Industry as a pilot with employers who operate single Engine Charter or Airwork Operations at a low cost. This Course is designed to give the student 50 Hours cross country command time and a Night VFR rating to assist in Qualifying for a Command Instrument rating or Instructor Rating at a later date if they choose to do the Diploma of Aviation instrument rating or Instructor rating.

Course Overview

At the completion of training each student will receive AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) and will be able to sit for the Commercial Pilots Licence (CPL) from CASA. A successful CASA assessment will qualify students for an Australian Commercial Pilot Licence - Aeroplane.

Location of training

All face to face classroom training is conducted at the Flight Academy Australia base located in the Main Terminal Building Essendon Airport. All simulator training is conducted on the premises in the CASA approved flight simulator. All one on one pre-flight briefing and post flight briefings are conducted in the briefing suites at Flight Academy Australia base at the Main Terminal Building Essendon Airport.

Practical flying is conducted in a fleet of five single-engine aircraft that are under lease and line hire to the flying school. Additional aircraft are available subject to demand by our students and consistent with changing weather requirements and aircraft maintenance commitments.

Volume of Learning

The volume of learning for a Diploma level qualification is 1 – 2 years based upon 20 hours per week. This volume of learning allocated to this qualification includes “supervised” and “unsupervised hours”. The supervised hours at FAA are made up of

- Face-to-face long briefings, pre-flight and post-flight briefings
- Simulator based learning
- Home study activities
- General flight time including formative assessments
- Assessment preparation and submission

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There is additional unsupervised private study time that the student must undertake to prepare for theoretical and practical assessment. This is expected to be not less than 5 hours per week as the majority of the study time is available to the student at times of non flying weather or aircraft availability.

Our amount of learning is determined as

Total supervised time	1380	hours
including		
Dual flight time single engine	80.8	hours
Solo flight time single engine	70	hours
Instrument Flight time	11	hours
Ground theory time	290	hours
Simulator	5	hours
Total Unsupervised time	230	
TOTAL AMOUNT OF LEARNING	1610	hours

**Note: this course duration does not include breaks. Breaks are specified in the Delivery and Assessment Schedule*

Employability Skills

Students who satisfactorily complete this course will demonstrate the following appropriate-to-industry skills:

	Industry or enterprise requirements for this qualification include:
Communication	<ul style="list-style-type: none"> Ability to communicate in English Listening to and understanding work instructions Interpreting the needs of air traffic control
Teamwork	<ul style="list-style-type: none"> Ability to work cohesively with colleagues Working with diverse individuals and groups Applying knowledge of own role as part of a team
Problem-solving	<ul style="list-style-type: none"> Ability to resolve conflict Showing independence and initiative in identifying problems Developing practical solutions to workplace problems
Initiative and enterprise	<ul style="list-style-type: none"> Ability to creatively develop entertaining concepts for children Adapting to new or different situations Translating ideas into action
Planning and organising	<ul style="list-style-type: none"> Ability to schedule flights Using basic systems for planning and organising Determining or applying required resources
Self-management	<ul style="list-style-type: none"> Ability to reflect on own work practices and complete self-development when required Taking responsibility at the appropriate level Balancing own ideas and values with workplace values and requirements
Learning	<ul style="list-style-type: none"> Ability to update skills and knowledge to accommodate changes in aviation Learning in a range of settings including informal learning Participating in developing own learning plans
Technology	<ul style="list-style-type: none"> Ability to complete reports regarding children's progress Using technology and related workplace equipment Applying WHS knowledge when using technology

Transitioning arrangements

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The Chief Flying Instructor is responsible for ensuring the management of the students into the new course if offered when available. This will include:

- Consultation with appropriate industry personnel to ensure relevance
- Ensuring new package is included on scope of registration
- Rewriting and validation of assessment tools
- Rewriting and validation of learning materials
- Rewriting and validation of this learning and assessment strategy
- Training or upskilling of the trainers to the new course
- Writing a new trainers matrix

Course Entry Requirements and Pre-Requisites

The entry requirements for participants in the AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) are listed below:

- Have an Aviation Reference Number.
- have proficiency in written and spoken English to at least IELTS 5.5 or Aviation English ICAO Level 4
- Hold a Class 1 Medical Certificate from a CASA Approved Medical Practitioner
- minimum age of 17 years for local students and 18 years for International students.
- have completed schooling that meets Year 11 of high school standard or its equivalent
- undergo a Federal Police check in Australia, an ASIC requirement that will allow entry into security controlled airports.

From CASR Part 61 Schedule 2, a person meets the standard for Aviation English this unit if they provide the following evidence

An assessment report, completed by a person authorised under Part 61 of CASR 1998 to perform general English language assessments, that states the candidate satisfies the general English language proficiency elements prescribed above.

One of the following:

- (a) completed a course of secondary education conducted in an Australian or New Zealand educational institution;
- (b) completed a course that is at least the equivalent of an Australian secondary education in an educational institution in a country where 1 of the principal mediums of instruction was English;
- (c) is currently receiving secondary education in an Australian or New Zealand educational institution in which the principle language of instruction is English;
- (d) has worked in Australia or New Zealand for at least 3 of the 5 years immediately before conducting a solo flight as a student pilot;
- (e) has worked in 1 or more of the following countries for at least 3 of the 5 years immediately before conducting a flight as a student pilot United Kingdom, Republic of Ireland, USA, New Zealand, Canada – providing that evidence of use of English language in the workplace is available;

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Identifying Student Needs

Student needs are declared by the applicant at the time of enrolment: the application form allows the applicant to self-declare where they have learning disabilities. Every student is interviewed either face-to-face or over the phone to attempt to establish the applicant skill and knowledge levels, their current employment and how that relates to the course content and interaction.

During consultation, it may be identified that students could have needs related to:

- Relevant prior training and/or employment
- Little or no understanding of the industry group that the training targets
- Learning styles may vary within one group
- Physical or intellectual disabilities, which may affect training
- Language, literacy and numeracy levels may not meet the requirements of the training
- Location of training may affect attendance
- Cultural or ethnic background of students and/or trainer
- Socio-economic factors

Where language, literacy and numeracy are in question, Flight Academy Australia has a language, literacy and numeracy assessment they may undertake to confirm their level of language, literacy and numeracy skills.

The student needs identified above will be assessed and monitored before, during and after training to ensure that the student's needs are being met.

Resources

Resources available for this course include:

- Textbook: Aviation Theory Centre CPL Kit
- Navigation Ruler, Navigation Protractor, Navigation Computer
- ERS(A), AIP, CAO, CAR
- Headset, Fuel Drain, Licence Holder, Logbook
- Whiteboard, Computers, Desks and Chairs, Overhead Projector, Screen
- Synthetic Flight Trainer ("Sim")
- Aircraft component systems training aids
- Computer system for met reports
- Logbooks
- Pilot Operating Handbook for each aircraft type
- Single engine and multi engine aeroplanes

Legislative Requirements for conducting training

- Flight Instructor Manual – Aeroplane
- Civil Aviation Act
- Civil Aviation Regulations, Civil Aviation Safety Regulations part 61, Civil Aviation Orders
- Requirements, standards and recommended practices of the International Civil Aviation Organisation (ICAO)
- Instructions of local airport authorities and air traffic services
- Relevant national, State emergency services regulations
- IATA's 'Dangerous Goods by Air' Regulations
- Part 141 Manual company operations manual and procedures

Qualification Structure

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To gain the AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) the student must demonstrate a successful assessment outcome for the following 28 core units plus 1 elective totalling 29 units.

CORE			
1	AVIE4001	Maintain aircraft radio communications	20
2	AVIF0004	Implement aviation risk management processes	50
3	AVIF0005	Implement aviation fatigue risk management processes	40
4	AVIF0007	Implement threat and error management strategies	25
5	AVIF0008	Manage safe flight operations	30
6	AVIF0011	Manage aircraft passengers and cargo	40
7	AVIF0014	Manage human factors in aviation operations	20
8	AVIH0002	Plan a flight under visual flight rules	20
9	AVIH4001	Navigate aircraft under visual flight rules	140
10	AVILIC0001	Licence to operate a commercial aeroplane	0
11	AVIO0002	Manage disruptive behaviour and unlawful interference with aviation	20
12	AVIW4001	Manage pre- and post-flight actions	40
13	AVIW5018	Operate and manage aircraft systems	40
14	AVIY0001	Operate aircraft using aircraft flight instruments	70
15	AVIY0002	Operate in controlled airspace	40
16	AVIY0003	Operate in Class G airspace	50
17	AVIY0004	Operate at non-towered aerodromes	40
18	AVIY0005	Operate at a controlled aerodrome	40
19	AVIY0008	Apply aeronautical knowledge to aviation operations	15
20	AVIY0009	Apply the principles of civil air law to aviation operations	15
21	AVIY0018	Execute advanced aeroplane manoeuvres and procedures	70
22	AVIY0019	Manage abnormal aeroplane flight situations	50
23	AVIY4001	Control aeroplane on the ground	20
24	AVIY4002	Take off aeroplane	30
25	AVIY4003	Control aeroplane in normal flight	60
26	AVIY4004	Land aeroplane	40
27	AVIY4007	Manage aircraft fuel	20
28	AVIZ4001	Manage situational awareness in aircraft flight	200
ELECTIVE			
29	AVIH4012	Plan a flight under night visual flight rules	20
Total face to face hours			1265

Delivery Strategies

There are four delivery modes utilised for this course.

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- Ground theory involves CASA endorsed classroom based supervised studies known as “long Briefings”.
- Pre-flight briefings and post-flight briefings
- Practical training in a Flight Simulation Training Device (FSTD or “Sim”) which involves extensive simulation of a variety of weather types and other physical variations to enable students to familiarise themselves with aircraft instrumentation and navigation systems in a risk-free environment.
- Practical in-flight training in single engine aircraft which supports and confirms the assimilation of relevant knowledge and skills.

CASA examination this is regulatory requirement to ensure the pilot has passed the proficiency level required to achieve the next licence or endorsement.

Aspects of the course require determination of underpinning knowledge through written assessments, observation of in-flight skills and the practical demonstration of appropriate flying skills as required.

The process for instructing students is that specified by CASA in the handbook, *Flight Instructor Manual – Aeroplane* with a sequence listed in CASR Part 61 Manual of Standards Schedule 2. In this handbook produced by CASA highly prescriptive process as well as session plans for pre-flight and post flight briefings are all mandated by legislation. Discretionary training initiatives permitted within the CASA system are limited.

The flight instructor is trained in the specific delivery of each unit of competency that is contained in the Day VFR Syllabus which has been reproduced in the national training package.

Delivery sequence

The sequence is delivered over 75 programmed flights as listed in the training syllabus.

01. Familiarisation with the aeroplane and air experience
02. Preparation for flight
03. Taxiing
04. Operation of controls
05. Straight and level flight
06. Climbing
07. Descending
08. Turning
09. Stalling
10. Sideslipping
11. Take-off
12. Approach and landing
13. Spins and spirals
14. First solo
15. Emergency and special procedures
16. Pilot navigation
17. Instrument flying night
18. Night flying

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Assessment Strategy

Students undertake flights with a flying Instructor at least three times each week; they must accumulate at least the following logged hours:

- | | |
|-----------------------------------|---|
| 1. Aeronautical experience; | 171.1 hrs with no more than 10 hours in Sim |
| 2. Flight time as pilot | 164.1 hrs |
| 3. Pilot in command flight time | 70.0 hrs in approved aircraft |
| 4. Pilot in command cross country | 50.0 hrs flight of at least 300 nautical miles with stops at two aerodromes |
| 5. Dual instrument time | 13.8 hrs in a Sim or aircraft |
| 6. Dual instrument flight time | 6.9 hrs in an aircraft |

Assessments conducted within this course will follow the format determined by the Civil Aviation Safety Authority and will be designed to address both the theoretical and practical aspects of the units of competency. The assessment processes are as prescribed in Part 61 Manual of Standards at

Schedule 3: Flight crew licensing competency standards,

Schedule 4: Aeronautical knowledge examination standards listing all the knowledge requirements for assessment

Schedule 5: Flight test standards which prescribes all the practical performance benchmarks

Schedule 6: Proficiency check standards

Schedule 7: Flight review standards

Schedule 8: Assessment standards.

The final assessment is undertaken by a CASA-approved Approved Testing Officer (ATO). The underpinning knowledge of this course shall be confirmed through written tests, simulator time and in-flight demonstration/observation of flying skills.

Formative assessment is performed by flight instructors throughout the course. A summative assessment is undertaken with an Approved Testing Officer towards the end of the course. The emphasis is on holistic assessment against competencies to assess knowledge, skills and attitude, rather than a checklist of atomistic approach. A variety of assessment methods reflecting industry application and knowledge in the flying environment will be used to ensure a flexible and accurate judgement can be made. Assessment methods include:

1. Ground Theory: Worksheets, Assignments, Problem based projects, Written and Oral progress tests;
2. Flying – Practical Observation of skills during supervised flight time;
3. Flying – Practical Demonstration of skills in the flight simulator;
4. Written assessments as prescribed by the Civil Aviation Safety Authority
5. Final practical assessment conducted by an Authorised Testing Officer, approved and credentialed by CASA.

Students will be rated as 'competent' following satisfactory completion of the all of the assessments for each unit of competency to the prescribed standard. Participants will receive immediate feedback at the completion of the assessment and be provided with guidance on further options available.

Students are encouraged to fly aircraft at least weekly. Aircraft allocation is managed through a program that coordinates the aircraft availability with maintenance.

Weather remains a factor that is highly variable. Students are expected to achieve outcomes but usually, the assessment day remains discretionary as in poor or dangerous weather, aircraft are not able to fly.

Students are to meet the following expected tolerances legislated by CASA. Students are not able to graduate if they cannot meet the following practical skill level.

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Examiner requirements

The following examiner requirements are applicable to the conduct of the CPL flight test.

1. The examiner must ensure that the flight component is conducted in daylight under the V.F.R. in VMC.
2. The examiner must ensure that the ground component of the flight test is successfully completed prior to conducting the pre-flight briefing and flight component of a flight test.
3. The examiner must not introduce simultaneous, multiple unrelated simulated emergencies or abnormal situations during the flight.
4. After a simulated failure, the examiner must ensure the aircraft is configured back to a normal operating mode before another simulated failure may be introduced, except where the simulated failures are linked.
5. Applicants should not be given a second opportunity to demonstrate a manoeuvre unless, in the opinion of the examiner, the circumstances causing failure of the first attempt were outside the control of the applicant in the test environment.
6. Where credits are available for flight test items they are valid for 28 days only. After 28 days, the flight test must be conducted in full.

Assessment Methodology

The examiner should apply the flight test methodology described in Chapter 03 Flight Test Principles and Standardisation.

The examiner should ensure the applicant is given adequate notice of the intended navigation task to allow for unhurried preparation and planning. The applicant should be given between 60 minutes and 90 minutes on the day of the flight test to complete the flight planning requirements (simulating a commercial operation). The operational task will be a simulated passenger carrying flight of not more than four sectors.

When presenting the task for the proposed flight, examiners should ensure that planning the task including performance calculations can be achieved by the average student within the prescribed period.

To assess the applicant against NAV4, NAV5, NAV6, NAV7, NAV8, NAV9, CTR3, CTR4, ONTA3, ONTA4, CTA1 and OGA competencies, the navigation task will require a minimum flight time of 1.5 hours (without taking into account any airspace/traffic restrictions i.e Bankstown/Essendon). Additionally, the assessment of the general handling competencies shall require a minimum of 1.0 hours (minimum total flight time 2.5 hours).

Use of IFR Procedures

If IFR procedures are used for a positioning flight, this part of the flight will not form part of the flight test or be taken into account in the flight test flight time. A full stop landing and shutdown should terminate the IFR flight segment before commencing the CPL assessment flight sequences.

The CPL flight test should be concluded by a full stop landing and shutdown in VFR conditions before commencing the IFR return positioning flight.

Only the flight time associated with the CPL flight test shall be considered as the flight time for the flight test.

If the CPL applicant holds a valid CIR and elects to convert to IFR during the CPL assessment flight, then a fail assessment should be recorded and no CPL flight component test credits are to be given.

Ground Component Assessments

1 Initial Brief to Applicant

In accordance with the flight test principles, the examiner should begin the flight test with a brief to the applicant on the following items:

- Flight test context, purpose and content,
- Assessment procedure,
- Function of the examiner,
- Standards against which competency will be assessed,
- Explain and confirm actions in the event of failure.

The applicant should be encouraged to ask for clarification should they become uncertain on any of the flight test elements.

2 Documents

Document Review

The examiner should confirm that an applicant for a CPL satisfies the eligibility requirements to undertake the flight test for the grant of the CASR Part 61 licence. To achieve this, the CASR 61.235(5) certification, training records, logbook, licence and medical certificate should be checked.

Age Verification - The examiner should sight one of the following photo documents:

- Australian drivers Licence
- CASA issued medical certificate
- Australian Passport
- Australian Birth Certificate

Medical Certificate - The examiner should check that the applicant holds either a class 1 medical certificate or a medical exemption allowing them to exercise the privileges of a commercial pilot licence.

Commercial Pilot Licence Flight Test

Passes in required theory examinations - The examiner should review the applicant's theory examination pass records.

Has required aeronautical experience - The examiner should review the applicant's pilot logbook.

Has completed required training - The examiner should review the applicant's pilot training file and log book.

If the flight test is a retest following a failed assessment - the examiner should review the applicant's training records for evidence that appropriate remedial training has been carried out with the applicant.

3 General Knowledge Quiz

For the Ground Component of the flight test, questions for the oral quiz should be based on the relevant aeronautical knowledge requirements listed in Schedule 5 of the CASR Part 61 MOS

4 Review the Flight Planning

As part of the flight test, the applicant must complete:

- Flight plan
- Fuel plan
- Suitable flight notification
- Weight and balance calculation
- Take-off and landing distance calculation

When reviewing the applicant's flight preparation documents, the examiner must be satisfied that the applicant is able to validate the data on which the planning decisions and calculations have been made (forecast weather, NOTAMs, aircraft data, chart validity etc.).

The examiner should ensure through considered questioning, that the preparation is solely the work of the applicant and meets the knowledge standards as applicable.

5 Flight Component

The flight test should be designed such that all required components can be assessed in a logical sequence.

At the CPL level the successful outcome of any manoeuvre should not be in doubt. The applicant's performance will be assessed on technique, judgement, knowledge, smoothness and accuracy. The following explanations are provided to assist the examiner in assessing the flight component:

- Technique - the method in which a task is performed. There may be more than one acceptable technique and examiners must be flexible in their assessment.
- Judgement - is applicable to all tasks but is of particular importance in respect of environmental conditions and effects such as cloud, wind and turbulence.
- Knowledge - during the flight test the applicant's knowledge may be further tested.
- Smoothness - the applicant must demonstrate smooth flying in all sequences. Anything less is unacceptable and will result in a fail assessment.
- Accuracy - accuracy in the control of height, airspeed, direction, balance and trim are all important. Persistent errors in any of these aspects must result in a fail assessment.

Assessment should be based on the technique used by the applicant and not just the ability to perform the task within specified numerical tolerances. Technique involves smooth and accurate control application in adjusting power, attitude, trim and balance in a timely and coordinated fashion whilst following correct procedures. Additionally, sound judgement and decision-making should be displayed. It may be that on some occasions flight conditions (e.g., turbulence) are such that even though the pilot's technique is sound the aeroplane may deviate outside specified tolerances for short periods. In such cases the assessment of technique should be the determining factor.

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5.1 Pre-Flight Briefing and Daily Inspection

In accordance with the flight test principles in chapter 03, the examiner should brief the applicant on:

- Simulating emergencies,
- Actual emergencies,
- Pilot in command,
- Transfer of control,
- Ground references (for numerical tolerances in Schedule 8 of the MOS),
- The scenario applied to the test environment (e.g. passenger carrying Charter operation / simulation of passengers),
- The expectations of the applicant during the lost procedure simulation,
- Multiple flights and the assessment of competencies (if applicable)

The examiner should observe and assess the applicant conducting a daily inspection. Where the aircraft already has a valid maintenance release certification for the day, the applicant is required to complete the daily inspection in all respects including certifying the maintenance release or an equivalent document.

Assessing Non-Technical Skills

An applicant must not be deemed competent in these competencies (by default) simply from an 'uneventful flight'. The examiner should pre-plan scenarios that will enable assessment of the NTS competencies detailed within Schedule 2 of the CASR Part 61 MOS. The NTS competencies must be assessed either in flight under actual conditions (traffic/weather/terrain) or through pre-planned scenarios presented to the applicant by the examiner.

5.2 Navigation Assessment

The navigation task should be designed such that all of the required competencies can be assessed in a logical sequence. There should be at least one sector of sufficient distance that allows basic navigation technique to be adequately assessed. This sector should be of a sufficient duration to enable the assessment of:

- Multiple navigation cycles,
- Track correction techniques,
- Continued maintenance of navigation and fuel logs (ETAs and fuel status)
- Position fixing at suitable intervals.

Importantly, the examiner should be satisfied that the applicant is using a suitable navigation methodology that is supported by sound reasoning and application of acceptable VFR navigation procedures. The examiner should give particular attention to the applicant's navigation techniques in and around controlled airspace and how they plan to avoid controlled airspace and/or restricted and prohibited airspace, as applicable.

Assessing 'Perform Lost Procedure'

It is an acceptable practice for the examiner to introduce the "lost" scenario immediately following the instrument flying assessment. In normal circumstance the examiner should ensure the 'lost position' is at least 15 nm laterally displaced from the original planned track.

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Assessing 'Perform Diversion Procedure'

To assess the performance criteria of 'Perform Diversion Procedure', the examiner should provide a suitable scenario that will enable the applicant to 'self-select' the 'diversion route' and a 'suitable alternate aerodrome'. The examiner must ensure that the applicant is at a known position prior to introducing the diversion task. Given the commercial context, the examiner should require the applicant to affect the diversion tracking within five minutes of the scenario.

Assessing Simulated 'Controlled Airspace/Aerodrome Requirements' (CTR.1, CTR.2, CTR.3, CTR.4)

Where a test cannot be conducted in actual controlled airspace the examiner is required to simulate CTR and CTA. The simulation must include all performance criteria of CTR (schedule 2). At a minimum, the simulation methodology must include simulated:

- VTC including – airspace boundaries, classes, frequencies, altitudes
- ERSA information
- Weather and NOTAMS

The examiner must provide the applicant with the simulated charts and ERSA information at the time of advising the flight test route.

The examiner is required to accurately replicate the role of air traffic control in the simulated environment. The simulated environment shall remain 'active' for the duration of the flight test (i.e. the simulated CTR shall not be the same aerodrome for the 'Operations at Non-Towered Aerodromes' assessments).

Assessing 'Operations at Non-Towered Aerodromes (ONTA.1, ONTA.2, ONTA.3, ONTA.4)

To allow assessment of all 'Operations at Non-Towered Aerodromes' (ONTA) performance criteria, the examiner must ensure the applicant conducts a full stop landing and vacates the active runway at the non-towered aerodrome.

5.3 General Handling Assessment

The examiner may split the flight component into general handling and navigation components into separate flights.

Assessing 'Take-Off & Land Aeroplane in a Crosswind'

Where the meteorological conditions on the flight test day preclude the assessment of 'Take-Off Aeroplane' (A2.3) and 'Land Aeroplane' (A4.2), the examiner may continue the flight test utilising the provision contained in subclause 1.3 of Appendix G.1 in Schedule 5.

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Performance benchmarks

Flight path or manoeuvre		Flight tolerances
Taxing aircraft		±1.5 metres of centreline
Nominated heading		±5°
Climb airspeed		-0 / +5 kts
Level off from climb and descent		±100 ft
Straight and level	Altitude	±100 ft
	IAS	±10 kts or ±M.02 Not below minimum approach speed.
Power descent		±10 kts
Glide		-5 / +10 kts
Turns		Angle of Bank ±5°
Turns onto nominated headings		Heading ±5°
Steep Turn	Heading ±10°	
	Height ±100 Ft	
Final approach airspeed		-0 / +5 kts
Landing	Touchdown	±60 m
	Centreline tracking	±2 m
Asymmetric flight	Heading – initial	±20°
	Heading – sustained	±5°
	IAS	-0 +5 kts
Limited panel instrument flying	Heading	±15°
	IAS	±10 kts or ±M0.02
	Height	±200 ft

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Evidence gathering

		Written questions	Flight Observation Sim	Flight observation flying
AVIE4001	Maintain aircraft radio communications	✓	✓	✓
AVIF0004	Implement aviation risk management processes	✓	✓	✓
AVIF0005	Implement aviation fatigue risk management processes	✓	✓	✓
AVIF0007	Implement threat and error management strategies	✓	✓	✓
AVIF0008	Manage safe flight operations	✓	✓	✓
AVIF0011	Manage aircraft passengers and cargo	✓	✓	✓
AVIF0014	Manage human factors in aviation operations	✓	✓	✓
AVIH0002	Plan a flight under visual flight rules	✓	✓	✓
AVIH4001	Navigate aircraft under visual flight rules	✓	✓	✓
AVILIC0001	Licence to operate a commercial aeroplane	✓	✓	✓
AVIO0002	Manage disruptive behaviour and unlawful interference with aviation	✓	✓	✓
AVIW4001	Manage pre- and post-flight actions	✓	✓	✓
AVIW5018	Operate and manage aircraft systems	✓	✓	✓
AVIY0001	Operate aircraft using aircraft flight instruments	✓	✓	✓
AVIY0002	Operate in controlled airspace	✓	✓	✓
AVIY0003	Operate in Class G airspace	✓	✓	✓
AVIY0004	Operate at non-towered aerodromes	✓	✓	✓
AVIY0005	Operate at a controlled aerodrome	✓	✓	✓
AVIY0008	Apply aeronautical knowledge to aviation operations	✓	✓	✓
AVIY0009	Apply the principles of civil air law to aviation operations	✓	✓	✓
AVIY0018	Execute advanced aeroplane manoeuvres and procedures	✓	✓	✓
AVIY0019	Manage abnormal aeroplane flight situations	✓	✓	✓
AVIY4001	Control aeroplane on the ground	✓	✓	✓
AVIY4002	Take off aeroplane	✓	✓	✓
AVIY4003	Control aeroplane in normal flight	✓	✓	✓
AVIY4004	Land aeroplane	✓	✓	✓
AVIY4007	Manage aircraft fuel	✓	✓	✓
AVIZ4001	Manage situational awareness in aircraft flight	✓	✓	✓
AVI4012	Plan a flight under night visual flight rules	✓	✓	✓

Context of Assessment



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Assessments will be conducted in aircraft or a simulated aircraft (“sim”) where students will have access to appropriate equipment and resources, organisational and any legislative/regulatory/licensing documentation. Students will need to demonstrate that they are able to work safely and effectively in an aircraft and general aviation environment. They will need to demonstrate understanding of legislative requirements and workplace policies and procedures when caring for aircraft and flying aircraft.

Formative assessments are conducted during training as written questions, on line tests, formative assessments in preparation for the summative assessments. This allows scaffolding of student skills and enhances student completion rates.

It is expected but not mandatory that the student undertakes the formative assessments prior to completing the summative assessment particularly with the practise hours being conducted with the Flight Instructor. (Formative assessments are practice assessments used to confirm student assimilation of knowledge and to prepare them for the summative assessment to follow. Formative assessments are also more repetitive to ensure the student can apply the required skills in a diversity of contexts and to allow for input, critique and mentoring by instructors and peers.)

Summative assessments cover learning that has occurred over a period of time and are written to allow students to answer questions and perform tasks in the context of the real child care centre or home day care environment. A competency determination is made after evidence is gathered, based on practical application of skills and/or knowledge.

Recognition of Prior Learning (RPL)

Nationally Recognised Training Qualifications and Statements of Attainment are recognised through the Recognition of Prior Learning (RPL) and Credit Transfer process. Students are required to submit verified previous training records and evidence of work and life experience that they consider to be relevant to the units being undertaken.

Validation of assessment tools

The Chief Flying Instructor conducts two assessment review meetings attended by all assessors. The first meeting, held in week 2 of the program, confirms that the evidence gathering techniques and the required standards of performance are appropriate for the student. The second meeting held one week after the program concludes, focuses on reviewing assessment tools and decisions made. Records of Trainer Assessment Review meetings are kept.

Assessment Guides from the national training package and as specified by CASA are utilised.

Moderation of Assessment

Approval for the issue of AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) qualification is made after the CASA Commercial Pilots Licence is issued and is subject to student performance during that assessment.

Where a situation arises that two or more trainers disagree on the outcome of a student’s assessment, the final assessment by the Approved Testing Officer is deemed to be final. A moderation meeting will take place with all relevant training staff present. The information collected through the above listed processes will be used to evaluate the overall effectiveness, efficiency and appropriateness of the course.

Pathways

Completion of this course will qualify the student to be able to sit a licencing assessment with an approved testing officer and the issue of a Commercial Pilots Licence. The satisfactory completion of this course may also then lead on to endorsements and ratings within CASA and the completion of further vocational training such as AVI50415 Diploma of Aviation (Instrument Rating).

Authorisation

CEO	Date
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Flight Academy Australia
Training and Assessment Strategy
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Signature

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APPENDIX A SEQUENCE OF DELIVERY/TIMETABLE

Week 1	<p>AVIW4001 1 Complete pre and post flight administration</p> <p>AVIF004 Implement aviation risk management process</p> <p>AVIW4001 2 Perform pre and post flight actions/inspections</p> <p>AVIW4001 3 Perform and certify daily inspection</p> <p>AVIF 0014 Manage human factors in aviation operations</p> <p>AVIY4003 2. Maintain straight & level flight</p> <p>AVIY4003 1.Climb Aeroplane</p> <p>AVIY4001 Control aeroplane on the ground</p>	<p>Complete pre and post flight procedures</p> <p>Aircraft familiarisation and Effects of Controls</p> <p>Flight effects of controls</p> <p>Flight straight and level</p> <p>Briefing straight and level</p> <p>Briefing climbing and descending</p> <p>Flight climbing and descending</p> <p>Briefing turning</p>
Week 2	<p>AVIY4003 4. Turning aeroplane</p> <p>AVIY4003 5. Control aeroplane at slow speeds</p> <p>AVIY0018 5. Enter and recover from stall</p> <p>AVIY4003 6. Perform circuits and approaches</p> <p>AVIY4004 1. Conduct aeroplane landing</p> <p>AVIY4003 7. Comply with airspace requirements</p> <p>AVIY4002 1. Carry out pre take off procedures</p>	<p>Flight – turning – briefing stalls</p> <p>flight : stalls Briefing- circuits</p> <p>Flight-circuits</p> <p>Flight-circuits</p> <p>Flight : circuits</p> <p>Instructor meeting</p>
Week 3	<p>AVIY4002 2 Conduct aeroplane take off</p> <p>AVIY4002 3. Perform rejected take off</p> <p>AVIY4004 2. Manage mishandled landing</p> <p>AVIY0019 1. Manage engine failure after take off</p> <p>AVIY0019 4. Manage on board abnormal and emergency situations</p> <p>AVIF0008 Manage safe flight operations</p> <p>AVIE4001 Maintain aircraft radio communications</p>	<p>Briefing: Circuit emergencies</p> <p>Flight: circuit emergencies</p> <p>Briefing – solo circuits</p> <p>Circuit emergencies</p> <p>Ground School : pre solo air law and test</p> <p>Ground school: Flight Radio Operator and test</p>
Week 4 .	<p>AVIF001</p> <p>AVIF002</p> <p>AVIF003</p> <p>AVIF0007 Implement threat and error management strategies</p>	<p>Solo Circuits</p>
Week 5	<p>AVIW5018 Operate and manage aircraft systems</p> <p>AVIY0008 Apply aeronautical knowledge to aviation operations</p>	<p>Ground School: BAK</p>
Week 6	<p>AVIY0019 2. Perform forced landing after engine failure</p> <p>AVIY0018 3. Execute short take off</p> <p>AVIY0018 4. Execute short landing</p> <p>AVIY0019 3. Conduct prec search and landing</p> <p>AVIY0018 1. Turn aeroplane steeply</p>	<p>Briefing : forced landings</p> <p>Flight: forced landings</p> <p>Briefing: prec Search</p> <p>Flight: Prec search</p> <p>Briefing: steep turns</p> <p>Flight: steep turns</p> <p>Briefing: advanced stalls</p>

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	AVIY0018 6. Recover from incipient spin AVIY0018 2. Side slip aeroplane AVIY0018 Execute advanced aeroplane manoeuvres and procedures AVIZ4001 Manage situation awareness in aircraft flight	Flight: Advanced stalls Instructor meeting
Week 7	AVIY4007 Manage aircraft fuel AVIZ0001 Maintain and manage situational awareness as pilot in command AVIY0019 Manage abnormal flight AVIY0019 Manage abnormal aeroplane flight situations	Ground school: solo to training area and trust Flight: T/A familiarisation Flight: T/A Familiarisation Solo: flight T/A familiarisation Instructor meeting
Week 8	CASA RPL Theory exam	Training area Solo
Week 9	RPL Theory Exam	RPL Flight Test
Week 10	Recreation week	
Week 11	AVIH0002 AVIH 0002 Plan a flight under visual flight rules AVIH4001 Navigate aircraft under visual flight rules AVIY0003 Operate in Class G airspace AVIY0004 Operate at non-towered aerodrome AVIY0002 Operate in controlled airspace AVIY0005 Operate at a controlled aerodrome AVIF0005 Implement aviation fatigue risk management process AVIF 0011 Manage aircraft passengers and cargo	Ground school: Navigation (flight Planning) Ground School: Non Towered Aerodromes Ground school: Controlled airspace and Aerodromes Nav exercise 1 Briefing: Basic Instrument Flight
Week 12	AVIH0002 AVIH 0002 Plan a flight under visual flight rules AVIH4001 Navigate aircraft under visual flight rules AVIY0003 Operate in Class G airspace AVIY0004 Operate at non-towered aerodrome AVIY0002 Operate in controlled airspace AVIY0005 Operate at a controlled aerodrome AVIF0005 Implement aviation fatigue risk management process AVIF 0011 Manage aircraft passengers and cargo	Nav exercise 1 Nav exercise 2 Nav exercise 3 Flight: basic Instrument Flight Preparation/study
Week13	AVIH0002 AVIH 0002 Plan a flight under visual flight rules AVIH4001 Navigate aircraft under visual flight rules AVIY0003 Operate in Class G airspace AVIY0004 Operate at non-towered aerodrome AVIY0002 Operate in controlled airspace AVIY0005 Operate at a controlled aerodrome AVIF0005 Implement aviation fatigue risk management process AVIF 0011 Manage aircraft passengers and cargo	Nav exercise 3 Preparation/study Solo Nav exercise 1
Week14	AVIH0002	Contingency day Nav exercise 4

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	AVIH 0002 Plan a flight under visual flight rules AVIH4001 Navigate aircraft under visual flight rules AVIY0003 Operate in Class G airspace AVIY0004 Operate at non-towered aerodrome AVIY0002 Operate in controlled airspace AVIY0005 Operate at a controlled aerodrome AVIF0005 Implement aviation fatigue risk management process AVIF 0011 Manage aircraft passengers and cargo	Preparation/study Nav exercise 5 Preparation/study Solo flight
Week 15	AVIY0009 Apply the principles of civil air law to aviation operations	Ground school PPL Theory
Week 16	AVIY0001 Operate aircraft using aircraft flight instruments	Sim Basic Instrument Flight Sim CTA Procedures Contingency day
Week 17	Nav exercise 5 Nav exercise 6 Solo Flight Preparation study	Nav exercise 5 Nav exercise 6 Solo Flight Preparation study
Week 18	PPL Theory exam PPL pre-test flight	PPL Theory exam PPL pre-test flight
Week 19	Solo nav exercise 2	Solo nav exercise 2
Week 20	Contingency week	Contingency week
Week 21	PPL Flight tests all week	PPL flight tests all week
Week 22	Recreation week	Recreation week
Week 23	AVIH4012 Plan a flight under night visual flight rules AVIH4013 Navigate aircraft under night visual flight rules AVIY5024 Operate aircraft in the traffic pattern at night	Ground Theory NVFR Ground Theory: NVFR and flight planning Solo nav exercise NVFR
Week 24	Solo Nav exercise	Solo Nav exercise NVFR
Week 25	Ground school: CPL Nav CASA CPL NAV exam	Ground school: CPL Nav CASA CPL NAV exam
Week 26	Ground school: CPL Human factors	Grounds school : CPL human factors CASA CPL HF Exam CASA CPL HF exam Solo NAV exercise NVFR
Week 27	Ground school: CPL Aerodynamics CASA CPL Aerodynamics exam Solo nav exercise NVFR	Ground school: CPL Aerodynamics CASA CPL Aerodynamics exam Solo nav exercise NVFR
Week 28	Solo Nav exercise NVFR	Solo Nav exercise NVFR
Week 29	Ground school: CPL Planning & Performance CASA CPL P&P Exam	Ground school: CPL Planning & Performance CASA CPL P&P Exam

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Week 30	Solo Nav exercise NVFR	Solo NAV exercise NVFR
Week 31	AVILIC0001 Licence to operate a commercial aeroplane AVIO0002 Manage disruptive behaviour and unlawful interference with aviation	Ground school : CPL met CASA CPL Met exam Solo Nav exercise NVFR
Week 32	Ground school : CPL met CASA CPL Met exam Solo Nav exercise NVFR	Ground school : CPL met CASA CPL Met exam Solo Nav exercise NVFR
Week 33	Recreation week	Recreation week
Week 34	Basic IF Solo Nav exercise NVFR	Basic IF Solo Nav exercise NVFR
Week 35	Multi engine training Solo Nav exercise NVFR	
Week 36	Ground school : APL Aircraft general knowledge CASA CPL AGK Exam Solo Nav exercise NVFR	
Week 37	Solo Nav exercise NVFR	
Week 38	Ground school : multi engine Theory Solo nav exercise NVFR	
Week 39	CPL Nav exercise Flight: CPL Air work	
Week 40	CPL Nav exercise Flight: CPL Air work	
Week 41	CPL Nav exercise CPL KDRS	
Week 42	CPL Nac exercise CPL KDRS	
Week 43	Contingency week	
Week 44	CPL Flight Test	
Week 45	CPL Flight Test	
Week 46	Recreation week	