UNIT 1.07 – ADVANCED PILOT AWARD SYLLABUS

ELEMENT: 1. AIRMANSHIP

Flying Standard	Pilot Certificate	Inst Rating
1.1 General Airmanship		
• Lookout is maintained during operations on both the ground and in the air	2	1
• Scan technique is used to promote lookout	2	1
• Decision making is consistent with good aeronautical practice and all normal operating practices and rules are adhered to	2	1
• Engine handling is conducted in a manner that is conducive with good aeronautical practices and is consistent with aeroplane Flight Manual	2	1
• Ground handling is conducted in a safe manner conducive with good aeronautical practice and its operation prevents damage to it or other aeroplanes or persons on the ground	2	1
• A candidate shall not be recommended for the issue of an APA should the testing officer have to take control to prevent a potential airframe or engine exceedance, or for any other safety reason	2	1

ELEMENT: 2. TAKE-OFF SAFETY BRIEF

Flying Standard	Pilot Certificate	Inst Rating
2.1 Engine failure safety brief		
• Candidate' pre take-off safety brief to include engine failure on take-off, whilst still on ground	2	1
• Engine failure on take-off after the aeroplane is airborne but with runway remaining	2	1
• Engine failure on take-off after the aeroplane is airborne and must land outside the aerodrome boundary	2	1
• Engine failure on take-off after the aeroplane is airborne and is at a height that is consistent with a safe significant turn from runway heading or execution of a turn back	2	1
• The turn back is described by direction and is consistent with aeroplane performance and safe aeronautical practice given the topography and the current wind	2	1

ELEMENT: 3. STEEP LAZY EIGHTS

Flying Standard	Pilot Certificate	Inst Rating
3.1 Entry		
• Pre-manoeuvre checks completed	2	1
• Reference point established	2	1
• Entry into the manoeuvre is initiated from straight and level in balanced flight and altitude and airspeed noted	2	1
3.2 Maintenance		
• Climbing turn is initiated through 90 degrees at nominated bank angle	2	1
• Turn is continued through 180 degrees and descent is initiated, wings are level through reference point at previous altitude and airspeed	2	1
• Climbing turn is initiated through 90 degrees at nominated bank angle	2	1
• Turn is continued through 180 degrees and descent is initiated, wings are level through reference point at previous altitude and airspeed	2	1
3.3 Airmanship		
• Lookout is maintained at all times during manoeuvre	2	1
• Aeroplane bank angle does not exceed 60 degrees	2	1

ELEMENT: 4. MAINTAIN BALANCED FLIGHT

Flying Standard	Pilot Certificate	Inst Rating
4.1 Co-ordination		
• Co-ordination is maintained during all operations with the exception of side slipping and aeroplane is flown smoothly and safely	2	1

ELEMENT: 5. STEEP 360 DEGREE GLIDING TURNS

Flying Standard	Pilot Certificate	Inst Rating
5.1 Entry		
• Pre-manoeuvre checks completed	2	1
• Entry from straight and level at pre-determined angle of bank greater than 45 degrees	2	1
• Control movements are smooth and co-ordinated	2	1
5.2 Maintenance		
• Lookout is maintained prior to entry and during the descending turn	2	1
• Angle of bank is maintained	2	1
• Co-ordination is maintained	2	1
• Airspeed is maintained	2	1
• Any pre-stall buffet or symptoms of an impending stall are rectified before stall occurs	2	1
5.3 Exit		
• Lookout is maintained on recovery back to straight and level	2	1
• Recovery back to straight and level is demonstrated	2	1
• Control movements are smooth and co-ordinated	2	1

ELEMENT: 6. SIDESLIPPING

Flying Standard	Pilot Certificate	Inst Rating
6.1 Entry		
• Lookout is performed before manoeuvre is initiated	2	1
• Controls are crossed to initiate manoeuvre in a smooth manner	2	1
• Aiming point is selected	2	1
6.2 Maintenance		
• Aeroplane is manoeuvred to maintain aiming point	2	1
• Pre-determined speed is maintained during manoeuvre	2	1
• Lookout continues to be performed	2	1
6.3 Exit		
• Aeroplane controls are uncrossed in a controlled and smooth manner	2	1
• Aeroplane is recovered back to straight and level at a pre-determined height	2	1

ELEMENT: 7. SLIPPING TURNS

Flying Standard	Pilot Certificate	Inst Rating
7.1 Entry		
• Lookout is performed before manoeuvre is initiated	2	1
• Controls are crossed to initiate manoeuvre in a smooth manner	2	1
7.2 Maintenance		
• Aeroplane is manoeuvred to maintain turn to a pre-determined height, left and right	2	1
• Lookout continues to be performed	2	1
7.3 Exit		
• Aeroplane controls are uncrossed in a controlled and smooth manner	2	1
• Aeroplane is recovered back to straight and level at a pre-determined height and heading / direction	2	1

ELEMENT: 8. PRE-STALL RECOGNITION AND RECOVERY IN A CLIMBING TURN

Flying Standard	Pilot Certificate	Inst Rating
8.1 Entry		
• Pre-manoeuvre check is completed	2	1
• Controls are used to initiate manoeuvre in a smooth manner to the desired bank angle in the climb	2	1
8.2 Maintenance		
• Aeroplane is eased into the stall by applying back pressure on the controls	2	1
• Lookout continues to be performed	2	1
8.3 Exit		
• Aeroplane is recovered at point of stall using normal recovery procedure	2	1
• Aeroplane is recovered back to straight and level with minimum height loss conducive with aeroplane type	2	1

ELEMENT: 9. PRE-STALL RECOGNITION AND RECOVERY FROM A STEEP GLIDING TURN

Flying Standard	Pilot Certificate	Inst Rating
9.1 Entry		
• Pre-manoeuvre check is completed	2	1
• Controls are used to initiate manoeuvre in a smooth manner	2	1
• Aeroplane is rolled to achieve pre-determined angle of bank	2	1
9.2 Maintenance		
• Aeroplane is eased into the stall by applying back pressure on the controls	2	1
• Lookout continues to be performed	2	1
9.3 Exit		
• Aeroplane is recovered at point of stall using normal recovery procedure	2	1
• Aeroplane is recovered back to straight and level with minimum height loss conducive with aeroplane type	2	1

ELEMENT: 10. GROUND REFERENCE MANOEUVRES (Constant Altitude/ Radius Turns)

Flying Standard	Pilot Certificate	Inst Rating
10.1 Entry		
• Lookout is performed before manoeuvre is initiated	2	1
• Controls are used to initiate turn in a smooth manner	2	1
10.2 Maintenance		
• Aeroplane is turned to describe a constant radius ground track adjusted for wind	2	1
• Altitude is maintained	2	1
• Lookout continues to be performed	2	1
10.3 Exit		
• Aeroplane is recovered back to straight and level	2	1

ELEMENT: 11. GLIDE FROM OVERHEAD THE FIELD

Flying Standard	Pilot Certificate	Inst Rating
11.1 Aeroplane positioning		
• Aeroplane is positioned appropriately for the intended landing area at 1000FT AGL (or on downwind as traffic / regulations require)	2	1
11.2 Glide		
• Power is reduced to idle with aeroplane in balance, best glide speed is selected and maintained	2	1
11.3 Touchdown point nominated		
• Touchdown point is selected on landing area • Aeroplane is manoeuvred to touchdown on or after nominated point	2 2	1 1
11.4 Lookout		
• Lookout is maintained during manoeuvre and all required radio calls are correctly made	2	1

ELEMENT: 12. CROSSWIND TAKE-OFF AND LANDING

Flying Standard	Pilot Certificate	Inst Rating
12.1 Take-off		
• Candidate conducts a smooth take-off • Maintains track of runway extended centreline on climb out	2 2	1 1
12.2 Circuit		
• Aeroplane maintains normal circuit parameters allowing for wind speed and direction	2	1
12.3 Approach		
• Aeroplane maintains track over extended centreline on final	2	1
12.4 Lookout		
• Lookout is maintained during manoeuvre and all required radio calls are correctly made	2	1

ELEMENT: 13. SHORT FIELD APPROACH

Flying Standard	Pilot Certificate	Inst Rating
13.1 Pre-Landing Checks		
• Pre-landing checks are correctly carried out	2	1
13.2 Airspeed maintenance		
• Airspeed maintained on final at a nominated approach speed consistent with aeroplane type and prevailing weather conditions	2	1
13.3 Use of Power		
• Pilot recognises overshoot / undershoot conditions and adjusts power / attitude to correct	2	1
13.4 Touchdown Point		
• Aeroplane touches down on or within 30M beyond the nominated touchdown point • Application of brake to minimise ground run	2 2	1 1

ELEMENT: 14. WEIGHT AND BALANCE

Flying Standard	Pilot Certificate	Inst Rating
14.1 Loading, and Weight and Balance		
• Explain the loading and weight and balance limitations of the aeroplane to be used. List ways the aeroplane may be loaded that may affect its safety	2	1

ELEMENT: 15. PERFORMANCE FIGURES

Flying Standard	Pilot Certificate	Inst Rating
15.1 MTOW		
• Quote aeroplane MTOW as per Flight Manual	2	1
15.2 Normal Approach		
• Quote aeroplane normal approach speed	2	1
15.3 Vs		
• Quote aeroplane stall speed at MTOW	2	1
15.4 Va		
• Quote aeroplane manoeuvring speed	2	1
15.5 Vne		
• Quote aeroplane never exceed speed	2	1
15.6 Short Field Approach Speed		
• Quote recommended aeroplane short field approach speed	2	1

-End of Advanced Pilot Award Syllabus-