PEARSON AVIATION HAND BOOK FOR DOMESTIC STUDENT PILOTS

PRIVATE PILOT LICENCE
and
Certificate IV in Aviation Operations
(Commercial Pilot Aeroplane Licence) – AVI 40108
and
Diploma of Aviation
(Instrument Flight Operations) – AVI50408

RTO 20289
Cetrelink ref 3P684

PEARSON AVIATION, ESSENDON AIRPORT

NATIONALLY RECOGNISED TRAINING

ACPET AUSTRALIAN COUNCIL FOR PRIVATE EDUCATION AND TRAINING

Victorian Registration & Qualifications Authority

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MISSION STATEMENT

PEARSON AVIATION;-

- IS COMMITTED TO PROVIDE PROFESSIONAL FLIGHT TRAINING TO ALL STUDENTS TO ENABLE EACH PERSON TO ACHIEVE THEIR DESIRED OUTCOME .
- WILL PROVIDE A SAFE AND FRIENDLY ENVIRONMENT FOR ITS STAFF, SUPPLIERS AND CUSTOMERS AND WILL CONTINUALLY STRIVE FOR EXCELLENCE.
- WILL ENSURE VIABILITY OF ITS BUSINESS AT ALL TIMES.
- WILL DEVELOP AND GROW THROUGH RECOMMENDATION AND REPUTATION
- VALUES ITS STAFF, SUPPLIERS AND CUSTOMERS AND WILL AT ALL TIMES TREAT THEM WITH RESPECT AND UNDERSTANDING.
- WILL TAKE ALL STEPS NECESSARY TO CONTINUALLY MONITOR, DEVELOP AND EXPAND ITS AVIATION ACTIVITIES.

GUY PEARSON

CHIEF PILOT
MANAGING DIRECTOR

Abbreviations used in this guide.

➢ **AOC**	**Air Operator Certificate**
➢ **AQTF**	**Australian Qualifications Training Framework**
➢ **ATPL**	**Airline Transport Pilot Licence**
➢ **CASA**	**Civil Aviation Safety Authority**
➢ **CBT**	**Competency Based Standards**
➢ **CFI**	**Chief Flying Instructor**
➢ **CPL**	**Commercial Pilot Licence**
➢ **DAAPC**	**Domestic Accelerated Airline Pilot Course**
➢ **GFPT**	**General Flying Progress Test**
➢ **IFR**	**Instrument Flight Rules**
➢ **NVFR**	**Night Visual Flight Rules**
➢ **OTTE**	**Office of Training and Tertiary Education**
➢ **PIC**	**Pilot In Command**
➢ **PPL**	**Private Pilot Licence**
➢ **RTO**	**Registered Training Organisation**
➢ **SPL**	**Student Pilot Licence**
➢ **TAFE**	**Technical and Further Education**
➢ **VFR**	**Visual Flight Rules**
➢ **VRQA**	**Victorian Registration & Qualification Authority**

Links:

http://www.pearsonaviation.com.au	**Pearson Aviation web site**
http://www.casa.gov.au	**The Civil Aviation Safety Authority**
http://www.airservicesaustralia.gov.au	**Air Services Australia**
pearsonaviation@bigpond.com	**Pearson Aviation e-mail address**
http://www.training.com.au/	**Vocational education & training**

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THE PRIVATE PILOT LICENCE

Stage One

Student Pilot Licence

In order to hold the SPL you must be medically fit and at least 16 years of age and be able to speak, read and write English. However, any applicant for the Integrated International Pilots Course must be at least 18 years of age.
Dual flight training may be commenced at any age where the student is physically and mentally capable of handling the aircraft.

Before you commence your flying training, it is advisable to take a medical examination, which must be conducted with an approved Designated Aviation Medical Examiner. Your flying school holds a list of Doctors approved for this purpose or you may obtain a list of Doctors from the CASA web site: www.casa.gov.au
Acceptance into any integrated course is provisional upon obtaining an Australian Class 1 medical.

After having completed your medical, you must then apply to the Chief Flying Instructor (CFI) of your chosen school, for a Student Pilot's Licence (SPL). If English is not your first language the CFI will assess your English language capability before issuing the SPL. ICAO level 4 English is the minimum standard required to hold a pilots licence.
The SPL then enables you to undertake all the necessary training, as detailed below, for the issue of your Private Pilot's Licence.

Stage Two

The General Flying Progress Test

The PPL is divided into two distinct sections, the first section covers training to the standard required to pass the General Flying Progress Test (GFPT). On satisfactory completion of the requirements to pass the GFPT you will be granted passenger carrying privileges and be able to fly as Pilot in Command within a limited area (normally the school's training area).

Before you may apply for a GFPT there is a requirement to study for a simple theory exam in basic aeronautical knowledge (BAK).
Our International and DAAPC students will undertake a 2-3 week theory course to prepare for this exam.

Students not enrolled in one of these courses may choose to study at home and at their own pace as this can give greater flexibility.

Assessment practices are flexible and so long as they meet the requirements of CASA, student needs are taken into account at all times.

The flight training is divided into Dual (time with your instructor) and Solo, which is time spent practising sequences on your own. The dual requirement is a minimum of 15 hours flight time and the solo is 5 hours flight time. Therefore, the minimum flight training required is 20 hours. However, these hours are based on minimum requirements; realistically the time taken differs for each individual student.

On completion of the initial training and having reached a satisfactory standard, you must then undergo a check flight, which is normally done by the CFI of your school. The check flight will also include a simple questionnaire on the use of the aircraft radio in order that you may be issued a Flight Radio Telephone Operator's Licence.

A complete and detailed syllabus of training is available from the Civil Aviation Safety Authority (CASA) web site: www.casa.gov.au

The next step to obtaining your PPL is navigation training.

Stage Three

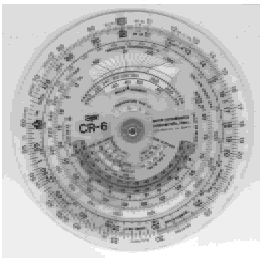
Navigation Training

Having learned to handle the aircraft during your training for the GFPT you may now move on to the navigation training section for the issue of the PPL. Once training is complete, you are entitled to act as Pilot in Command (PIC) on flights anywhere in Australia other than Restricted or Prohibited areas.

The training consists of navigation or cross-country exercises which vary in duration from two to five hours per sortie.

As with the training to the GFPT standard, navigation training is divided into Dual and Solo sessions. Dual and solo training required will vary from school to school but typically totals a minimum of 15 hours dual and 5 hours solo.

In addition to the flight requirements those students not enrolled in an integrated course must also pass a simple CASA exam encompassing the following subjects:



a) Meteorology
b) Navigation
c) Flight Rules and Procedures
d) Aircraft Performance and Operation
e) Human factors

Like the BAK these subjects may also be studied at home or with a class. Your instructor is also qualified to give personal tuition. The exam may be attempted at any time. No specific sitting dates apply.

DAAPC students will progress directly to the CPL subjects.

After your satisfactory completion of the Nav training requirements there is another straightforward flight check to examine your navigational skills. This normally takes about 2.5 hours and is conducted by the Chief Flying Instructor.

After completion of the above requirements you will qualify for the issue of the CASA issued Private Pilots Licence.

Summary

To obtain a Student Licence:

a) Be at least 16 years of age for domestic students or 18 for International students (there is no upper age limit)
b) Have a medical examination with an approved Doctor
c) Be competent in the English language (ICAO level 4)
d) Apply for a Student Licence through your flying school.

To gain passenger carrying privileges:

a) Hold a valid Student Licence
b) Do a minimum of 15 hours dual and 5 hours solo
c) Pass the BAK exam
d) Pass a flight test with the CFI

To obtain a PPL

a) Hold a pass in the GFPT (Optional)
b) Pass the CASA examination in Met., Nav., and Flight Rules
c) Complete a course of navigation training
d) Pass a flight test with the CFI

FOR STUDENTS *NOT ENROLLED* FOR DAAPC OR INTERNATIONAL COURSES

On completion of the above requirements (particularly if you intend to achieve a Commercial Licence) the next phase of your training may be the Night Visual Flight Rules rating. The Night VFR, or NVFR for short, enables you to act as PIC at night in visual conditions. See the information sheet on NVFR for more details.

THE NIGHT VFR RATING

The NVFR

After completing your training and having been issued with Private Pilot's Licence, there are several optional training courses you may choose to undertake.

The NVFR is perhaps, initially, the most useful of all the options as it enables you to fly after last light, which means your outings and trips need not be constrained to daylight hours only. In addition to the added versatility the rating gives you, your skill levels as a pilot will be greatly enhanced by improved understanding of more sophisticated navigational techniques.

Training requirements

Before you may hold a NVFR rating, it is necessary to hold a valid Private or higher category Pilot Licence.

A significant part of the skill development is devoted to instrument flying. That is, your ability to handle the aircraft solely by reference to your flight instruments. In order that you may become competent in this aspect we recommend five hours of instrument flight time to improve your skills. This time may be accumulated in an approved synthetic trainer or flight simulator, which significantly reduces the cost. After completing this phase you will be ready to commence the actual night flying.

The requirement is 10 hours of night flying, which is with a qualified instructor. The 10 hours are broken down into 5 hours of night cross-country conducted in two separate exercises of two and three hours each and 3 hours of night circuits and 2 hours of navigation aid practice.

Once you have reached the minimum hours and have achieved a satisfactory performance standard, another straightforward check flight with your CFI will see you rated for flight at night in visual conditions.

COMMERCIAL PILOT LICENCE

Certificate IV in Aviation Operations
(Commercial Pilot Aeroplane Licence) – AVI40108

The CPL

The Commercial Pilot's Licence is a professional qualification, which enables you to be employed as a Pilot and fly for hire and reward. Some people, however, obtain a Commercial Licence simply for the satisfaction of the achievement and to improve their flying skills.

Prior to the commencement of your commercial training you should normally hold a valid Private Pilot's Licence (this is not essential if you undertake an integrated course).

Before you commence a course of training for the Commercial Pilot's Licence (CPL), you should undertake the required commercial standard medical. (Class 1) Your flying school will have a list of the approved Doctors.

The following theory must be studied and is examinable by a series of individual papers. The exams are set and conducted by CASA. Exams are available on demand at approved examination centres.

Examinable theory subjects that are covered:

- **Aerodynamics;**
- **Operations, performance and flight planning;**
- **Aircraft General Knowledge;**
- **Navigation;**
- **Meteorology;**
- **Flight rules and Air Law; and**
- **Human Factors**

As with the Private Licence, the theory side of the training may be studied at home, at your own pace, or with a theory instructor. If you choose the integrated course option the theory will be combined with your flight training. Whatever method you choose, the flexibility available enables a course of training to be tailored to your individual needs. Your flying school can help with advice for the best option for you.

It is worth noting here that a pass in commercial theory will cover the theory requirements for the issue of a Private Pilot's Licence.

Commercial Flight Training (*NOT* DAAPC or International Students)

A Commercial Pilot's Licence may be obtained in one of two ways
The first is by undertaking an integrated course of ground and theory instruction, which is designed to maximise the learning experience. Students who are starting with no or next to no previous experience normally undertake the integrated course. The flight time required to be eligible to take the CPL flight test is 150 total hours. Seventy hours of this will be as Pilot in Command. The course need not be taken full-time, but may be spread over a period to suit your needs. Courses are available, however, which follow the academic year and take one year to complete.
The second method is to obtain a Private Licence (PPL) and fly privately until you have logged a total of 200 hours. Once you have obtained 200 hours and passed the CPL theory exam, you can apply to your flying school to undertake a flight test for the issue of a CPL. However, you must meet the standards for the issue of the CPL and should you take this option, some dual instruction may be required to reach the standard.

When you have met all of the above requirements and reached a satisfactory standard, your instructor will recommend you for a check flight, which normally takes about 3.5 to 4 hours flight time.

Becoming a Flying Instructor

In order to build hours quickly or as an alternative career path, many pilots chose to become a Flying Instructor.
By becoming an Instructor you are able to teach students to fly from GFPT through to Commercial Licence. As your experience as an instructor builds you will be able to instruct for all the licences required to become an airline pilot.

Instrument Rating

Obtaining an Instrument Rating will qualify you to perform charters in Instrument Meteorological Conditions. This career path allows you to visit out of the way places throughout Australia and meet interesting people. This is also an excellent stepping-stone to entry into major airlines.

All of these qualifications can be accomplished in a surprisingly short period, if you choose, by flying and studying on a full-time basis in an integrated flight-training course. (See pages 25-33 for course details.) However you may choose to learn part time and take one lesson each week. At this rate the average time to completion of your Private Pilot's Licence will be approx 12 to 18 months.

CHOOSING A FLYING SCHOOL & FAQ

Choosing the right provider for your needs is not a decision to be made lightly. There are many factors which need to be considered prior to committing to any particular school or organisation.

Some of these factors & questions to ask are:-

Q; Is the provider a State Registered Training Organisation (RTO)?
A; Pearson Aviation is a Victorian Qualifications Authority RTO.

Q; Does the provider offer a fully accredited qualification in line with the Australian National Qualifications Framework? For instance; COMMERCIAL PILOT LICENCE Certificate IV in Aviation Operations – AVI40108.
A*;* YES, Pearson Aviation offers the formal qualification of Certificate IV in Aviation Operations (Commercial Pilot Aeroplane Licence) – AVI 40108

Q; Where is the location of the school?
A; **Pearson Aviation is located at Essendon Airport within Melbourne's Primary airspace, which affords the student exposure to a professional working environment from lesson one but still affords ease of entry and exit to facilitate quick transit to non controlled training fields. Pearson's has access to four main training areas for a variety of flight conditions.**

Q; What qualifications and experience do the management and staff have?
A*;* Many of the staff at Pearson Aviation have tertiary qualifications as well as ATPL.
Our Managing Director /Chief Pilot has over twelve (12) thousand flight hours logged. He has degrees in Arts and Law and is a CASA Approved Testing Officer for the issue of fixed wing licences and ratings.

Q; Will you get personalised attention or will you be just another number on the production line?
A; **Pearson Aviation is proud of its dedication to delivering personalised attention to its students. We endeavour to assign one instructor to each student for the duration of the student's course. Our DAAPC is limited in number to afford the best outcome for each student. All theory classes are kept small to facilitate individual attention.**

Q; How long has the school been operating?
A; **Pearson Aviation has been trading since 1982 and has held its own AOC since 1989. Pearson Aviation has always concentrated on flying training as its core business.**

Q; Can the school train you for all licences and ratings?
A*;* Pearson Aviation is approved by CASA to conduct training for all fixed wing licences and most ratings.

Q; What facilities does the school have?
A*;* Pearson Aviation has extensive facilities located in the main passenger terminal at Essendon airport, which facilitate easy access to the tarmac and public facilities. Pearson Aviation has modern class rooms with up to date teaching aids. Essendon Airport has a shopping precinct and is close to public transport. Student accommodation of various types is plentiful in the near vicinity.

Q; Is there sufficient staff to cater for your needs and to undertake lessons when you require?
A*;* Pearson Aviation currently has eight fully qualified flight instructors on staff.
Pearson Aviation also has access to support staff and dispute resolution procedures to help students in all situations these include access to a course co-ordinator and a qualified student counsellor and an internal as well as an independent dispute resolution system.

Q; What type of aircraft does the school operate?
A*;* Pearson Aviation operates a fleet of modern Cessna aircraft. Our advanced aircraft are EFIS equipped to facilitate the requirements of CPL students to integrate into an airline type environment.

Q; What are the real costs? Some organisations will promote a very cheap hourly rate but what are the hidden extra costs?
A*;* At Pearson Aviation all our fees and charges are disclosed up front. There are no hidden costs. You will pay for some personal items such as textbooks, your own headset, medical and CASA fees.
At Pearson Aviation we pride ourselves on training our students to the highest possible standard in the minimum amount of time. Our course sizes are small and allow for individual attention.

RECOGNITION OF PRIOR LEARNING IN AVIATION

Completion of Certificate IV in Aviation Operations (Commercial Pilot Aeroplane Licence) – AVI40108 **would meet normal university requirements for the flying component of an Aviation Diploma.**

Recognition of prior Learning

Under the Australian Qualifications Framework, a registered training body will generally recognise appropriate prior learning. All accredited institutions are required to have a policy on Recognition of Prior Learning.
Pearson Aviation will recognise prior qualifications on the presentation of a valid Pilots Licence, log book appropriately certified and or a certificate of Attainment.

Advantage of learning within the Industry

Students who choose to learn to fly with an accredited organisation such as Pearson Aviation will be learning to fly within the industry that will ultimately employ them. Further, they will be accumulating recognised credits towards any future University aviation course they may wish to take.

The advantage of learning to fly within the industry or organisation that may well provide employment cannot be overstated.

Delivery and assessment strategy outline

Name of RTO	Pearson Aviation Pty. Limited		Page 1 of 5
Delivery period	Continuous		
Code and title of qualification	**AVI 40108, Certificate IV in Aviation Operations (COMMERCIAL PILOT AEROPLANE LICENCE)**		
Units of competency	**Code**	**Title**	**Core/ Elective**
	AVI4E108B	**COMMUNICATIONS AND CALCULATIONS** MAINTAIN AIRCRAFT RADIO COMMUNICATIONS (A)	C
	AVI4F108B	**OCCUPATIONAL HEALTH AND SAFETY** MANAGE HUMAN FACTORS IN AIRCRAFT FLIGHT (A)	C
	AVI4H108B	**NAVIGATION** NAVIGATE AIRCRAFT	C
	AVI4I1208B	**CUSTOMER SERVICE** MANAGE AIRCRAFT PASSENGERS & CARGO	C
	AVI4W108B	**CARRYING-OUT OPERATIONS ON EQUIPMENT AND SYSTEMS** MANAGE PRE- AND POST- FLIGHT ACTIONS	C
	AVI4Y108B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** CONTROL AEROPLANE ON THE GROUND	C
	AVI4Y208B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** TAKE-OFF AEROPLANE (A)	C
	AVI4Y308B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** CONTROL AEROPLANE IN NORMAL FLIGHT (A)	C
Delivery and assessment arrangements	**Duration** The program is delivered on a continuous basis		
	Organisation The modules are undertaken on a one to one basis with a qualified flight instructor, Grade 1, 2 or 3 as directed by the Chief Flying Instructor. Each module will consist of a briefing and practical demonstration and student practice.		

Delivery and assessment strategy outline

Name of RTO	**Pearson Aviation Pty. Limited**	**Page 2 of 5**
Delivery period	Continuous	
Code and title of qualification	**AVI40108, Certificate IV in Aviation Operations (COMMERCIAL PILOT AEROPLANE LICENCE)**	

Units of competency

Code	Title	Core/ Elective
AVI4Y408B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** LAND AEROPLANE (A)	C
AVI4Y508B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** EXECUTE ADVANCE AIRCRAFT MANOEUVRES AND PROCEDURES (A)	C
AVI4Y608B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** MANAGE ABNORMAL AEROPLANE FLIGHT SITUATIONS (A)	C
AVI4Y708B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** MANAGE AIRCRAFT FUEL	C
AVI4Y808B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** CONTROL AIRCRAFT SOLELY BY REFERENCE TO FULL INSTRUMENT PANEL (A)	C
AVI4Y908B	**CONTROL AIRCRAFT AND TRAFFIC MANAGEMENT** CONTROL AIRCRAFT SOLELY BY REFERENCE TO FULL LIMITED PANEL (A)	C
AVI4Z108B	**SITUATION AWARENESS** MANAGE SITUATION AWARENESS IN AIRCRAFT FLIGHT (A)	C

Client(s)	Students above the age of 16 years.
Delivery and assessment arrangements	**Duration** The program is delivered on a continuous basis
	Organisation The modules are undertaken on a one to one basis with a qualified flight instructor, Grade 1, 2 or 3 as directed by the Chief Flying Instructor. Each module will consist of a briefing and practical demonstration and student practice. The delivery and assessment undertaken is organised by the flight instructor in accordance with the RTO's operations manual.

Name of RTO	Pearson Aviation Pty. Limited	Page 3 of 5

Delivery and assessment arrangements (continued)

Alignment with units of competency

	Program area	Unit(s) of competency

Delivery modes include classroom briefings, on line training (CBT) and practical instruction, practice and assessment.

Program area	A	B	C	D	E	F	G	H
All units of competence are delivered and assessed in accordance with the RTO's Operations manual and Regulatory (CASA) requirements	X	X	X	X	X	X	X	X

KEY

A	Discussion	C	Pre Flight Briefing	E	Instructor in flight Demonstration	G	Post Flight Briefing
B	Long Briefing	D	Pre Flight Checks	F	Student in flight Practice	H	Documentation

Name of RTO	Pearson Aviation Pty. Limited		Page 4 of 5
Delivery and assessment arrangements (continued)	Schedule		

Lesson	Long Briefing		Flight
1)	*Effects of Controls*	☑	☑
2)	*Straight & Level Flight*	☑	☑
3)	*Climbs*	☑	☑
4)	*Descents*	☑	☑
5)	*Medium Level Turns*	☑	☑
6)	*Climbing Turns*	☑	☑
7)	*Descending Turns*	☑	☑
8)	*Stalls*	☑	☑
9)	*Standard Circuits*	☑	☑
10)	*Flapless Circuits*	☑	☑
11)	*Crosswind Circuits*	☑	☑
12)	*Maximum Performance Operation*	☑	☑
13)	*Steep Turns*	☑	☑
14)	*Forced Landings*	☑	☑
15)	*Precautionary Search*	☑	☑
16)	*D.R. Navigation*	☑	☑
17)	*Spins & Spirals*	☑	☑
18)	*Instrument Flight*	☑	☑
19)	*Compass Turns*	☑	☑
20)	*A.D.F.*	☑	☑
21)	*V.O.R.*	☑	☑

Name of RTO		Page 5 of 5		
Delivery and assessment staff	**Program area**	**Staff**	**Delivery/ Assessment**	**Competencies of staff**
				Technical / **Assess**
	All units of Competence	Guy Pearson	D/A	X / X
	For AVI40108	Larry Cowley	D/A	X / X
		Richard Turner	D/A	X / X
		Matthew Shehata	D/A	X / X
		Ari Neocli	D/A	X / X
		Annarella Hardiman	D/A	X / X
		Michael Giles	D/A	X / X

Assessment validation process

The processes used to validate assessment activity in this program are:

- Radio Proficiency Test
- Pre Solo Examination
- Pre Area Solo Examination
- Basic Aeronautical Knowledge Multiple Choice Test
- General Flying Practical Test
- Private Pilots Licence CASA on line Theory Test
- CPL Pilots License CASA Theory – Supplied on line at Pearson Aviation Theory Centre
- CPL CASA Theory Tests
- CPL Flight Test

Infrastructure requirements
(A tick indicates that the RTO has the required infrastructure.)

- ☑ C.A.S.A. approval
- ☑ Classroom Facilities
- ☑ Training Aircraft
- ☑ Flight Simulator
- ☑ Chief Flying Instructor and Chief Pilot
- ☑ Flying and Theory Instructors

Pathways

Program manager's endorsement:	
Date:	

Delivery and assessment strategy outline

Name of RTO	Pearson Aviation Pty. Limited		Page 1 of 5
Delivery period	Continuous		
Code and title of qualification	**AVI 50408 Diploma of Aviation (Instrument Flight Operations)**		
Units of competency	**Code**	**Title**	**Core/ Elective**
	AVI5W1808A	Operate and manage aircraft systems	C
	AVI5Y2008A	Conduct full instrument panel manoeuvres	C
	AVI5Y2108A	Conduct limited panel instrument manoeuvres	C
	AVI5H1608A	Plan a navigation flight under Instrument Flight Rules (IFR)	C
	AVI5H1708A	Navigate aircraft (IFR)	C
	AVI5Y2508A	Perform an Instrument arrival	C
	AVI5Y2708A	Perform an Instrument departure- non published procedure	C
	AVI5Y3308A	**Perform visual circling approach**	C
Delivery and assessment arrangements	**Duration** The program is delivered on a continuous basis		
	Organisation The modules are undertaken on a one to one basis with a qualified flight instructor, Grade 1, 2 or 3 as directed by the Chief Flying Instructor. Each module will consist of a briefing and practical demonstration and student practice.		

Delivery and assessment strategy outline

Name of RTO	Pearson Aviation Pty. Limited		Page 2 of 5
Delivery period	Continuous		
Code and title of qualification	**AVI50408 Diploma Of Aviation (Instrument Flight Operations)**		
Units of competency	**Code**	**Title**	**Core/ Elective**
	AVI5Y3408A	Perform non-directional (NDB) instrument approach	C
		OR	
	AVI5Y3508	Perform VHF-Omni directional radio range (VOR) instrument approach	C
	AVI5Y2308A	Operate mult-engine fixed wing aeroplane	E
	AVI5Y2608A	Perform standard arrival route (STAR)	E
	AVI5Y2808A	Perform instrument departure –published procedure (SIDSRD)	E
	AVI5Y3608A	Perform instrument landing system (ILS) instrument approach	E
	AVI5Y3708A	Perform distance measuring equipment (DME)/ global positioning system arrival	E
	AVI5Y3808A	Perform global positioning system (GPS)/non-precision approach (NAP)	E
Client(s)	Students above the age of 17 years.		
Delivery and assessment arrangements	**Duration** The program is delivered on a continuous basis		
	Organisation The modules are undertaken on a one to one basis with a qualified flight instructor, Grade 1, 2 or 3 as directed by the Chief Flying Instructor. Each module will consist of a briefing and practical demonstration and student practice. The delivery and assessment undertaken is organised by the flight instructor in accordance with the RTO's operations manual.		

Name of RTO	Pearson Aviation Pty. Limited	Page 3 of 5

Delivery and assessment arrangements (continued)

Alignment with units of competency

	Program area	Unit(s) of competency

Delivery modes include classroom briefings, on line training (CBT) and practical instruction, practice and assessment.

Program area	A	B	C	D	E	F	G	H
All units of competence are delivered and assessed in accordance with the RTO's Operations manual and Regulatory (CASA) requirements	X	X	X	X	X	X	X	X

KEY

A	Discussion	C	Pre Flight Briefing	E	Instructor in flight Demonstration	G	Post Flight Briefing
B	Long Briefing	D	Pre Flight Checks	F	Student in flight Practice	H	Documentation

Name of RTO	Pearson Aviation Pty. Limited	Page 4 of 5

Delivery and assessment arrangements (continued)

Schedule

Lesson	Long Briefing		Flight
73		☑	☑ *YMEN-YCWS-YWON-YMEN*
74		☑	☑ *YMEN-YCWS-YWON-YMEN*
75		☑	☑ *YMEN-YMNG-YMEN*
76		☑	☑ *YMEN-YWE-YBLT-YMEN*
77		☑	☑ *YMEN-YMB-YMEN*
78		☑	☑ *YMEN-YCWS-YLTV-YMEN*
79		☑	☑ *YMEN-YWE-YMEN*
80		☑	☑ *YMEN-YMB-YMEN*
81		☑	☑ *YMEN-YBDG-YMNG-YMEN*
82		☑	☑ *YMEN-YBDG-YSHT-YMNG-YMEN*
83		☑	☑ *YMEN-YWE-YMBU-YBDG-YMEN*
84		☑	☑ *YMEN-YMNG-YBLA-YELW-YMEN*
85		☑	☑ *YMEN-YMEN*
86		☑	☑ *YMEN-YMEN*

Name of RTO		Page 5 of 5			
Delivery and assessment staff	**Program area**	**Staff**	**Delivery/ Assessment**	**Competencies of staff**	
				Technical	**Assess**
	All units of Competence	Guy Pearson	D/A	X	X
	For AVI50408	Larry Cowley	D/A	X	X
		Michael Giles	D/A	X	X
		Richard Turner	D	X	

Assessment validation process

The processes used to validate assessment activity in this program are:

- Flight Test
- Irex Exam pass

Infrastructure requirements
(A tick indicates that the RTO has the required infrastructure.)

- ☑ C.A.S.A. approval
- ☑ Classroom Facilities
- ☑ Training Aircraft
- ☑ Flight Simulator
- ☑ Chief Flying Instructor and Chief Pilot
- ☑ Flying and Theory Instructors

Pathways

Program manager's endorsement:	
Date:	