



Australian Government

AVIY0018 Execute advanced aeroplane manoeuvres and procedures

Release: 1

AVIY0018 Execute advanced aeroplane manoeuvres and procedures

Modification History

Release 1. This is the first release of this unit of competency in the AVI Aviation Training Package.

Application

This unit involves the skills and knowledge required to execute advanced aeroplane manoeuvres and procedures, in compliance with relevant regulatory requirements of the Civil Aviation Safety Authority and national operating standards.

It includes turning the aeroplane steeply, sideslipping, and executing short take-off and landing procedures. It also includes entering and recovering from stall conditions, and recovering from an incipient spin.

This unit addresses aviation technical skill requirements (physical, mental and task-management abilities) related to aircraft operational duties of flight crew and ground personnel, and contributes to safe and effective performance in complex aviation operational environments.

Operations are conducted as part of recreational, commercial and military aircraft activities across a variety of operational contexts within the Australian aviation industry.

Work is performed independently or under limited supervision within a single-pilot or multi-crew environment.

Licensing, legislative, regulatory or certification requirements are applicable to this unit.

Use for Defence Aviation is to be in accordance with relevant Defence Orders, Instructions, Publications and Regulations.

Pre-requisite Unit

Not applicable.

Competency Field

Y – Aircraft Operation and Traffic Management

Unit Sector

Not applicable.

Elements and Performance Criteria

ELEMENTS

Elements describe the essential outcomes.

PERFORMANCE CRITERIA

Performance criteria describe the performance needed to demonstrate achievement of the element.

1 Turn aeroplane steeply

- 1.1 Pre-manoeuve checks for steep turning are performed
- 1.2 Flightpath is cleared before and during turn
- 1.3 Steep level turn of nominated bank angle is achieved without altitude change to nominated heading
- 1.4 Descending turn of nominated bank angle is achieved to nominated heading
- 1.5 Awareness of higher stall speed in turns is applied
- 1.6 Aeroplane operating limits are not exceeded

2 Sideslip aeroplane

- 2.1 Yaw is induced to achieve increased rate of descent while maintaining track and airspeed
- 2.2 Recovery from sideslip is achieved and aeroplane is returned to balanced flight
- 2.3 Flightpath is cleared before and during manoeuvre
- 2.4 Glide speed is maintained

3 Execute short take off

- 3.1 Take-off performance is calculated in accordance with performance chart
- 3.2 Pre-take-off, line-up and after take-off checks are performed in accordance with approved checklist and regulatory requirements
- 3.3 Aeroplane is lined up to enable use of maximum runway length
- 3.4 Short take-off technique is applied in accordance with aircraft flight manual (AFM)/pilot's operating handbook (POH) requirements
- 3.5 Separation with other traffic is maintained
- 3.6 Appropriate allowance is made for surface and wind conditions

- | | |
|---------------------------------------|---|
| 4 Execute short landing | <ul style="list-style-type: none">4.1 Landing performance is calculated in accordance with performance chart4.2 Aeroplane is landed at nominated touchdown point using appropriate techniques and procedures in accordance with AFM/POH requirements4.3 Separation with other traffic is maintained4.4 Appropriate allowance is made for surface and wind conditions4.5 After landing checks are performed in accordance with approved checklist and regulatory requirements |
| 5 Enter and recover from stall | <ul style="list-style-type: none">5.1 Pre-manoeuve checks for stalling are performed5.2 Stall signs and symptoms are recognised5.3 Aeroplane is controlled by applying required pitch, roll and yaw inputs as appropriate in a smooth, coordinated manner, and aeroplane is accurately trimmed to enter and recover from stall conditions5.4 Stall recovery in simulated partial and complete engine failure configurations is initiated and completed using established stall recovery techniques |
| 6 Recover from incipient spin | <ul style="list-style-type: none">6.1 Pre-manoeuve checks for an incipient spin are performed6.2 Incipient spin signs and symptoms are recognised6.3 Aeroplane is controlled during spin manoeuvres by applying required pitch, roll and yaw inputs as appropriate in a smooth, coordinated manner, to enter and recover from spin conditions during straight and level flight, climbing, and turning6.4 Spin recovery is initiated and completed using established incipient spin recovery techniques |

Foundation Skills

Foundation skills essential to performance are explicit in the performance criteria of this unit of competency.

Range of Conditions

Range is restricted to essential operating conditions and any other variables essential to the work environment.

Unit Mapping Information

This unit replaces and is not equivalent to AVIY4005B Execute advanced aeroplane manoeuvres and procedures.

Links

Companion Volume implementation guides are found in VETNet -

<https://vetnet.education.gov.au/Pages/TrainingDocs.aspx?q=4725260a-0af3-4daf-912b-ef1c2f3e5816>