

Appendix 1 to JAR-FCL 1.125 (continued)

TRAINING AEROPLANES

5 An adequate fleet of training aeroplane(s) appropriate to the courses of training, equipped and maintained to the relevant JAR standards shall be provided. Training conducted on aeroplanes having a certificate of airworthiness issued or accepted by a JAA Member State will enable an applicant to obtain a single-engine piston class rating for licence issue. Training conducted on a touring motor glider certificated to JAR-22 will enable an applicant to obtain a touring motor glider class rating for licence issue. Each aeroplane shall be fitted with duplicated primary flight controls for use by the instructor and the student; swing-over flight controls shall not be acceptable. The fleet should include, as appropriate to the courses of training, aeroplane(s) suitable for demonstrating stalling and spin avoidance and aeroplane(s) suitably equipped to simulate instrument meteorological conditions.

Aeroplanes used for training shall be approved by the Authority for training purposes.

AERODROMES

6 The base aerodrome, and any alternative base aerodrome, at which training is being conducted shall meet the following requirements.

- (a) Have at least one runway or take-off area that allows training aeroplane to make a normal take-off or landing at the maximum take-off or maximum landing mass authorised, as appropriate:
 - (i) under calm wind (not more than four knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area;
 - (ii) clearing all obstacles in the take-off flight path by at least 50 feet;
 - (iii) with the powerplant operation and the landing gear and flap operation (if applicable) recommended by the manufacturer; and
 - (iv) with a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques.
- (b) Have a wind direction indicator that is visible at ground level from the ends of each runway.
- (c) Have adequate runway lights if used for night training.
- (d) Have available a means of air/ground communications acceptable to the Authority.

For all details see AMC FCL 1.125.

[Amdt.1, 01.06.00; Amdt.4, 01.09.05, Amdt.5, 01.03.06]

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Section 2

Exercise 10A Slow flight

:NOTE: The objective is to improve the student's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining 100% the aeroplane in balance while returning to normal airspeed.

- safety checks
- introduction to slow flight
- controlled flight down to critically slow airspeed
- application of full power with correct attitude and balance to achieve normal climb speed
- airmanship

Exercise 10B Stalling

- airmanship
- safety checks
- symptoms
- recognition
- clean stall and recovery without power and with power
- recovery when a wing drops
- approach to stall in the approach and in the landing configurations, with and without power, recovery at the incipient stage

Exercise 11 Spin avoidance

- airmanship
- safety checks
- stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°)
- instructor induced distractions during the stall

NOTE 1: At least two hours of stall awareness and spin avoidance flight training shall be completed during the course.

NOTE 2: Consideration of manoeuvre limitations and the need to refer to the aeroplane manual and mass and balance calculations.

Exercise 12 Take-off and climb to downwind position

- pre-take-off checks
- into wind take-off
- safeguarding the nosewheel
- crosswind take-off
- drills during and after take-off
- short take-off and soft field procedure/techniques including performance calculations
- noise abatement procedures
- airmanship

AMC/IEM C - Private pilot licence

Exercise 13 Circuit, approach and landing

- circuit procedures, downwind, base leg
- powered approach and landing
- safeguarding the nosewheel
- effect of wind on approach and touchdown speeds, use of flaps
- crosswind approach and landing
- glide approach and landing
- short landing and soft field procedures/techniques
- flapless approach and landing
- wheel landing (tail wheel aeroplanes)
- missed approach/go around
- noise abatement procedures
- airmanship

Exercise 12/13E Emergencies

- abandoned take-off
- engine failure after take-off
- mislanding/go-around
- missed approach

In the interests of safety it will be necessary for pilots trained on nosewheel aeroplanes to undergo dual conversion training before flying tail wheel aeroplanes, and vice-versa.

Exercise 14 First solo

- instructor's briefing, observation of flight and de-briefing

NOTE: *During flights immediately following the solo circuit consolidation the following should be revised.*

- procedures for leaving and rejoining the circuit
- the local area, restrictions, map reading
- use of radio aids for homing
- turns using magnetic compass, compass errors
- airmanship

Exercise 15 Advanced turning

- steep turns (45°), level and descending
- stalling in the turn and recovery
- recoveries from unusual attitudes, including spiral dives
- airmanship