



Australian Government
Civil Aviation Safety Authority

Civil Aviation Order 40.1.7 (as amended)

made under regulations 5.14, 5.16 and 5.18 of the *Civil Aviation Regulations 1988*.

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Section 40.1.7

Flight instructor (aeroplane) rating

1 Application

1.1 For the purposes of subregulation 5.14 (1):

- (a) the flight tests that must be passed; and
- (b) other requirements that must be satisfied;

for the issue of each grade of flight instructor (aeroplane) rating are set out in subsections 4 and 6.

1.2 For the purposes of subregulation 5.14 (1):

- (a) the flight tests that must be passed; and

(b) other requirements that must be satisfied;

for the renewal of a flight instructor (aeroplane) rating are set out in subsection 8.

1.3 For the purposes of regulation 5.18:

(a) the authority given by each grade of flight instructor (aeroplane) rating; and

(b) the limitations on that authority; and

(c) the flight tests that must be passed, and other requirements that must be satisfied, before that authority may be exercised;

are set out in subsection 9.

2 Interpretation

2.1 In this section, unless the contrary intention appears:

aeroplane night V.F.R. rating means an aeroplane grade of night V.F.R. rating.

aeroplane instrument rating means:

(a) a command (aeroplane) instrument rating; or

(b) a co-pilot (aeroplane) grade of instrument rating.

command (aeroplane) instrument rating means:

(a) a command (multi-engine aeroplane) grade of instrument rating; or

(b) a command (single engine aeroplane) grade of instrument rating.

Grade 1 flight instructor means a person who holds a flight instructor (aeroplane) rating grade 1.

Grade 2 flight instructor means a person who holds a flight instructor (aeroplane) rating grade 2.

Grade 3 flight instructor means a person who holds a flight instructor (aeroplane) rating grade 3.

instructor rating means a flight instructor (aeroplane) rating of 1 of the following grades:

(a) grade 1;

(b) grade 2;

(c) grade 3.

qualified gliding instructor means a person who has been issued with a gliding instructor authorisation, other than an air experience instructor authorisation, by the Gliding Federation of Australia.

qualified ultralight instructor means a person who holds a current flight instructor certificate issued by Recreational Aviation Australia Incorporated.

ultralight aircraft is an aircraft:

(a) to which section 95.55 applies; or

- (b) to which section 95.55 would apply if the aircraft were registered with Recreational Aviation Australia Incorporated.

2.2 A reference in this section to a subregulation identified by a numerical code (for example, 5.14 (1)) is a reference to the subregulation in the *Civil Aviation Regulations 1988* identified by that code.

4 Requirements for issue of ratings

4.1 An applicant for the issue of a flight instructor (aeroplane) rating grade 3 must:

- (a) in accordance with paragraph 4.1A, have completed a course of flight instruction that is conducted in accordance with the outline in Appendix I, at a flying school that has the approval to conduct instructor training endorsed on its AOC; and
- (b) have completed a course of instruction in instructional principles and methods of at least 12 classroom hours in accordance with the syllabus specified in Appendix I; and
- (d) be recommended by the chief flying instructor of an instructor school; and
- (e) have passed a flight test conducted by CASA, an approved testing officer or an approved person in accordance with the Grade 3 instructor rating flight test report form; and
- (f) satisfy the requirements of paragraph 4.1.1.

4.1A For the purposes of subparagraph 4.1 (a), the course of flight instruction must include not less than 50 hours flight time consisting of:

- (a) dual instruction with a Grade 1 flight instructor; or
- (b) if subparagraph 4.1 (a) does not apply:
 - (i) not less than 30 hours dual instruction with a Grade 1 flight instructor; and
 - (ii) after each trainee instructor has received dual instruction from a Grade 1 flight instructor in the sequences to be practiced — the remaining hours in mutual practice with another trainee instructor or dual instruction or mutual practice with a Grade 2 flight instructor or a Grade 3 flight instructor.

4.1B Where mutual practice in accordance with sub-subparagraph 4.1A (b) (ii) is undertaken, 1 pilot must be nominated as pilot in command but both pilots may log all of the flight time during which mutual practice is undertaken as counting towards the flight time requirement.

4.1.1 For the purposes of subparagraph 4.1 (f), an applicant for a flight instructor (aeroplane) rating grade 3 must hold:

- (a) a commercial pilot (aeroplane) licence or an air transport pilot (aeroplane) licence; and
- (b) an aeroplane night V.F.R. rating or a command (aeroplane) instrument rating.

- 4.1.2 The following flight time may not be counted towards the 50 hours flight time specified in paragraph 4.1A:
- (a) training undertaken before meeting the requirements, mentioned in regulation 5.104 of the *Civil Aviation Regulations 1988*, to qualify for a commercial pilot (aeroplane) licence;
 - (b) flight time undertaken or used for any other purpose, including:
 - (i) training undertaken for the issue of a night V.F.R. rating or command (aeroplane) instrument rating; or
 - (ii) any aeronautical experience used to meet the experience requirements for a night V.F.R. rating or command (aeroplane) instrument rating.
- 4.1.3 For the purposes of subparagraph 4.1.2 (a), in deciding whether an overseas pilot qualification is at least equivalent to a commercial pilot (aeroplane) licence, CASA must take into account:
- (a) what the qualification authorises the holder to do; and
 - (b) the training required for the issue of the qualification; and
 - (c) any other matter that it thinks relevant in the interests of the safety of air navigation.
- 4.2 An applicant for the issue of a flight instructor (aeroplane) rating grade 2 must:
- (a) hold or have held a flight instructor (aeroplane) rating grade 3 for at least 6 months; and
 - (b) have logged at least 200 hours flight time, in a registered aeroplane or a recognised aeroplane, instructing in any sequences other than navigational sequences that are relevant to the issue of a private pilot (aeroplane) licence; and
 - (c) have logged at least 50 hours flight time, in a registered aeroplane or a recognised aeroplane, instructing in navigational sequences that are relevant to the issue of a private pilot (aeroplane) licence; and
 - (d) be recommended by the chief flying instructor; and
 - (e) have passed a flight test conducted by CASA, an approved testing officer or an approved person in accordance with the Grade 2 instructor rating flight test report form.
- 4.2.1 Before recommending an applicant for the issue of a flight instructor (aeroplane) rating grade 2, the chief flying instructor must be satisfied that the applicant is capable of instructing to and assessing the standard required for pilots to fly solo.
- 4.3 An applicant for the issue of a flight instructor (aeroplane) rating grade 1 must:
- (a) have held a flight instructor (aeroplane) rating grade 2 for a period of at least 12 months; and
 - (b) have logged at least 750 hours of instructional experience including 500 hours flight time, in a registered aeroplane or a recognised aeroplane,

instructing in any sequences other than navigational sequences that are relevant to the issue of a private pilot (aeroplane) licence; and

- (c) in relation to the original issue of the rating, have passed a written examination in the principles of teaching and learning. The syllabus for the examination is specified in Appendix II; and
- (d) be recommended by the chief flying instructor; and
- (e) have passed a flight test conducted by CASA, an approved testing officer or an approved person in accordance with the Grade 1 instructor rating test report form.

5 Examinations

- 5.1 An applicant shall provide a dual control aeroplane, suitable for flying training, for the purpose of demonstrating his or her aeronautical skill.
 - 5.1.1 An aeroplane provided under paragraph 5.1 must be equipped with a properly functioning electronic intercommunication system.
- 5.2 All examinations shall be conducted at such times and places and in the manner determined by CASA.
- 5.3 An applicant who fails an examination may apply for re-examination only after he or she has received additional training and the chief flying instructor recommends re-examination. Additional training requirements for an applicant who fails a flight test will be specified by CASA, approved testing officer or approved person conducting the test.

6 Exemptions

- 6.1 An applicant with instructional experience in other than recognised aeroplanes and registered aeroplanes is entitled to a reduction of 10 hours in the mutual practice or dual instruction flight time that would otherwise be required for subparagraph 4.1A (b) if he or she:
 - (a) is a qualified gliding instructor with a minimum of 100 hours gliding instructional experience; or
 - (b) is a qualified ultralight instructor with a minimum of 100 hours instructional experience on Group A ultralight aeroplanes with flight control systems that operate on the 3 axes; or
 - (c) holds a flight instructor (helicopter) rating with a minimum of 100 hours helicopter instructional experience.
- 6.2 An applicant who is:
 - (a) a graduate of the Royal Australian Air Force, Royal New Zealand Air Force or Royal Air Force Central Flying Schools is exempt from compliance with the requirements of subparagraphs (a), (b) and (d) of paragraph 4.1; and
 - (b) a graduate from any military flight instructor training institution (other than those listed in subparagraph (a)) may apply to CASA for exemption from compliance with the requirements of subparagraphs (a), (b) and (d) of paragraph 4.1 and CASA may, at its absolute discretion, grant

complete or partial exemption from compliance with these requirements or may refuse to grant any exemption; and

- (c) a graduate from any military flight instructor training institution may apply to CASA for exemption from compliance with the requirements of subparagraph (a) of paragraph 4.2 and subparagraph (a) of paragraph 4.3 and CASA may, at its absolute discretion, grant complete or partial exemption to the applicant from compliance with these requirements or may refuse to grant any exemption.
- 6.3 An applicant for a flight instructor (aeroplane) rating grade 3 who holds or has held an overseas instructor authorisation is exempt from compliance with subparagraph 4.1 (a), if he or she:
- (a) has received not less than 50 hours of flight instructor training in aeroplanes, comprising:
 - (i) not less than 10 hours dual flight instruction from a Grade 1 flight instructor at a flying school that has the approval to conduct instructor training endorsed on its AOC; and
 - (ii) the remaining hours in dual flight instruction, or mutual practice with another trainee instructor, in the course of training for the issue of the overseas instructor authorisation; and
 - (b) has received at least 12 hours instruction in instructional principles and methods covering the contents of the syllabus specified in Appendix I; and
 - (c) satisfies the requirements of subparagraphs 4.1 (d), (e) and (f).
- 6.4 An applicant for a flight instructor (aeroplane) rating grade 2 who holds or has held an overseas instructor authorisation is exempt from compliance with subparagraph 4.2 (a) if he or she:
- (a) holds a flight instructor rating (aeroplane) grade 3; and
 - (b) satisfies the requirements of subparagraphs 4.2 (b), (c), (d) and (e).
- 6.5 An applicant for a flight instructor (aeroplane) rating grade 1 who holds or has held an overseas instructor authorisation is exempt from compliance with subparagraph 4.3 (a) if he or she:
- (a) holds a flight instructor rating (aeroplane) grade 2; and
 - (b) satisfies the requirements of subparagraphs 4.3 (b), (c), (d) and (e).

6.6 In this subsection:

an overseas instructor authorisation means an authorisation that was issued by the responsible authority of a Contracting State to give flight instruction for an overseas pilot licence that authorises a person to fly an aeroplane in private operations as a pilot in command.

7 Duration

- 7.1 For the purposes of subregulation 5.17 (3), a flight instructor (aeroplane) rating remains in force for the period of:
- (a) in the case of a flight instructor (aeroplane) rating grade 3:

- (i) 1 year from the last day of the month in which the rating was issued;
or
 - (ii) 2 years from the last day of the month in which the rating was renewed; and
- (b) in the case of a flight instructor (aeroplane) rating grade 1 or a flight instructor (aeroplane) rating grade 2 — 2 years from the last day of the month in which the rating was issued, or renewed.

8 Renewal

- 8.1 An instructor rating must be renewed if the applicant has passed, in accordance with the flight test report as set out in the flight instructor rating renewal form issued by CASA, a flight test for the rating conducted by CASA or an approved testing officer:
- (a) within 90 days before the expiry of the rating; or
 - (b) at any time after the rating has expired.

9 Authority given by rating

- 9.1 A Grade 3 flight instructor may:
- (a) under the direct supervision of the chief flying instructor or a Grade 1 flight instructor approved by the chief flying instructor, give flying training in all sequences required for the issue of a private pilot (aeroplane) licence or a commercial pilot (aeroplane) licence; and
 - (b) if the instructor is approved under subregulation 5.20 (1) to give flying training for the issue of a flight crew rating — under the direct supervision of the chief flying instructor, or a Grade 1 flight instructor approved by the chief flying instructor, give flying training for the issue of the rating; and
 - (ba) give flying training for the issue of an aircraft endorsement for a single engine aeroplane, being an aircraft endorsement held by the instructor; and
 - (bb) if he or she meets the requirements of paragraph 9.7, give flying training for the issue of an aircraft endorsement for a multi-engine aeroplane; and
 - (c) after having logged at least 100 hours of elementary instruction as defined in subparagraph (b) of paragraph 4.2 and with the written approval of the chief flying instructor:
 - (i) give flying training under indirect supervision; and
 - (ii) authorise students to fly solo in those sequences in which the student has previously completed solo practice.
- 9.1.1 For the purposes of subparagraph 9.1 (a), and subject to paragraph 9.1.2:
direct supervision means guidance and supervision provided by an instructor who is on duty for that purpose and:
- (a) is on the premises of the flying school; or

- (b) is flying in a local flying training area or an associated circuit area used by the flying school and can be contacted by radio.
- 9.1.2 An instructor who is providing direct supervision may be temporarily absent from a place referred to in paragraph 9.1.1, if, during that absence, he or she may be contacted by radio, telephone or some other electronic means of contact.
- 9.1.3 For the purposes of paragraph 9.1, 9.2 and 9.3:
indirect supervision means guidance and supervision provided by the chief flying instructor or a Grade 1 flight instructor who has been approved by the chief flying instructor.
- 9.1.4 Indirect supervision must include the following:
- (a) periodic surveillance;
 - (b) assessment of the standard of instruction provided;
 - (c) standardisation of the methods of instruction used;
 - (d) guidance on the conduct of all flying school operations that are not required to be carried out under direct supervision.
- 9.2 A Grade 2 flight instructor may:
- (a) under indirect supervision exercise the privileges of a flight instructor (aeroplane) rating grade 3;
 - (b) check and send students solo in all sequences required for the issue of a private pilot (aeroplane) licence or a commercial pilot (aeroplane) licence; and
 - (c) if the holder has logged at least 400 hours of instructional experience and has the written approval of the chief flying instructor — conduct an aeroplane flight review; and
 - (d) approve the holder of a private pilot licence to fly an aircraft in controlled airspace.
- 9.3 A Grade 1 flight instructor may:
- (a) under indirect supervision exercise the privileges of a flight instructor (aeroplane) rating grade 2; and
 - (c) conduct an aeroplane flight review.
- 9.4 The holder of an instructor rating may not give flight instruction in spins in aeroplanes other than those aeroplanes for which he or she has been certified as competent to give such instruction. Such certification may be made by a chief flying instructor or a Grade 1 flight instructor who has been certified as being competent to give such instruction.
- 9.5 The holder of an instructor rating may give flight instruction in those acrobatic manoeuvres for which he or she has been certified as competent to give such instruction. Such certification may be made by a chief flying instructor or a Grade 1 flight instructor who has been certified as being competent to give such instruction. The instructor must also have been certified in respect of paragraph 9.4.

- 9.6 The holder of an instructor rating may not give flight instruction in formation flying unless he or she has been certified as competent to give such instruction. Such certification may be made by a chief flying instructor or a Grade 1 flight instructor who has been certified as being competent to give such instruction.
- 9.7 The holder of an instructor rating may give instruction in multi-engined aeroplanes only if he or she has:
- (a) at least 50 hours as pilot in command on multi-engined aeroplanes, of which:
 - (i) not more than 25 hours was acting in command under supervision; and
 - (ii) at least 10 hours was as pilot in command on each type of aeroplane in which he or she wishes to instruct or any other type that CASA determines to be similar; and
 - (b) passed an examination conducted by CASA, an approved testing officer or an approved person; and
 - (c) holds an aircraft endorsement for the type of aeroplane.
- 9.9 The holder of an instructor rating shall give flight instruction only in dual control aeroplanes for which he or she holds an aircraft endorsement.
- Note* For the purpose of this paragraph, dual control brakes are required for aircraft fitted with wheel brakes and used for flying training for the issue of a private pilot or commercial pilot licence. Dual control brakes are also required for multi-engine conversion training where the pilot has not been previously endorsed on a multi-engine type capable of asymmetric thrust.
- 9.10 The holder of an instructor rating other than a chief flying instructor shall not give flight instruction unless within the 12 months immediately preceding the proposed flight he or she has completed a standardisation and proficiency flight check conducted by the chief flying instructor of the school at which the instructional flight is to be conducted.
- 9.11 All standardisation and proficiency flight checks shall be recorded in the instructor's log book and shall be certified by the chief flying instructor who conducted the check.
- 9.12 On those occasions on which a Grade 3 flight instructor is only authorised to act under direct supervision, he or she may only authorise flights for which he or she is the aircraft captain.

10 Logbook and licence endorsements

- 10.1 The circumstances under which pilot logbook endorsements shall be made and the forms of endorsements are specified in Appendix III of this section.

11 Training in activities for which a rating is required

- 11.1 For the purposes of subregulation 5.20 (1), a Grade 1 flight instructor is approved to give flying training:
- (a) for the issue of:

- (i) a command (single engine aeroplane) grade of instrument rating, if the instructor holds a command (aeroplane) grade of instrument rating; or
 - (ii) a command (multi-engine aeroplane) grade of instrument rating, if the instructor holds a command (multi-engine aeroplane) grade of instrument rating; or
 - (iii) a co-pilot (aeroplane) grade of instrument rating, if the instructor holds an aeroplane instrument rating; and
- (b) for the use of a navigation aid or procedure, if that aid or procedure has been entered in the instructor's personal log book in accordance with paragraph 6.5 of section 40.2.1; and
- (c) if the instructor holds, or instructs under an arrangement with a person who holds, an Air Operator's Certificate that authorises flying training for the issue of a aeroplane instrument rating.
- 11.2 For the purposes of subregulation 5.20 (1), a Grade 1 flight instructor is approved to give flying training for the issue of a flight instructor (aeroplane) rating if the instructor:
- (a) is the holder of an Air Operator's Certificate that authorises flying training for the issue of a flight instructor (aeroplane) rating; or
 - (b) is employed by, or working under an arrangement with, a person who is the holder of an Air Operator's Certificate that authorises flying training for the issue of a flight instructor (aeroplane) rating.
- 11.3 For the purposes of subregulation 5.20 (1), the holder of a flight instructor (aeroplane) rating is approved to give flying training for the issue of an aeroplane grade of night V.F.R. rating if:
- (a) the holder:
 - (i) holds an aeroplane night V.F.R. rating; and
 - (ii) satisfies the recent experience requirements set out in subsection 5 of Appendix I of section 40.2.2; or
 - (b) the holder:
 - (i) holds a command (aeroplane) instrument rating; and
 - (ii) satisfies the aeronautical experience requirements set out in subsection 1 of Appendix I of section 40.2.2; and
 - (iii) satisfies the recent experience requirements set out in subsection 5 of Appendix I of section 40.2.2.

Appendix I

Flight instructor (aeroplane) rating grade 3 — outline of theoretical and air training

1 Introduction

This Appendix outlines the ground and air syllabuses to be undertaken by applicants for a flight instructor (aeroplane) rating grade 3.

2 Grade 3 ratings — theoretical and air training

2.1 For clarity, the syllabus is divided into theoretical and air training, although in practice the 2 areas are interrelated and complementary. Theoretical training is oriented towards providing the junior instructor with a knowledge of elementary learning processes and the practical aspects of instructional principles. In addition to the 12 hour ground training course, additional experience in the conduct of pre-flight and post-flight briefings is to be acquired by the trainee instructor for each of the airborne sequences in the syllabus.

2.2 **Theoretical training.** A course of at least 12 hours' duration in instructional principles and methods is to include the following topics:

- Learning theory
 - definition of learning
 - perception
 - : types of perception
 - : factors affecting perception
 - transfer (positive and negative)
 - motivation (positive and negative)
 - factors which aid and hinder the learning process
- Instructional techniques
 - effective communication
 - teaching methods
 - : lecture
 - : theory and skill lessons
 - : guided discussion
 - : briefing
 - questioning techniques
 - application of learning and teaching principles to airborne instruction
- Aids to instruction
 - types of aids
 - how to use teaching aids
- Behavioural objectives
- Lesson planning
- Conducting a lesson period and pre-flight briefing
- Practice in conducting instructional periods and pre-flight briefings.

2.3 **Air Training.** The following syllabus outlines the sequences to be flown during training for a flight instructor (aeroplane) rating grade 3. The syllabus

only broadly defines the sequences and more detailed explanations are contained in the CASA approved publication ‘Flight Instructor’s Manual’.

Note 1 Hours shown for each sequence are approximate but are shown as a guide to indicate the proportion of the total hours to be devoted to each sequence.

Note 2 The spinning sequence is to be a dual sequence only and is included to ensure that flight instructor trainees are proficient at spin recovery techniques before teaching incipient spinning.

2.4 Syllabus outline

Sequence	Suggested hours	
	dual	mutual
<ul style="list-style-type: none"> • Effect of controls <ul style="list-style-type: none"> – effects of airspeed, slipstream and power changes – effects of ancillary controls 	2:40	1:20
<ul style="list-style-type: none"> • Straight and level flight <ul style="list-style-type: none"> – normal cruise, balance, trimming – straight and level at different airspeeds 	2:00	1:10
<ul style="list-style-type: none"> • Climbing/descending <ul style="list-style-type: none"> – normal climb – maximum rate, maximum angle climb – effects of flap, undercarriage, power – powered descents, gliding 	2:00	1:10
<ul style="list-style-type: none"> • Turning <ul style="list-style-type: none"> – medium bank level turns – climbing and descending turns – spirals – steep turns, level and descending – maximum rate turns 	1:00	1:10
<ul style="list-style-type: none"> • Stalling <ul style="list-style-type: none"> – stall symptoms – incipient recovery – fully developed recovery – effects of power, flap, undercarriage – stalling in turns; at higher speeds – incipient spin 	1:20	2:10
<ul style="list-style-type: none"> • Spinning <ul style="list-style-type: none"> – recovery from fully developed spin 	1:20	
<ul style="list-style-type: none"> • Approach techniques and basic circuits <ul style="list-style-type: none"> – engine assisted approach, effect of power and flap – use of controls to maintain approach path – normal circuit – landing techniques 	2:40	2:40

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	: tricycle, 3 point and wheel, if appropriate		
	– take-off technique including touch-and-go		
	– go-round technique		
	– sideslipping if appropriate to aircraft		
•	Advanced circuits	2:20	2:20
	– flapless approach		
	– glide approach		
	– crosswind circuits and landings		
	– short take-offs and landings		
	– ALA operations		
•	Emergency procedures	3:20	3:20
	– forced landings with and without power		
	– engine failure after take-off procedure		
	– flight in poor visibility, flight at low level, precautionary search		
	– fire drills		
	– aircraft system malfunction		
•	Pilot navigation	7:30	
	– preparation		
	– map reading techniques		
	– medium and low level navigation techniques		
	– air traffic control procedures within and outside controlled airspace		
	– diversion procedure		
	– lost procedure		
•	Basic instrument flying	2:40	2:20
	– spatial disorientation		
	– instrument interpretation and selective cross reference techniques		
	– instrument errors		
	– instrument flying techniques (full and limited panel)		
	– steep turns		
	– recovery from unusual attitudes (full and limited panel)		
•	Night flying	1:10	2:20
	– take-off and circuit procedures		
	Total hours	30:00	20:00

Appendix II

Flight instructor (aeroplane) rating grade 1 — syllabus of examination

The written examination in teaching and learning principles to be passed by applicants for a flight instructor (aeroplane) rating will cover the following topics:

- Principles of learning
 - learning as a behavioural change
 - sensory perception
 - factors affecting perception
 - motivation
 - : positive and negative
 - attitudes, discipline and responsibility
 - levels of learning
 - : role
 - : understanding
 - : application
 - : correlation
 - factors which aid the learning process
 - transfer, habit formation
 - reinforcement
 - memory and retention
- Role of psychology in flying instruction
 - satisfaction of human needs
 - defence mechanisms
 - dealing with stress, abnormal reactions to airborne stress situations
 - psychological problems of both student and experienced pilots
- Teaching methods
 - lecture, theory and skill lessons, guided discussion, briefing
 - behavioural objectives
 - : importance and formulation
 - lesson planning and development
 - effective communication
 - questioning techniques
 - use and abuse of teaching aids
 - application of instructional principles to airborne instruction
- Assessment of instruction
 - need for evaluation
 - methods of assessment
 - problems associated with assessments
 - assessment of flying skills
 - assessment of ground instructional skills
 - assessment of flying instructional skills
- Planning an instructional syllabus.

Appendix III

Flight instructor (aeroplane) rating — logbook entries

1 Student pilot

Check of flight times: A student pilot's logbook shall be checked and signed by an instructor at the following times:

- (a) monthly;
- (b) on completion of course;
- (c) on leaving a particular flying school.

Form: Flying times with the 'Melbourne Flying School' correct to date
.....

A.B. Smith (No. 001234) 20 October 1988

2 General

- 2.1 **First Solo Flight in a particular type of aeroplane (Day/Night)*:** A pilot shall not be permitted to make his or her first solo flight, by day or night* unless an instructor deems him or her competent to make the flight. The instructor shall, immediately following the flight, certify to this effect in the pilot's logbook.

Form: I consider X.Y. Jones competent to fly solo by day/night in type aeroplane(s). He or she has been instructed in and found competent in all sequences for this solo flight*

A.B. Smith (No. 001234) 20 October 1988

*Note Delete where not applicable.

- 2.2 **Spin recovery:** A pilot shall not act as pilot in command of an aeroplane engaged in spinning practice unless a suitably qualified flight instructor deems him or her competent to carry out such practice and certifies to this effect in the pilot's logbook.

Form: X.Y. Jones has been instructed in and found competent to recover from spins in a type aeroplane

A.B. Smith (No. 001234) 20 October 1988.

- 2.3 **Acrobatic flight:** A pilot shall not act as pilot in command of an aeroplane engaged in acrobatic flight unless an instructor deems him or her to be competent to make the flight and certifies to this effect in the pilot's logbook.

Form: X.Y. Jones has been instructed in (insert names of manoeuvres), being acrobatic manoeuvres, and I consider him or her competent to execute these manoeuvres by day, whilst acting as pilot in command.

A.B. Smith (No. 001234) 20 October 1988.

- 2.4 **Formation flight:** A holder of a pilot licence shall not act as pilot in command of an aeroplane engaged in formation flight unless an instructor deems him or her competent to make the flight and certifies to this effect in the pilot's logbook.

Form: X.Y. Jones has been instructed in formation flight and I consider him or her competent to act as pilot in command by day to carry out such flight.
.....

A.B. Smith (No. 001234) 20 October 1988.

- 2.5 **Student's solo authorisation:** In accordance with subparagraph (c) of paragraph 9.1, a chief flying instructor shall certify to the competency of a Grade 3 flight instructor to instruct under indirect supervision.

Form: I consider X.Y. Jones competent to instruct under the indirect supervision of the chief flying instructor or the holder of a Grade 1 rating approved by the chief flying instructor and he or she is certified to authorise students to fly solo in those sequences in which the student has previously completed solo practice.

A.B. Smith (No. 001234) 20 October 1988.

- 2.6 **Spin instruction:** In accordance with paragraph 9.4, a chief flying instructor or a Grade 1 flight instructor shall certify to the competency of a flight instructor to give flight instruction in spinning in a particular aeroplane type.

Form: X.Y. Jones has been instructed in and found competent to give instruction in spins in a type aeroplane.

A.B. Smith (No. 001234) 20 October 1988.

- 2.7 **Acrobatic flight instruction:** In accordance with paragraph 9.5, a chief flying instructor or a Grade 1 flight instructor shall certify to the competency of a flight instructor to give acrobatic flight instruction.

Form: X.Y. Jones has been instructed in and found competent to give acrobatic flight instruction in the following acrobatic manoeuvres

A.B. Smith (No. 001234) 20 October 1988.

- 2.8 **Formation flight instruction:** In accordance with paragraph 9.6, a chief flying instructor or a Grade 1 flight instructor shall certify to the competency of a flight instructor to give formation flight instruction.

Form: X.Y. Jones has been instructed in and found competent to give formation flight instruction.

A.B. Smith (No. 001234) 20 October 1988.

Notes to Civil Aviation Order 40.1.7

Note 1

The Civil Aviation Order (in force under the *Civil Aviation Regulations 1988*) as shown in this compilation comprises Civil Aviation Order 40.1.7 amended as indicated in the Tables below.

Table of Orders

Year and number	Date of notification in <i>Gazette</i> / registration on FRLI	Date of commencement	Application, saving or transitional provisions
CAO 2004 No. R33	8 December 2004	8 December 2004 (see s. 2)	
CAO 40.1.7 2005 No. 1	FRLI 4 July 2005 (see F2005L01921)	5 July 2005 (see s. 2)	
CAO 40.1.7 2008 No. 1	FRLI 22 April 2008 (see F2008L01015)	23 April 2008 (see s. 2)	

Table of Amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
s. 40.1.7	rs. CAO 2004 No. R33
subs. 4	am. CAO 40.1.7 2005 No. 1, CAO 40.1.7 2008 No. 1