

LIGHT AIRCRAFT ASSOCIATION

PILOT COACHING SCHEME

BRIEFING NOTES FOR COACHING APPLICANTS ON

THE GENERAL FLYING DIPLOMA

Introduction

1. Coaching for the LAA General Flying Diploma (GFD) centres on the achievement of high standards of general flying skill, and a thorough knowledge of those regulatory, theoretical, and practical subjects which are necessary ingredients for safe aircraft operations. The GFD applies to aircraft with handling qualities which would not preclude a C of A.

Flying Skills

2. The following flying skills will be coached and practised during Tutorial Meetings in so far as aircraft type limitations, weather, and aerodrome conditions allow.
 - 2.1. Ground manoeuvring in confined spaces.
 - 2.2. Short/soft field and cross wind take-offs.
 - 2.3. Achievement of maximum angle/rate of climb.
 - 2.4. Stalling.
 - 2.5. Options following engine failure during and after take-off.
 - 2.6. Precautionary landings.
 - 2.7. Consistency of landing approach path.
 - 2.8. Airspeed control during normal and side slip approaches.
 - 2.9. Threshold speed control in turbulence and cross winds.
 - 2.10. Forced landing after partial/complete engine failure.
 - 2.11. Bad weather circuits and landings.
 - 2.12. Take-off and landing limitations.
 - 2.13. Emergency use of radio.

- 2.14. Use of RAS, RIS and FIS.
- 2.15. Lookout.
- 2.16. VFR navigation.
- 2.17. Use of GPS
- 2.18. The importance of a disciplined approach to flying.

Airmanship

- 3. The following subjects are far from exhaustive but are considered to be those which are fundamental to good airmanship, and hence to safe flying operations.
 - 3.1. Hand swinging propellers.
 - 3.2. Starting and taxiing hazards.
 - 3.3. Rules of the Air on the Ground.
 - 3.4. Aircraft security considerations.
 - 3.5. Aircraft picketing.
 - 3.6. Care of passengers and onlookers.
 - 3.7. Met Fax and other sources of weather information.
 - 3.8. Flight planning.
 - 3.9. The go/no go decision.
 - 3.10. Airspace classifications and their significance.
 - 3.11. AIS documentation.
 - 3.12. Rule 5 of 'Rules of the Air' and its implications at unlicensed aerodromes along with Rule 4 and article 74 ANO (1995).

CAA General Aviation Safety Sense Leaflets (GASSLs)

- 4. A comprehensive range of GA Safety Sense Leaflets is published by the CAA and can be obtained free of charge from the CAA or the LAA. All these GASSLs contain valuable advice and information and you are strongly recommended to obtain and study a complete and up to date set. However, please try to find time to study the following GASSLs before taking part in the PFA Coaching Scheme. GASSLs are revised quite frequently.

Good Airmanship Guide

Aeroplane Performance

Aerodrome Sense

Air Traffic Services in the Open FIR

Weight and Balance

Equipment and Documentation

5. You are required to bring with you, or make available, the following equipment and documents:

Aircraft picketing gear.

Proof of third party insurance cover to the minimum LAA recommended figure.

Flight Crew Licence.

Pilot's Log Book.

Valid Permit to Fly.

Appropriate Flight Manual/Pilot's Notes/Check Lists.

Proof of aircraft ownership.

Fees, Charges and Expenses Incurred During the Tutorial Meeting

6. You should be prepared to meet all costs supporting the operation of your aircraft during the Tutorial Meeting. These costs are expected to include fuel, oil, spares consumed, airfield and hangar charges, and any servicing or rectification that may be required.

