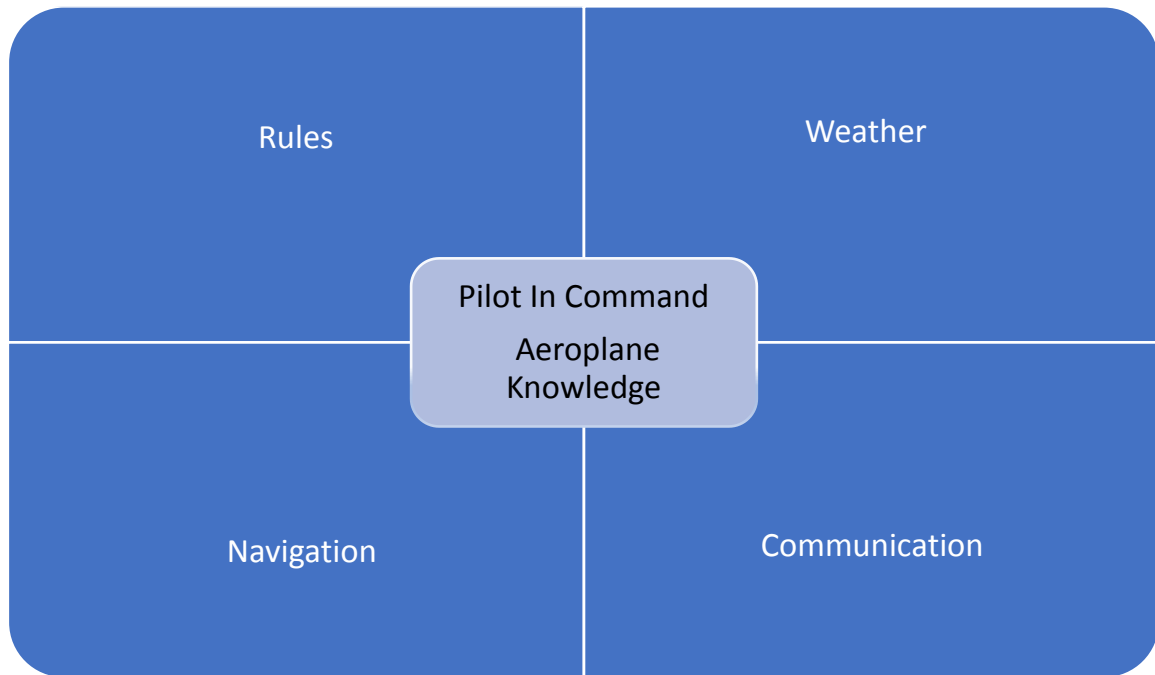


MBAC Pilot Licence Training Program



The purpose of this program is to introduce pilots to the extended knowledge required to safely obtain their licence and proceed into solo flying operations with passengers.

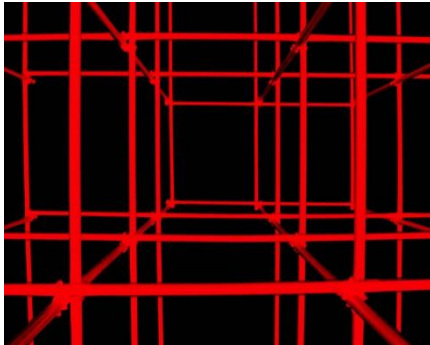
Many prospective pilots consider only the requirement to pilot/operate the aeroplane.

While manipulation and understanding of how an aeroplane flies is a most important aspect of flying it is only part of the skill set necessary to be a safe pilot. Once the pilot has the skills to physically fly the aeroplane, he/she then begins to embark on flights which operate in airspace that is used by other aeroplanes and on other runways. To do so means a knowledge of radio procedures and flight rules is necessary so that this operation is safe not only for that individual but also for others who are sharing the same airspace. While this is often glossed over by passing the theory course necessary to be licenced at the appropriate level, what is overlooked is that these skills are required to be actually known and used once in flight as Pilot in Command (PIC).

In today's modern world of high-tech devices there is considerable information available to the pilot instantly and graphically. What is not visible is the invisible world of the set of rules that encompasses the operation of aircraft. These knowledge holes are difficult to detect by instructors and examiners of airmen and are often only seen in the results of accident and incident reports.

This document will give guidance to pilots who wish to achieve a level of excellence to improve their Sport flying. Microlight aeroplanes have grown increasingly sophisticated over the past 20 years with the advent of lighter materials, increased use of digital devices, aircraft Maximum All Up Weight increases, more reliable engines with increased horsepower

available, airspeed increases, autopilots for microlights, electronic maps to name a few. The distance that aircraft can and do fly now has changed considerably over the past 20 years.



Once a pilot is licenced to a more advanced level, weather and rules become more necessary to understand and operate within. This has been likened to a jungle gym, with the pilot and aeroplane in the centre of this structure.

The framework around the pilot is like a roll cage in a car. There to protect the pilot and passengers, and other airspace users too.

Pilot

Begins with IMSAFE

Medical

Licence

Knowledge -

<http://raanz.org.nz/wiki/pmwiki.php?n=TM.TM>

Skill

Communication

Aeroplane

Pilot Operating Handbook (POH) This is the knowledge to fly the aircraft safely.

<https://www.vansaircraft.com/wp-content/uploads/2019/02/RV-12-POH.pdf>

Operating Limitations

Normal and Emergency Procedures

Performance

Weight & Balance

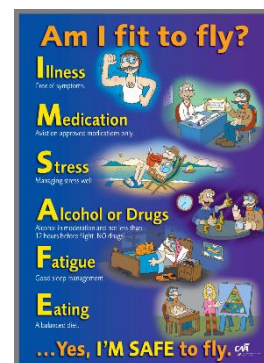
Description of aircraft and systems

Ground Handling and servicing

Rules

NZ Aeronautical Information Publication (NZAIP) <http://www.aip.net.nz/Home.aspx>

- **General** - Tables & Code, Abbreviations, Chart Symbols, Location Indicators, Daylight Tables, Aviation Services



- **Enroute** - Enroute Rules and Procedures
- Aerodrome Charts
- AD1 – Aerodrome Operations, Pilot activated Lighting, visual signals, Operational data
- <https://www.caa.govt.nz/rules/>

CAA Rules **Part 1, 12, 19, 39, 47, 61, 67, 71, 91, 92, 103, 149, 171, 174**

CAA Advisory Circular AC43-11, 61-2, **91-9 & 172-1, 91-22, 103-1**

Weather

NZ meteorology, website for preflight planning, for chart symbols, meteorology forecasts for aviation

<http://metflight.metra.co.nz/MetFlight.php>

Requires your RAANZ membership to log on.

Navigation

Airways – Notices to Airmen (NOTAMS), Meteorology forecasts,

<https://ifis.airways.co.nz/> Requires your RAANZ membership to log on

(May require words and numerals for password to log ON)



NZAIP & Chart purchase online under heading AIP

NZAIP Volume 1 & 4, & Visual Navigation Charts (VNC) issue (Gen 3.2),

MUST Have for Cross Country Navigation training

IFIS Mobile – as above in an APP format for smart phones

Communication

CAA Advisory Circular – **AC91-9 Radiotelephony Manual** - Guidance for standard phraseology for communications by radio within aviation environment. (See CAA AC above)

MUST have for examination on FRTO & to fly solo in aeroplane

Flight Test Guide

Flight Test Standards Guide

https://www.caa.govt.nz/assets/legacy/pilots/Instructors/FTSG_PPL_RPL_A.pdf