



WATERBORNE FLOAT AND HULL SYLLABUS

1. MANAGE PRE AND POST FLIGHT ACTIONS

Flying Standards	Before Solo	Pilot Certificate
1.1 Complete pre and post flight administration		
<ul style="list-style-type: none"> • Pre-flight planning and documentation is completed in accordance with appropriate procedures • Aircraft take-off and landing performance is calculated in accordance with performance and weight and balance charts • Pre and post flight logbook and flight administration is completed in accordance with appropriate procedures • Aircraft serviceability, with due regard for float and hull integrity, is determined by daily inspection, and certification of daily inspection in maintenance record is completed in accordance with appropriate procedures 	75%	100%
1.2 Perform pre-flight inspection		
<ul style="list-style-type: none"> • Equipment and documentation as required by regulation is identified and secured in the aircraft, and internal and external checks are completed in accordance with approved checklist • Ensure lifejackets are in place and have been confirmed as serviceable 	75%	100%
1.3 Perform and certify daily inspection		
<ul style="list-style-type: none"> • A daily inspection of aircraft is performed in accordance with aircraft system of maintenance • Bungs and drains 	75%	100%
1.4 Launch waterborne aircraft		
<ul style="list-style-type: none"> • Deepwater launch • Beach/ramp launch 	75%	100%
1.5 Check for leaks		
<ul style="list-style-type: none"> • Check float/hull buoyancy • Check individual compartments for leaks 	75%	100%

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2. CONTROL WATERBORNE AIRCRAFT ON THE WATER

Flying Standards	Before Solo	Pilot Certificate
2.1 Start and stop engine		
<ul style="list-style-type: none"> • Pre-start and after start checks are completed in accordance with Flight Manual 	75%	100%
<ul style="list-style-type: none"> • Engine is started and shut down in accordance with Flight Manual 	75%	100%
<ul style="list-style-type: none"> • Emergencies are managed in accordance with Flight Manual 	75%	100%
<ul style="list-style-type: none"> • Pre-and after shutdown checks are completed in accordance with Flight Manual 	75%	100%
2.2 Low speed (Displacement) taxiing		
<ul style="list-style-type: none"> • Water rudders 	75%	100%
<ul style="list-style-type: none"> • Power control 	75%	100%
<ul style="list-style-type: none"> • Inertia control 	75%	100%
<ul style="list-style-type: none"> • Wind effects 	75%	100%
<ul style="list-style-type: none"> • Wake 	75%	100%
2.3 Plough Taxiing		
<ul style="list-style-type: none"> • Water rudders 	75%	100%
<ul style="list-style-type: none"> • Power control 	75%	100%
<ul style="list-style-type: none"> • Wind effects 	75%	100%
<ul style="list-style-type: none"> • Centre of Buoyancy (C of B) 	75%	100%
2.4 Step Taxiing		
<ul style="list-style-type: none"> • Water rudders 	75%	100%
<ul style="list-style-type: none"> • Transition to step 	75%	100%
<ul style="list-style-type: none"> • Stability on step 	75%	100%
<ul style="list-style-type: none"> • Reverse transition to displacement taxi 	75%	100%
2.5 Step Turns		
<ul style="list-style-type: none"> • Floating hull 	75%	100%
<ul style="list-style-type: none"> • Floats 	75%	100%
<ul style="list-style-type: none"> • Wind effects 	75%	100%
2.6 Leaks		
<ul style="list-style-type: none"> • Check float/hull buoyancy 	75%	100%
<ul style="list-style-type: none"> • Check individual compartments for leaks 	75%	100%

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3. TAKE-OFF WATERBORNE AIRCRAFT

Flying Standards	Before Solo	Pilot Certificate
3.1 Carry out pre-take-off procedures		
<ul style="list-style-type: none"> • Pre take-off checks are completed in accordance with approved checklist • Waterborne aircraft is lined up • Line-up checks completed 	75%	100%
3.2 Take-off waterborne aircraft		
<ul style="list-style-type: none"> • Take-off power is applied. Waterborne aircraft is maintained aligned with aiming point with wings maintained level and rotated at recommended speed to achieve water separation • Climb airspeed attained • Waterborne aircraft is configured for nominated climb profile and track towards aiming point is maintained 	75%	100%
3.3 Carry out after take-off procedures		
<ul style="list-style-type: none"> • After take-off checks are performed from memory in accordance with approved checklist 	75%	100%



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4. LAND WATERBORNE AIRCRAFT

Flying Standards	Before Solo	Pilot Certificate
4.1 Transitional landings		
<ul style="list-style-type: none"> • Waterborne aircraft's rate of descent arrested and stabilised above water • Slight power reduction to allow hull/float contact with water in step taxiing attitude • Step taxiing attitude maintained • Power reduced and reverse transition to displacement taxi • Smooth or glassy water landings 	75%	100%
4.2 Conventional landings		
<ul style="list-style-type: none"> • Conventional circuit approach to water landing area • Power increased prior to flare point • Touchdown as per transitional landing • Glide approach • Touch and go 	75%	100%
4.3 Rough water landings		
<ul style="list-style-type: none"> • Wind direction and strength accurately attained • Swell avoidance • Waterborne aircraft handling • Go around 	75%	100%
4.4 Perform go-round procedure		
<ul style="list-style-type: none"> • Decision to perform miss-landing is made when landing standards cannot be achieved • Control of waterborne aircraft and situational awareness of circuit and other traffic, airborne and waterborne, is maintained 	75%	100%

5. EMERGENCY PROCEDURES

Flying Standards	Before Solo	Pilot Certificate
5.1 Engine failure after take-off (water or land)		
<ul style="list-style-type: none"> Immediate actions are performed in accordance with Flight Manual with due regard to low drag/high inertia design 	75%	100%
<ul style="list-style-type: none"> A landing area within gliding distance is selected, emergency procedures are performed in accordance with Flight Manual and the waterborne aircraft is landed with due regard to high drag/low inertia design 	75%	100%
<ul style="list-style-type: none"> Landing gear retracted or extended as required 	75%	100%
5.2 Manage engine failure elsewhere in circuit (water or land)		
<ul style="list-style-type: none"> Immediate actions are performed in accordance with Flight Manual with due regard to high drag/low inertia design 	75%	100%
<ul style="list-style-type: none"> A landing area within gliding distance, on the aerodrome or elsewhere, is selected 	75%	100%
<ul style="list-style-type: none"> Emergency procedures are performed in accordance with Flight Manual and the aircraft is landed if the engine cannot be restarted 	75%	100%
<ul style="list-style-type: none"> Landing gear retracted or extended as required 	75%	100%
5.3 Manage forced landing en-route (water or land)		
<ul style="list-style-type: none"> Immediate actions are performed in accordance with Flight Manual with due regard to high drag/low inertia design 	75%	100%
<ul style="list-style-type: none"> Landing area within gliding distance is selected, all emergency checks are performed in accordance with the Flight Manual, and if an engine restart is not achieved a controlled landing is performed with due regard to high drag/low inertia design 	75%	100%
<ul style="list-style-type: none"> Landing gear retracted or extended based on available terrain 	75%	100%
5.4 Conduct precautionary search and landing (land or water)		
<ul style="list-style-type: none"> Air Traffic Services are advised of intentions if possible 	75%	100%
<ul style="list-style-type: none"> Landing area is selected and inspected before aircraft is landed 	75%	100%
<ul style="list-style-type: none"> Landing gear retracted or extended as required 	75%	100%
5.5 Capsize		
<ul style="list-style-type: none"> Passenger pre-flight brief conducted 	75%	100%
<ul style="list-style-type: none"> Harness release briefing conducted 	75%	100%
<ul style="list-style-type: none"> Exiting the waterborne aircraft briefing conducted 	75%	100%
<ul style="list-style-type: none"> Personal flotation equipment briefing conducted 	75%	100%



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5.6 Manage abnormal situations		
<ul style="list-style-type: none">Abnormal situation involving fuel, electrical, airframe including undercarriage considerations, flight instrument, flight control, engine or radio, fire, smoke and fumes are identified	75%	100%
<ul style="list-style-type: none">Appropriate emergency procedures are conducted in accordance with Flight Manual and published procedures while maintaining control of the waterborne aircraft	75%	100%