**Lazarski University**

**Faculty of Law and Administration**

**Syllabus**

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| Name of the module/classesFlying training  |
| Form of particular classes within the module[[1]](#footnote-1)  |
| Full-time studies | Extramural studies |
| Form 1  | Form 2  | Form 1  | Form 2  |
| practical training |  |  |  |
| Assumptions and aims of the module/classes The aim of the integrated ATP(A) training is to let the participants acquire the skills necessary to perform the tasks of an aircraft commander on single engine or multi-engine aeroplanes in VFR and IFR flights and prepare them to perform the tasks of the second pilot on multi-engine aeroplanes with a big crew in commercial air transport. During the practical training, a participant acquires knowledge and skills necessary to be awarded the following licences and qualifications:• Commercial Pilot Licence (Aeroplane) – CPL(A);• Single Engine Piston (Land) certification – SEP(L);• Multi Engine Piston (Land) certification– MEP(L); • Instrument Rating/Single-Engine, Multi-Engine certification – IR(A)/SE, ME.Having completed the practical training, a candidate takes a state practical CPL(A) exam on a single-engine or multi-engine aeroplane and a state practical IR(A) exam on a multi-engine aeroplane.  |
| Effects of learning[[2]](#footnote-2) |
| Effect assigned to the field of studies | Effect assigned to classes conducted in form 1  | Effect assigned to classes conducted in form 2  |
| Knowledge:Pż/K1P\_W01Pż/K1P\_W07Pż/K1P\_W08 | EK1: has advanced knowledge and understanding of aviation law, including international, European and domestic aviation law, as well as methods and theories explaining complex relations between them that constitute fundamental general knowledge of legal studies and mechanical engineering, as well as practical applications of this knowledge in professional activities connected with the field of studies; EK2: has advanced knowledge and understanding of the processes of change and opinions concerning aviation law, including, inter alia, the provisions of law concerning meteorology, navigation, construction and technical exploitation of aircraft, crew management, as well as methods and theories explaining complex relations between them, as well as practical application of this knowledge in professional activities connected with the field of studies; EK3: knows and understands key processes taking place in an aeroplane's life cycle, an airport and land facilities surroundings, airport facilities, navigation systems, and practical application of this knowledge in professional activities connected with the field of studies;  |  |
| Skills:Pż/K1P\_U03Pż/K1P\_U07Pż/K1P\_U08Pż/K1P\_U14Pż/K1P\_U16 | EK4: is able to obtain and apply data necessary to analyse particular processes and phenomena taking place in civil aviation, as well as perform tasks typical of professional activities connected with the field of studies;EK5: is able to apply the acquired knowledge of aviation law (including the doctrine and case law) and mechanical engineering to solve dilemmas occurring in civil aviation, and perform tasks typical of professional activities connected with the field of studies; EK8: is able to analyse possible solutions to particular legal issues and problems connected with piloting aircraft, and proposes solutions that are safe and in accordance with law, and is able to perform tasks typical of professional activities connected with the field of studies; EK9: is able to handle practical tasks connected with piloting aircraft that require the application of standards and norms used in piloting aircraft and the application of appropriate technologies, making use of experiences acquired in the professional aviation environment, and is able to apply the experience connected with the maintenance of the equipment, facilities and systems typical of piloting aircraft acquired in the professional aviation environment; EK10: is able to identify and formulate the specification of planned tasks connected with piloting aircraft, as well as handle them: - use analytical, simulation and experimental methods;,- notice their system-related and non-technical aspects, including ethical ones;  |  |
| Social competences:Pż/K1P\_S01Pż/K1P\_S03 | EK11: is ready to critically assess the acquired knowledge and received information by self-evaluation of competences, being aware of the necessity to improve the level of one's own knowledge and skills, and understands the need for life-long learning and personal development; determines the directions of one's own development; EK12: is ready to take responsibility for performing professional roles, including following professional ethics and demanding that from others; cares for the achievements and traditions of the profession;  |  |
| Description of the content classes for form 1 The detailed assumption and aim of the subject is to provide students with the following knowledge: Practical training to the proficiency level of ATP(A) includes training with the use of a training facility of the FNPT II class, as well as on a single-engine and multi-engine aeroplane. Flying training will cover a total of 216 hours (the requirement laid down in Appendix 3 to Commission Regulation (EU) No 1178/2011, hereinafter referred to as the Requirement, accounts for 195 hours), taking into account all progress tests, of which 76 hours will be the time of IR training on training facilities (it is required that up to 55 hours within the total of 195 hours should be conducted as instrument ground training, which will be fulfilled). In particular cases the Training Centre may provide training that is broader than the required minimum of 140 hours' flying time. The 195-hour training should comprise at least: a) 145 hours (95 hours are required) of training with an instructor, of which 68 hours may be instrument ground training; b) 80.5 hours (at least 70 hours are required) of flying as a pilot-in-command, including VFR and IR flights conducted as a student‐pilot-in-command; c) 50 hours of cross-country navigation flights as a pilot-in-command, including cross-country navigation flights of at least 540 km (300 nautical miles), in the course of which a trainee shall make at least two full stop landings at two aerodromes different from the aerodrome of departure; d) 5 hours' time of flight at night, of which 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; ande) 121 hours (the required minimum is 115 hours) of instrument training time comprising at least:* + 20 hours of flying as a student ‐pilot-in-command;
	+ 16 hours (the required minimum is 15 hours) MCC in a FNPT II;
	+ 55 hours (the required minimum is 50 hours) of instrument flight instruction, of which 40 hours may be instrument ground time in a FNPT II;

f) 21 hours (the required minimum is 5 hours) to be carried out in an aeroplane certified for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear. In accordance with AMCI to Appendix No 3 to Commission Regulation (EU) No 1178/2011, flying training has been divided into 5 stages: Stage I The training until the first solo flight shall comprise a total of at least 10 hours of flying training with an instructor on a single-engine aeroplane. Stage IIThe training until the first solo cross-country navigation flight shall comprise 10 hours of flying training with an instructor and at least 10 hours of solo flights. Stage IIIThe training until a VFR navigation internal exam shall comprise at least 5 hours of training with an instructor and at least 40 hours of flying as a pilot-in-command. Stage IVThe training until a practical IR qualification exam is carried out. Stage V MCC training and exams shall comprise appropriate training requirements. |
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| Language of instruction |

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|  | Polish  | X | English |  | another: … |

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| Basic requirements (for the form of classes or the whole module)Minimum age, education (including language competence) and medical requirements. Candidates are required to meet the following conditions: * Before starting training and in the course of it, hold a Class 1 medical certificate for the relevant licence issued in accordance with Annex IV to Commission Regulation (EU) No 1178/2011 (Part ‐MED) – MED.A.030 a), f);
* Be at least 16 years of age before the first solo flight – FCL.020;
* Be at least 18 years of age before the completion of training – FCL.300.
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| Basic literature[[3]](#footnote-3)* AT3 flight manual;
* Cessna 152 flight manual;
* Cessna 172 flight manual;
* DA20 flight manual;
* DA42 flight manual;
* Jeppesen Airway Manual;
 |
| Basic literature for form 1  | Basic literature for form 2  |
| Supplementary literature  |
| Supplementary literature for form 1Oxford Ground Training Manuals-last editions, Jeppesen- Ground Training Manuals-last editions covering the following issues:1) flight planning and monitoring 2) general navigation 3) radio-navigation 4) meteorology 5) aeroplane performance 6) general knowledge of aeroplanes 7) on-board instruments 8) man's possibilities and limitations 9) the mass and aircraft trim 10) aviation law 11) VFR communications12) IFR communications13) operational procedures 14) flight rules  | Supplementary literature for form 2  |
| Teaching methods[[4]](#footnote-4) |
| Teaching methods for form 1  | Teaching methods for form 2  |
| Methods and ways of verifying the effects of learning obtained[[5]](#footnote-5)Theoretical and practical exams  |
| Methods and ways of verifying the effects of learning for form 1 Exams in the form of a single-choice test, in which a student must obtain at least 75% of the total score. | Methods and ways of verifying the effects of learning for form 2  |
| Coordinator of classesProf. dr. hab. Anna Konert |
| Instructor/teacher Dr inż. pil. Tomasz Balcerzak |
| Instructor/teacher in form 1  | Instructor/teacher in form 2  |
| Does the work meet the requirements for a work subject to copyright within the meaning of Act of 4 February 1994 on copyright and related rights (Journal of Laws of 2006, No 90, item 631, as amended)? |

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| X | Yes |  | No |

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1. Forms of classes: lectures, classes, workshops, seminars etc. In case of individual classes (not belonging to a module), complete only spaces for form 1. [↑](#footnote-ref-1)
2. Effect assigned to classes should refer to a particular effect assigned to the field and constitute its logical specification. A description of effects assigned to classes should apply terms appropriate for a given level of studies (level 6 or 7 of the Polish Qualifications Framework) used in the appendix to Act of 22 December 2015 on the Integrated System of Qualifications, e.g. "has advanced knowledge of...", "has a deepened knowledge of..." etc. It is not always necessary to assign all three categories of learning to a particular form of classes (i.e. e.g. it is possible to assign only effects connected with knowledge to a lecture and only effects concerning skills and social competences to classes etc.). [↑](#footnote-ref-2)
3. Literature assigned to classes should reflect the latest state of science and be available at the University library. Basic or supplementary literature should document the compliance of a teacher's qualifications with the effects of learning and teaching content assigned to classes. As a rule, literature shall not comprise sources of information different from scientific publications (e.g. recommended literature should not include legal acts). [↑](#footnote-ref-3)
4. Teaching methods: lecturing, case studies etc. [↑](#footnote-ref-4)
5. Methods and ways of verifying effects of learning obtained are e.g. exams in the form of an open questions test, a project etc. [↑](#footnote-ref-5)