Government of **Western Australia**
School Curriculum and Standards Authority

Aviation
ATAR course
practical (performance) examination marking key

2021

Marking keys are an explicit statement about what the examining panel expect of candidates in the practical (performance) examination. They are essential to fair assessment because their proper construction underpins reliability and validity.

2021/68697

Marker Information ONLY
Aircraft is lined up for Runway 30 at Boundary Bay (Canada); altimeter is set; engine is idling; brakes are on; ADF tuned to 266 kHz (Vancouver); Nav 1 set to 110.7 MHz; Nav 2 is set to 270 radial on Vancouver VOR (115.9 MHz); DME set to R2.

Confirm that candidate has read the pre-examination instructions and answer any relevant questions they may have. Confirm that they will be given instructions prior to each task and it will be repeated if requested.

1. Instructions given lined up on the runway.

- ✈ Can you tell me what the runway elevation is to the nearest 5 feet?
  If the candidate does not nominate a reasonable elevation, advise him/her of correct elevation.

- ✈ Can you show me on the Artificial horizon (A/H) where you would read the AOB's 30°, 45° and 60°?
  If the candidate does not nominate the correct angle of banks, advise him/her the correct AOB 30°, 45° and 60°.

- ✈ Can you tell me the current aircraft heading to the nearest degree?
  If the candidate does not nominate the correct runway heading advise him/her of the correct heading.

- ✈ Can you show me the VOR indicator, tell me what course it is set for, and is this to or from the station?
  If the candidate does not nominate the correct instrument advise him/her of the correct instrument.

- ✈ Can you show me where a rate one turn would be indicated?
  If the candidate does not nominate the correct instrument and position advise him/her of the correct instrument.

- ✈ Can you tell me the engine RPM at this point?
  If the candidate does not nominate the correct RPM advise him/her of the correct instrument.

U	Correct runway elevation 14 ft (0–20 ft)	A/H interpreted correctly	Correct aircraft heading 305° (± 3°)	Identifies VOR indicator, states 270° **and** to station	Identifies rate one turn indication	Identifies 600 RPM	**Total (Max 6)**
	1	**1**	**1**	**1**	**1**	**1**	

2. ✈ When ready conduct a normal take off, maintain runway heading.

T	Applied full power	Rotate at 55 kt (± 5 kt)	Climb 75 kt (± 5 kt)	Maintain runway heading 300° (± 5°)	**Total (Max 4)**
	1	**1**	**1**	**1**	

Subtotal 1–2 (Max 10)	**U** (Max 6)	
	T (Max 4)	

3. *Instruction given at ~ 350 ft.*

- ✈ At 600 ft conduct a climbing turn to the **right** onto heading 040°.

T	Maintain 20° angle of bank	Maintained 75 kt (± 5 kt)	Rolled out 040° (± 5°)	**Total (Max 3)**
	1	**1**	**1**	

4. *Instructions given on heading 040°.*

- ✈ Level out and maintain 1400 ft in the cruise configuration.
- ✈ When ready remove your hand to show the aircraft is correctly trimmed.

T	Maintain 1400 ft (± 100 ft) whilst aircraft accelerated to above 100 kt prior to reducing power	Power not reduced until aircraft reached above 100 kt	Set 2400 RPM (± 50 rpm)	Trimmed and maintain level flight at 1400 ft (± 100 ft) within 30 seconds	**Total (Max 4)**
	1	**1**	**1**	**1**	

5. *Instruction given at 1400 ft, when trimmed and on a heading of 040°.*

- ✈ Using a 45° angle of bank, turn **left** heading 090°, maintain 1400 ft.

IF	**AOB must be achieved and maintained for majority of turn for any marks to be available**				
	Maintain 45° for majority of turn	Maintain height 1400 ft (± 100 ft)	Rolled out on 090° (± 5°)	Did not commence roll out prior to 110°	**Total (Max 4)**
	1	**1**	**1**	**1**	

6. *Instructions given on heading 090°.*

- ✈ Climb to and maintain 2100 ft.
- ✈ When established in the cruise remove your hand to show the aircraft is correctly trimmed.

T	Applied full power prior to commencing climb	Maintained 75 kt (± 5 kt)	Levelled off and maintained 2100 ft (±50 ft) within 30 seconds	Re-established 2400 (±50) RPM	**Total (Max 4)**
	1	**1**	**1**	**1**	

Subtotal 3–6 (Max 15)	**T** (Max 11)	
	IF (Max 4)	

7. *Instruction given when aircraft is established in level flight on heading 090°*

- ✈ Conduct slow speed flight, reduce airspeed to 65 kt, use 20° flap and power as required to maintain 2100 ft.

D	Used power and aircraft attitude to maintain 2100 ft whilst slowing aircraft to 65 kt	Speed 65 kt (± 5 kt)	Flaps 20°	**Total (Max 3)**
	1	**1**	**1**	

8. *Instructions given at 2100 ft, when stable and on a heading of* 090° with 20° flap selected.

- ✈ At this altitude, enter a power off slow speed stall with 20° flap selected.
- ✈ Advise me **immediately** when you consider the aircraft is **actually** in a stall.
- ✈ **Do not** attempt to recover from the stall until requested, and then when requested **immediately** apply the correct stall recovery procedure.

IF	Correctly identify stall	Stall recovery procedure (reduce α; full power)	Loss of height ≤ 200 ft from when recover requested Recovery prior to request 0 marks	Climb commenced after airspeed ≥ 60 kt Speed not to drop below 60 kt without immediate correction	Regain 2100 ft within 20 seconds from stall recovery request	Raise flaps at a safe speed	**Total (Max 6)**
	1	**1**	**1**	**1**	**1**	**1**	

9. *Instruction given at 2100 ft, aircraft trimmed heading 090°.*

- ✈ Using a 60° angle of bank, turn **right** heading 040°, maintain 2100 ft.

IF	**AOB must be achieved and maintained for majority of turn for any marks to be available**				
	Maintain 60° for majority of turn	Maintain height 2100 ft (± 100 ft)	Rolled out on 040° (± 5°)	Did not commence roll out prior to 010°	**Total (Max 4)**
	1	**1**	**1**	**1**	

Subtotal 7–9 (Max 12)	**D** (Max 3)	
	IF (Max 10)	

10. *Instructions given at 2100 ft, heading 040°, aircraft stable.*

- ✈ Using a rate one turn left and track directly to the NDB, maintain 2100 ft.

IF	Maintained rate one turn for majority	Maintain height 2100 ft (± 100 ft)	Rolled out tracking towards NDB (± 5°)	**Total (Max 3)**
	1	**1**	**1**	

11. *Instructions given at 2100 ft, heading towards NDB, aircraft stable.*

- ✈ Turn and track directly to the NDB using a rate one turn, maintain 2100 ft.
- ✈ Tell me the distance indicated to the DME station.

U	Tracked NDB (± 5°)	Gave DME distance	**Total (Max 2)**
	1	**1**	

12. *Instructions given at 2100 ft aircraft trimmed and tracking to NDB.*

- ✈ Continue tracking to the NDB. Tell me when we pass over the NDB.
- ✈ Conduct a glide descent.
- ✈ Level out and maintain 1000 ft. **Do not** go below 1000 ft.
- ✈ Re-establish the cruise settings.

D	Reduce speed to 70 kt prior to descending	Maintained 70 kt (± 5 kt)	Descent not below 1000 ft	**Total (Max 3)**
	1	**1**	**1**	

13. *Instructions given at 1000 ft aircraft trimmed and tracking to NDB.*

- ✈ Where are we located relative to the correct approach path for the ILS selected?

U	Gave left and below glideslope	Gave NDB passage	**Total (Max 2)**
	1	**1**	

Subtotal 10–13 (Max 10)	**IF** (Max 3)	
	U (Max 4)	
	D (Max 3)	

14. *Instruction given after NDB passage.*

✈ At this altitude conduct a 30° angle of bank turn to the **left** onto heading 260°.

IF	Majority 30° turn	Maintained 1000 ft (± 100 ft)	**Total (Max 2)**
	1	**1**	

15. *Instruction given when aircraft is established on heading 260° with Runway 26L in sight slightly left of the aircraft nose* (Heading of *160*° can be adjusted if required to allow for the Runway to be in sight).

✈ Track to intercept the extended Runway 26L centreline.

✈ When ready commence your descent to conduct a **normal** final approach to runway 26L.

✈ Carry out a normal landing, stopping on the runway centreline.

D	Worked to use power and attitude to control speed with flaps out during approach	Speed reducing to 65 kt and to 60 kt (± 5 kt) with full flap	Landing straddles centreline	Lands not before runway threshold	Stops with main wheels straddling the centreline	Stops before taxiway B	**Total (Max 6)**
	1	**1**	**1**	**1**	**1**	**1**	

Subtotal 14–15 (Max 10)	**IF** (Max 2)	
	D (Max 6)	

Criteria		Marks available	Percentage of practical examination
T	Take-off and climb	15	20
IF	In-flight manoeuvres (turns, stall)	19	25
U	Use and interpretation of instruments (including navigation aids)	10	25
D	Descent and landing	12	30
		Total	**100**