



Aviation ATAR course practical (performance) examination marking key

2023

Marker Information ONLY

Aircraft is lined up for Runway 08 at Orange County (USA); altimeter is set; engine is idling; brakes are off; ADF tuned to 335 kHz; Nav 1 set to 110.1 MHz; Nav 2 is set to 145 radial on Kingston VOR (117.6 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 foot?
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 where a rate one turn would be indicated?
If the candidate does not nominate the correct instrument advise him/her of the correct instrument.
- Can you tell me the engine RPM at this point to the nearest revolution per minute?
If the candidate does not nominate the correct instrument advise him/her of the correct instrument.
- Tell me the distance indicated to the DME station.

U	Correct runway elevation 350 ft (± 8 ft)	A/H interpreted correctly	Correct aircraft heading 080° (± 3°)	Identifies VOR indicator, states 145° and from station	Identifies rate one turn indication	Correctly identifies RPM (± 50)	Gave correct DME distance	Total (Max 7)
	1	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 080° (± 5°)	Total (Max 4)
	1	1	1	1	

Subtotal 1-2 (Max 10)	U (Max 7)	
	T (Max 4)	

3. *Instruction given at ~ 600 ft.*

→ At 900 ft conduct a climbing turn to the **left** onto heading 350°.

T	Maintain full power	Maintain 20° angle of bank	Maintained 75 kt (± 5 kt)	Rolled out 350° (± 5°)	Total (Max 4)
	1	1	1	1	

4. *Instructions given on heading 350°.*

→ Level out and maintain 1600 ft in the cruise configuration.

→ When ready remove your hand to show the aircraft is correctly trimmed.

T	Maintain 1600 ft (± 100 ft) until aircraft trimmed	Power not reduced until aircraft reached +100 kt	Set 2400 RPM (± 50 rpm)	Trimmed and maintain level flight at 1600 ft (± 100 ft) within 30 seconds	Maintained heading 350° (± 5°)	Total (Max 5)
	1	1	1	1	1	

5. *Instruction given at 1600 ft, when trimmed and on a heading of 350°.*

→ Using a 45° angle of bank, turn **right** heading 240°, maintain 1600 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 1600 ft (± 100 ft)	Rolled out on 240° (± 5°)	Did not commence roll out prior to 220°	After manoeuvre set 2400 RPM (± 50 rpm)	Total (Max 5)
	1	1	1	1	1	

6. *Instruction given when aircraft is established in level flight on heading 240°*

→ Conduct slow speed flight, reduce airspeed to 65 kt, use 20° flap and power as required to maintain 1600 ft.

D	Maintain 1600 ft (± 100 ft) whilst slowing aircraft	Speed 65 kt (± 5 kt)	Flaps 20°	Maintained heading 240° (± 5°)	Total (Max 4)
	1	1	1	1	

Subtotal 3–6 (Max 18)		T (Max 9)	
		IF (Max 5)	
		D (Max 4)	

7. Instructions given on heading 240°.

- When safe to do so retract flaps, climb to and maintain 2100 ft.
- When established in the cruise remove your hand to show the aircraft is correctly trimmed.

T	Retract flaps	Speed remains above 60 kt	Applied full power prior to commencing climb	Maintain 75 kt in climb (± 5 kt)	Trimmed and maintain level flight at 2100 ft (± 100 ft) within 30 seconds	Re-established 2400 (± 50) RPM	Maintained heading 240° ($\pm 5^\circ$)	Total (Max 7)
	1	1	1	1	1	1	1	

8. Instructions given at 2100 ft, when stable and on a heading of 240°

- At this altitude, enter a power off slow speed stall.
- 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 to normal straight and level flight.

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.	Maintained heading 240° ($\pm 5^\circ$)	Re-established 2400 (± 50) RPM	Total (Max 7)
	1	1	1	1	1	1	1	

9. Instruction given at 2100 ft, aircraft trimmed heading 240°.

- Using a 60° angle of bank, turn **left** heading 310°, 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 310° ($\pm 5^\circ$)	Did not commence roll out prior to 340°	After manoeuvre set 2400 RPM (± 50 rpm)	Total (Max 5)
	1	1	1	1	1	

Subtotal 7-9 (Max 19)		T (Max 7)	
		IF (Max 12)	

10. Instructions given at 2100 ft, heading 310°, aircraft stable.

- Using a rate one turn, turn 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 ($\pm 5^\circ$)	Total (Max 3)
		1	1	1

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

- Continue tracking to the NDB.
 → Conduct a glide descent.
 → Level out and maintain 1200 ft. **Do not** go below 1200 ft.
 → Re-establish the cruise settings.

D	Reduce power to idle	Reduce speed to 70 kt prior to descending	Maintained 70 kt (± 5 kt)	Descent not below 1200 ft (-0/+100 ft)	After manoeuvre set 2400 RPM (± 50 rpm)	Total (Max 5)
		1	1	1	1	1

12. Instructions given during glide descent, heading towards NDB.

- Continue tracking to the NDB. Tell me when we pass over the NDB.
 → Where are we relative to the correct approach path for the ILS selected?

U	Tracked NDB ($\pm 5^\circ$)	Gave correct position relative to ILS (vertical and horizontal)	Gave NDB passage	Total (Max 3)
		1	1	1

13. Instruction given after NDB passage.

- At this altitude conduct a 30° angle of bank turn to the **right, I say again right** onto heading 090°.

IF	Maintain 30° for majority of turn	Maintained 1200 ft (± 100 ft)	Total (Max 2)
		1	1

Subtotal 10–13 (Max 13)	IF (Max 5)	
	U (Max 3)	
	D (Max 5)	

14. *Instruction given when aircraft is established on heading 090° with Runway 09 in sight slightly left of the aircraft nose (Heading of 090° can be adjusted if required to allow for the Runway to be in sight)*
- Track to intercept and fly a final leg to the extended Runway 09 centreline.
 - Maintain 1200 feet.

D	Flies extended centreline	Maintains 1200 feet	Total (Max 2)
	1	1	

15. *Instruction given when aircraft is established on final for Runway 09 at 20 DME*
- When ready commence descent flying a normal VFR approach.
 - Carry out a normal landing, stopping on the runway centreline.

D	Conducts approach visually rather than on ILS	Worked to use power and attitude to control speed with flaps out during approach	Speed reducing to 65 kt and to 60 kt (\pm 5 kt) with full flap	Landing straddles centreline	Lands not before runway threshold	Stops with main wheels straddling the centreline	Stops before taxiway A3	Total (Max 7)
	1	1	1	1	1	1	1	

Subtotal 14–15 (Max 9)	D (Max 9)	
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	Criteria	Marks available	Percentage of practical examination	Candidates marks
T	Take-off and climb	20	20	
IF	In-flight manoeuvres (turns, stall)	22	25	
U	Use and interpretation of instruments (including navigation aids)	10	25	
D	Descent and landing	18	30	
Total			100	

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