



Aviation ATAR course practical (performance) examination requirements

2024

Acknowledgement of Country

Kaya. The School Curriculum and Standards Authority (the Authority) acknowledges that our offices are on Whadjuk Noongar boodjar and that we deliver our services on the country of many traditional custodians and language groups throughout Western Australia. The Authority acknowledges the traditional custodians throughout Western Australia and their continuing connection to land, waters and community. We offer our respect to Elders past and present.

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Aviation ATAR course practical (performance) examination

This document provides general advice to teachers, candidates and parents about the Aviation ATAR course practical (performance) examination.

Where a Year 12 ATAR course has both a written and a practical examination, students are required to sit for both of these examinations. Students who do not sit an ATAR course examination and do not have an approved sickness/misadventure application for that course will not have the grades for the pair of units completed in that year contribute to the calculation of the Western Australian Certificate of Education (WACE).

The practical (performance) examination for the Aviation ATAR course will be held during the period from **Saturday, 21 September** to **Sunday, 29 September 2024** (weekends and the public holiday included) at a metropolitan location. Candidates must be available to complete their practical (performance) examination during this time. A *Personalised practical (performance) examination timetable* (Appendix 1) for each candidate will be made available from **Tuesday, 3 September 2024**. Examination timetables can be downloaded by schools/providers via SIRS and by students from the School Curriculum and Standards Authority (the Authority) [student portal \(https://studentportal.scsa.wa.edu.au/\)](https://studentportal.scsa.wa.edu.au/). Country students must sit their practical (performance) examination at the Authority's designated examination centre.

For the Aviation ATAR course examination, the weightings are:

- Written examination 80%
- Practical (performance) examination 20%

1. Reporting achievement

Teachers are responsible for ensuring the practical (performance) examination requirements are met and making sure candidates are adequately prepared. Teachers must ensure they are using the current syllabus. Any further advice on matters related to the syllabus or assessment will be published in the [11to12 Circulars \(https://www.scsa.wa.edu.au/publications/circular-ecircular/11to12-circulars\)](https://www.scsa.wa.edu.au/publications/circular-ecircular/11to12-circulars) on the Authority website.

Teachers should also refer to the ATAR course examination information published in Section 6 of the [WACE Manual \(http://www.scsa.wa.edu.au/publications/wace-manual\)](http://www.scsa.wa.edu.au/publications/wace-manual) on the Authority website.

For all ATAR courses with a practical examination, for the pair of units, schools are required to submit to the Authority a:

- school mark out of 100 (weighted for each component)
- school mark out of 100 for the written component
- school mark out of 100 for the practical component
- grade for the completed pair of units.

2. Candidates with an injury, illness or disability

Candidates who have a permanent disability or condition that could prevent them demonstrating their knowledge, understanding or skills under standard examination conditions may apply to be assessed with equitable access adjustments.

Application is made through the school on the form available from the [Applications and Order Forms page \(https://www.scsa.wa.edu.au/forms/forms\)](https://www.scsa.wa.edu.au/forms/forms) on the Authority website. Adjustments requested for the written examinations do not apply to the practical examinations. Requests for adjustments in the practical examinations must be stated separately in the application, and relate directly to the nature and duration of the practical examination. Applications should be received by the Authority by **Thursday, 21 March 2024**.

3. Provisions for sickness or misadventure

Consideration may be given to candidates (with the exception of non-school candidates) suffering from a temporary sickness or misadventure close to or during the examinations. The candidate may submit a *Sickness/Misadventure Application* if they believe their performance in an examination has been affected by the sickness or misadventure.

If a candidate misses or is not able to complete an examination session for health reasons, it is important that medical evidence be provided to verify the nature and severity of the illness/injury. In most cases, that will mean producing evidence from a medical professional who was consulted on the day of the examination or the day before.

Applications will be considered only if made on the correct form, available from the [Application and Order Forms page \(https://www.scsa.wa.edu.au/forms/forms\)](https://www.scsa.wa.edu.au/forms/forms) on the Authority website from September. Applications that relate to the practical component must be submitted immediately following the practical examination.

Only one form should be used to cover all practical examinations for which the application is being made. The completed form and all supporting evidence must be received by the Authority by **4.00 pm Thursday, 24 October 2024**.

4. Principles of external assessment

The marking process preserves the anonymity of candidates and their school. This requires that candidates are identified only by their Western Australian student number (WASN).

Markers apply a consistent standard to assess the candidate's performance. This requires:

- a marking key for the practical (performance) examination
- attendance at a marker training meeting prior to the commencement of marking
- trial marking of work to ensure a common understanding of the marking key
- the practical (performance) examination to be marked independently by two markers who then reconcile any differences between them
- the Chief Marker to ensure consistency throughout the marking by monitoring the marking process and reconciling significant differences where necessary.

5. Criteria for marking

The practical examination is based on a simulated flight of approximately 20 minutes duration. During the flight, candidates will be assessed on their ability to carry out a selection of flight manoeuvres listed in the practical section of the syllabus within the tolerances set out in the *Standard operating procedures* (Appendix 2). At the start of the 15 minutes preparation time prior to the examination, candidates will be given details of the sequences to be performed. Detailed instructions will be provided by one of the markers during the examination and candidates will be expected to comply with these instructions.

Each flight manoeuvre comprises one or more elements from the *Standard operating procedures*. For example, a 30° angle of bank turn at constant altitude and levelling out onto an assigned heading has three elements: the angle of bank, altitude maintenance and levelling out. One mark is assigned to each element that the candidate is able to demonstrate within the set tolerance. Where the element must be demonstrated for a period of time (e.g. angle of bank), the assessment is based on the candidate's performance being within the tolerance for the majority of the time period.

The Chief Marker sets the standards based strictly on the criteria set down in the practical (performance) examination marking key.

The weighting of practical examination marks is as follows:

- | | |
|---|-----|
| • take-off and climb | 20% |
| • in-flight manoeuvres (turns, stall) | 25% |
| • use and interpretation of instruments (including navigation aids) | 25% |
| • descent and landing | 30% |

6. Practical examination information

The candidate is required to simulate a flying sequence in a Cessna 172 aircraft using Microsoft Flight Simulator X® (FSX), and a Logitech® Extreme 3D Pro joystick. The sequence will comprise a series of non-aerobatic manoeuvres that can be legally accomplished in an actual Cessna 172 in the time allocated.

The candidate will be provided with a document setting out the required flight sequence 15 minutes before the examination is conducted.

The candidate will be assessed on their ability to complete the manoeuvres by complying with the marker's instructions. These will be given in a manner similar to that expected from a flight instructor who is instructing in a real aircraft.

If the candidate is unable to comply with any particular instruction, the marker will guide the candidate through the required action, but the candidate will not receive any marks for that part of the sequence.

If, due to inaccurate manipulation, the candidate loses control of the aircraft or the aircraft moves outside the limits of the 'exercise area', the marker will assume control and return the aircraft to its correct altitude within the intended pattern. The candidate will not receive any additional penalty specific to the marker's intervention.

7. Examination procedure

On the day of the practical (performance) examination, the candidate **must** bring a signed hard copy of their *Personalised practical (performance) examination timetable* (Appendix 1) to their examination as proof of enrolment, along with a photographic ID for proof of identity. An image of their *Personalised practical (performance) examination timetable* on their mobile phone **will not** be accepted as proof of enrolment.

The candidate must report to a supervisor at the examination centre at the scheduled reporting time. This reporting time is 20 minutes before the scheduled examination time. The scheduled examination time is the time at which the candidate begins their preparation. A candidate who has not reported to a supervisor once their scheduled examination time has commenced will not be admitted to the practical (performance) examination and the examination cannot be rescheduled.

Candidates **must not** wear or carry anything that identifies them, any school, club or achievements. Failure to do so will result in a breach of examination rules. The candidate is responsible for their personal belongings at all times.

If a candidate is found with any unauthorised materials during the examination, they will be referred to the Breach of Examination Rules Committee.

The candidate must leave the examination area once they have completed their examination. The candidate must not have contact with candidates waiting to be examined, teachers or other parties who are seeking information about the examination until all the examinations have concluded. Failure to do so may result in a breach of examination rules.

8. Breach of examination rules

An alleged breach of examination rules will be referred to the Breach of Examination Rules Committee. Further information related to examination breaches can be found on the [Rules of conduct for Year 12 ATAR course examinations page \(https://senior-secondary.scsa.wa.edu.au/assessment/examinations/rules-of-conduct-for-atar-course-examinations\)](https://senior-secondary.scsa.wa.edu.au/assessment/examinations/rules-of-conduct-for-atar-course-examinations) on the Authority website and in Part II of the *Year 12 Information Handbook*, published in July.

A breach of one of these rules can result in cancellation of part or all of the practical raw examination mark.

9. Practical examination support materials

To support candidates in preparing for the examination, the *Standard operating procedures* (Appendix 2) indicates the practical skills and knowledge that can be examined and the allowable tolerances for each flight manoeuvre.

10. Key dates

Thursday, 18 July 2024

Last date for withdrawal of enrolment from ATAR courses with a practical examination component

Wednesday, 24 July 2024

Last date for the Authority to receive completed application forms for alternative format ATAR course practical examinations

Tuesday, 3 September 2024

Personalised practical examination timetables can be downloaded by schools/providers via SIRS.
Students can access their personalised practical examination timetables via the student portal

Saturday, 21 September to Sunday, 29 September 2024

Aviation ATAR course practical (performance) examination

Appendix 1: Personalised practical (performance) examination timetable



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Personalised practical (performance) examination timetable 2024

Aviation

WA student number:

X	X	X	X	X	X	X
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Candidate: Sample Candidate

School name: Sample School

School code: XXXX

Examination details

Course: Aviation

Date: Day, Date Month Year

Reporting time: 3:30 pm

Examination time: 3:50 pm

Venue: Sample Venue
(Re-check on the day prior to the examination)

Reporting location: Sample Location

These examination details are final and no changes can be made.

Candidates, staff and visitors are required to comply with all venue specific requirements.

Candidates who are unwell must complete and submit a *Sickness/Misadventure Application Form*, with supporting evidence, to the School Curriculum and Standards Authority (the Authority). If you are a non-school candidate for this course, there is no option to apply for Sickness/Misadventure.

Candidates who have not reported to a supervisor once their scheduled examination time has commenced will not be admitted to the practical (performance) examination. The examination cannot be rescheduled.

Candidates **must not** wear or carry anything that identifies either them, any school, club or achievements. Failure to do so will result in a breach of examination rules.

Candidates are required to sign this timetable prior to the examination. This signed timetable must be shown to the supervisor, with photographic ID, when registering at the examination venue for the practical (performance) examination. Digital copies of your timetable, e.g. on a mobile telephone, are **not** permitted.

Candidates **must not** contact the venue about the examination arrangements. Any queries must be directed to the Authority on 9273 6377.

Signature Date

Emergency contact for candidates: 0434 734 248

Google map
QR code:



Google map link: <https://studentportal.scsa.wa.edu.au>

Description: Sample venue and location information

Appendix 2: Standard operating procedures



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Standard operating procedures (SOP)

Microsoft Flight Simulator X(FSX) – Cessna 172

1. Flight simulator parameters

- Cessna 172
- Day
- Nil wind
- Auto rudder 'on'

2. Circuit procedures

Take-off (normal)

- Smoothly apply full power
- Maintain directional control (mains either side of centre line)
- Rotate at 55 kt (± 5 kt)
- Climb out 75 kt (± 5 kt)
- Maintain runway heading ($\pm 5^\circ$)
- Trim for the attitude

Crosswind

- Turn onto a heading 90° ($\pm 5^\circ$) of runway heading
- Turn should commence not below 500 AGL (± 50 ft)
- Maintain 75 kt (± 5 kt)

Downwind

- Power 2200 RPM
- Heading reciprocal ($\pm 10^\circ$) of runway designator
- Height 1000 ft (± 100 ft) AGL

Base

- Reduce power – nominally 1500 RPM
- Maintain level attitude
- Flaps 20° (in the white arc)
- Adopt 65 kt (± 5 kt)
- Trim for the attitude

Final

- The aircraft will be positioned on the runway centre line not below 500 ft AGL in the pre-final configuration
- Full flap
- Reduce speed to 60 kt (± 5 kt)
- Power as required
- Maintain tracking on runway extended centre line

- Trim for the attitude
- Power off on round-out
- Land after the runway threshold
- Touch down with mains either side of centre line
- Maintain centre line while decelerating to a stop

3. Flight manoeuvres

Cruise

- Adopt straight and level attitude (heading $\pm 5^\circ$, altitude ± 100 ft)
- Allow airspeed to increase to 100 kt
- Reduce power to 2400 RPM
- Trim as required

Transition – cruise to climb

- Apply full power
- Raise the nose to anticipated climb attitude
- Climb at 75 kt (± 5 kt)
- Maintain heading ($\pm 5^\circ$)
- Trim for the attitude

Climbing turn

- Apply full power
- Roll to 20° angle of bank
- Maintain 75 kt
- Trim for the attitude

Cruise descent

- Reduce power to 2000 RPM
- Lower the nose
- Recommended rate of descent not less than 500 ft/min
- Maintain heading ($\pm 5^\circ$)
- Trim for the attitude

Glide descent

- Power off
- Maintain altitude
- Reduce speed to 70 kt
- Lower the nose to maintain an airspeed of 70 kt (± 5 kt)
- Maintain required heading (± 5 kt)

Medium turns

- Power 2400 RPM
- Roll to 30° ($\pm 5^\circ$)
- Maintain 30° ($\pm 5^\circ$)
- Maintain altitude (± 100 ft)
- Roll out of turn 15° before nominated/reference heading
- New heading ($\pm 5^\circ$ of nominated heading)

Steep turns (45°/60°)

- Power as required
- Roll to 45°/60° ($\pm 5^\circ$)
- Maintain 45°/60° ($\pm 10^\circ$)
- Maintain altitude (± 200 ft)
- Roll out of turn 20°/30° before nominated/reference heading
- New heading ($\pm 5^\circ$ of nominated heading)

4. Additional flight manoeuvres

Stall – entry

- Select and maintain reference altitude
- Power off
- Maintain altitude (increase angle of attack) with full up elevator until stalled
- Maintain heading ($\pm 10^\circ$)

Stall – recovery

Note: **only when** the aircraft is stalled will you no longer be able to maintain your height. The airspeed will be approximately 44 kt.

When you are no longer able to maintain height

- Ease forward on the control (reduce the critical angle) – nose attitude should approximate that of the horizon
- Apply full power
- When airspeed has increased to 60 kt, regain lost height
- Maximum height loss 200 ft

5. Navigation

- Interpret whether the aircraft is to the left, right or on a given VOR radial or LLZ
- Interpret whether the aircraft is above, below or on a glide path, PAPI or T-VASIS
- Using an ADF, determine the direction to turn to track to a station
- Using an ADF, home/track to an NDB/Locator
- Using an ADF, interpret when the aircraft is passing over the top of an NDB/Locator
- Using the DME indicator, determine the distance to a DME station.