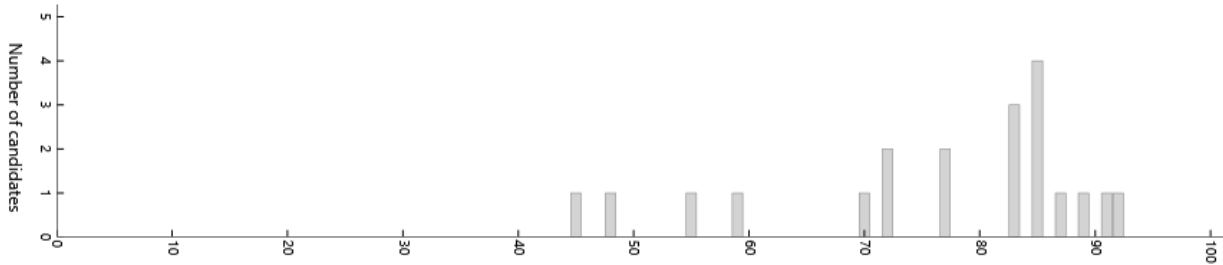




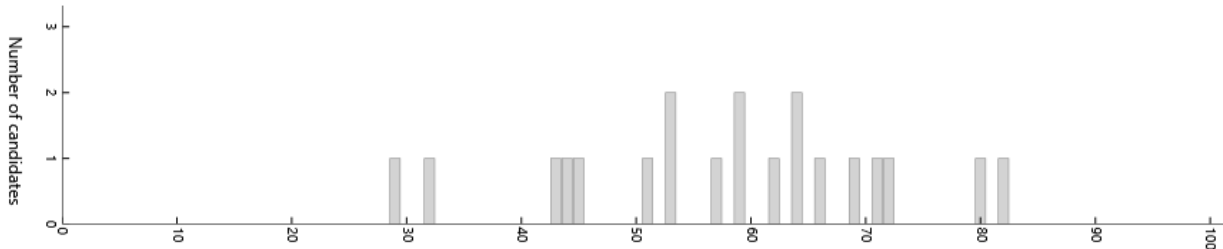
**Summary report of the 2017 ATAR course examination:
Aviation**

Year	Number who sat all examination components	Number of absentees from all examination components
2017	20	0
2016	50	1

Examination score distribution – Practical



Examination score distribution – Written



Summary

This is the second year that the Aviation ATAR course was examined in two parts: a practical examination of 20 minutes and a written examination of two and a half hours. Results show an overall improvement evident in both practical and written assessments; however, candidates still need to ensure they are aware of the Standard Operating Procedures (SOP) for the practical. Some candidates struggled in areas of the syllabus that had not previously been assessed.

Practical examination

Attempted by 20 candidates Mean 76.11% Max 91.55% Min 45.46%

Section means were:

Take-off and climb	Mean 86.82%		
Attempted by 20 candidates	Mean 21.70(/25)	Max 25.00	Min 11.36
In-flight manoeuvres (turns, stall)	Mean 75.94%		
Attempted by 20 candidates	Mean 26.58(/35)	Max 35.00	Min 10.94
Use and interpretation of navigation aids	Mean 78.57%		
Attempted by 20 candidates	Mean 11.79(/15)	Max 15.00	Min 2.14
Descent and landing	Mean 64.17%		
Attempted by 20 candidates	Mean 16.04(/25)	Max 22.92	Min 6.25

Written examination

Attempted by 20 candidates Mean 57.74% Max 82.14% Min 29.00%

Section means were:

Section One: Multiple-choice	Mean 65.50%		
Attempted by 20 candidates	Mean 13.10(/20)	Max 19.00	Min 7.00
Section Two: Short answer	Mean 55.80%		
Attempted by 20 candidates	Mean 44.64(/80)	Max 64.14	Min 20.00

General comments

Practical

This year the average achievement of candidates was higher than in 2016 by approximately 7% and the range of candidates' achievements narrower by 2.37%. Both of these statistics reflect the markers' comments that overall the candidates were better prepared and the standard of their performance higher than in the past. As the lowest mark was approximately 45.46% and the highest 91.55% there was scope for candidates to demonstrate a wide range of capabilities. The examination mean remains high at 76.11%.

Although the majority of candidates were well prepared for the examination, there were a few that did not appear to know the content of, or understand, the Standard Operating Procedures (SOP). Some candidates become very nervous when doing the practical examination so teachers and markers should make an effort to prevent the examination environment from becoming intimidating.

Written

Overall a good result with some very high standards of work provided; however, candidates still need to answer the questions being asked and provide relevant explanations descriptions where requested.

Practical examination

Advice for candidates

- Make yourself fully aware of the SOPs.

Advice for teachers

- Teachers need to ensure candidates are aware of how to enter the stall and how to maintain full back pressure until told to recover.
- Teachers need to reinforce with the student the correct procedures in slowing the aircraft before entering a glide or any decent with a lower speed requirement.

Written examination

Advice for candidates

- Review and practise answering questions from previous examination papers. These are available on the School Curriculum and Standards Authority website.
- Studying previous examinations is only one step in the process and you will need to study all course material in order to address the 2018 assessment.

Advice for teachers

- Provide access to previous years examinations and guide the candidates through them.
- Ensure the candidate is aware that studying these is only one step in the process and they need to study and practise with the course material provided at school.

Comments on specific sections and questions

Practical examination

The skills displayed by the majority of candidates, on the computer-based flight simulator were high.

Take-off and climb (11 Marks)

Attempted by 20 candidates

Mean 9.55(/11)

Max 11

Min 5

The take-off and climb was the section of the examination in which candidates achieved the highest scores. Markers commented that the candidates displayed good skills and demonstrated accurate performances.

In-flight manoeuvres (turns, stall) (16 Marks)

Attempted by 20 candidates

Mean 12.15(/16)

Max 16

Min 5

Overall the candidates performed well achieving a high average. Some candidates did not enter the stall cleanly as they did not have full back pressure on the control column at the point where the aircraft stalled. This affected the quality of the manoeuvre.

Use and interpretation of navigation aids (7 Marks)

Attempted by 20 candidates

Mean 5.50(/7)

Max 7

Min 1

Most candidates had little difficulty interpreting the information presented to them on the navigation aids.

Descent and landing (7 Marks)

Attempted by 20 candidates

Mean 7.70(/12)

Max 11

Min 3

Candidates should be taught to maintain altitude until the airspeed indication is 70 knots before entering the descent. On intercepting the runway centreline many candidates tried to incorrectly use the instrument landing system (ILS) rather than follow a visual approach.

Written examination

Section One: Multiple-choice (20 Marks)

Attempted by 20 candidates

Mean 13.10(/20)

Max 19.00

Min 7.00

Multiple-choice results were as expected and improved on last years with a mean of 65.50%. The most difficult questions being 13, 16 and 20 with means below 0.36 and the easiest being questions 2, 3 and 12 with means above 0.94.

Section Two: Short answer (80 Marks)

Attempted by 20 candidates

Mean 44.64(/80)

Max 64.14

Min 20.00

Performance in this area has improved from previous years. Some previously untested areas of the syllabus appeared to cause some candidates difficulties.