



Aviation ATAR course Practical (performance) examination marking key

2020

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.

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Marker Information

Aircraft is lined up Runway 17 at Alice Springs; altimeter is set; engine is idling; brakes are on; ADF tuned to 372 kHz; Nav 1 set to 109.9 MHz; Nav 2 is set to 145 radial on AS 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?
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.

U	Correct runway elevation 1789 ft (± 10 ft)	A/H interpreted correctly	Correct aircraft heading 170° (no tolerance)	Identifies VOR indicator, states 145° and from station	Total (Max 4)
	1	1	1	1	

- 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 170° (± 5°)	Total (Max 4)
	1	1	1	1	

Instruction given at ~ 2200 ft.

- At 2500 ft conduct a climbing turn to the **left** onto heading 040°.

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

Subtotal 1 (Max 11)	U (Max 4)	
	T (Max 7)	

2. Instructions given on heading 040°.

- Level out and maintain 3500 ft in the cruise configuration.
- When ready remove your hand to show the aircraft is correctly trimmed.

T	Maintain 3500 ft (± 100 ft) whilst aircraft accelerated to above 100 kt	Power not reduced until aircraft reached above 100 kt	Set 2400 RPM (± 50 rpm)	Trimmed and maintain level flight at 3500 ft (± 100 ft) within 30 seconds	Total (Max 4)
	1	1	1	1	

3. Instruction given at 3500 ft, when trimmed and on a heading of 040°.

- Using a 45° angle of bank, turn **left** heading 120°, maintain 3500 ft.

AOB must be achieved and maintained for majority of turn for any marks to be available					
IF	Maintain 45° for majority of turn	Maintain height 3500 ft (± 100 ft)	Rolled out on 120° (± 5°)	Did not commence roll out prior to 105°	Total (Max 4)
	1	1	1	1	

4. Instructions given at 3500 ft, when stable and on a heading of 120°.

- 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.

IF	Correctly identify stall	Recovers once requested	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 2500 ft within 20 seconds from stall recovery request.	Total (Max 6)
	1	1	1	1	1	1	

Subtotal 2–4 (Max 14)	T (Max 4)	
	IF (Max 10)	

5. *Instruction given at 3500 ft, aircraft trimmed heading 120°.*
 → Using a 60° angle of bank, turn **right** heading 060°, maintain 3500 ft.

AOB must be achieved and maintained for majority of turn for any marks to be available					
IF	Maintain 60° for majority of turn	Maintain height 3500 ft (± 100 ft)	Rolled out on 060° (± 5°)	Did not commence roll out prior to 030°	Total (Max 4)
	1	1	1	1	

6. *Instructions given at 3500 ft, heading 060°, aircraft stable.*
 → Turn and track directly to the NDB, maintain 3500 ft.
 → Tell me the distance indicated to the DME station.
 → Tell me when you pass over the NDB.

U	Tracked NDB (± 5°)	Gave DME distance	Gave NDB passage	Total (Max 3)
	1	1	1	

IF	Set 2400 RPM (± 50RPM)	Total (Max 1)
	1	

7. *Instruction given after NDB passage.*
 → At this altitude conduct a 30° angle of bank turn to the **right** onto heading 300°.

IF	Maintain 30° for majority of turn	Maintained 3500 ft (± 100 ft)	Total (Max 2)
	1	1	

Subtotal 5–7 (Max 10)	IF (Max 7)	
	U (Max 3)	

8. *Instructions given at 3500 ft aircraft trimmed and tracking 300° (adjusted if required to fly towards Alice Springs Runway 30).*

- Continue tracking 300° (or adjusted heading).
- Conduct a glide descent.
- Level out and maintain 2700 ft. **Do not** go below 2700 ft.
- Re-establish the cruise settings.

D	Reduce speed to 70 kt prior to descending	Maintained 70 kt (± 5 kt)	Descent not below 2700 ft	Total (Max 3)
	1	1	1	

9. *Instructions given when aircraft is established in level flight on heading towards Runway 30 (Heading can be adjusted if required to allow for the Runway to be in sight).*

- Track to intercept the extended Runway 30 centreline.
- Reduce airspeed to 65 kt, use 20° flap and power as required to maintain 2700 ft.

D	Used power and aircraft attitude to maintain 2700 ft whilst slowing aircraft to 65 kt	Speed 65 kt (± 5 kt)	Flaps 20°	Total (Max 3)
	1	1	1	

10. *Instructions given when aircraft is established on heading towards Runway 30 (Heading can be adjusted if required to allow for the Runway to be in sight)*

- Track to intercept the extended Runway 30 centreline.
- When ready commence your descent to conduct a **normal** final approach to Runway 30.
- 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 1.9 DME	Total (Max 6)
	1	1	1	1	1	1	

Subtotal 8–11 (Max 12)			D (Max 12)	
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Criteria		Marks available	Percentage of practical examination
T	Take-off and climb	11	20
IF	In-flight manoeuvres (turns, stall)	17	25
U	Use and interpretation of navigation aids	7	25
D	Descent and landing	12	30
		Total	100