



ATAR course examination, 2021

Preparation booklet

--	--	--	--	--	--	--	--	--

AVIATION

Practical (performance) examination

Time allowed for this examination

Preparation time: 15 minutes

Performance: 20 minutes

Materials required/recommended for this examination

To be provided by the supervisor

A Preparation booklet

Computer preloaded with *Microsoft Flight Simulator X (FSX)*

Logitech Extreme 3D Pro joystick

Flight data setting out the flying sequence to be completed

To be provided by the candidate

Nil

Important note to candidates

No other items may be taken into the examination room. It is **your** responsibility to ensure that you do not have any unauthorised material. If you have any unauthorised material with you, hand it to the supervisor **before** reading any further.

Structure of the examination

The Aviation ATAR course examination consists of a written component and a practical (performance) component.

Criteria for marking the practical (performance) examination

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

Instructions to candidates

1. The rules for the conduct of Western Australian external examinations are detailed in the *Year 12 Information Handbook 2021: Part II Examinations*. Sitting this examination implies that you agree to abide by these rules.
2. You are required to simulate a flying sequence in a Cessna 172 aircraft using *Microsoft Flight Simulator X (FSX)*. The sequence will comprise a series of non-aerobatic manoeuvres that can be legally accomplished in an actual Cessna 172 in the time allocated.
3. You will be assessed on your ability to complete the manoeuvres by complying with the examiner's instructions. These will be given in a manner similar to that expected from a flight instructor who is instructing in a real aircraft.
4. If you are unable to comply with any particular instruction, the marker will guide you through the required action, but you will not receive any marks for that part of the sequence.
5. If, due to inaccurate manipulation, you lose 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 attitude within the intended pattern. You will not receive any additional penalty specific to the marker's intervention.
6. You must follow the requirements for this examination published in the *Aviation ATAR course Practical (performance) examination requirements 2021* document.

See next page

Preparation (student briefing)

Below are the details of the sequences to be performed. You have 15 minutes reading time prior to the examination.

Aerodrome and Nav aids

At the commencement of the exercise, the aircraft will be lined up at Boundary Bay aerodrome. The engine will be idling and the brakes on.

The navigation aids have been tuned to the correct frequencies for the flight. The ADF will be tuned to 266 kHz; Nav 1 tuned to 110.7 MHz and Nav 2 tuned to 115.9 MHz.

Flying sequence

You will be undertaking a flight which will depart from Boundary Bay and fly to Vancouver. During the flight you will conduct sequences as outlined below.

- Take-off and climb on Runway heading.
- Trim for the climb.
- Conduct climbing turn to the right onto heading 040°.
- Reaching 1400 ft, establish cruise flight including trim.
- Turn left at 45 degree angle of bank onto a heading of 090°, maintaining 1400 ft.
- Climb to 2100 ft on heading 090°.
- Complete slow speed flight at 65 kt with 20° flap selected
- Close throttle and demonstrate stall with 20° flap and recovery.

**Note: Stall recovery is NOT to be carried out until instructed to do so.
When requested immediately apply the correct stall recovery procedure.**

- Turn right at 60 degree angle of bank onto a heading of 030°, maintaining 2100 ft.
- Conduct rate one turn directly to NDB.
- Identify DME distance.
- Establish glide descent to level out and maintain 1000 ft.

Note: Do NOT go below 1000 ft

- Identify NDB Station Passage.
- Turn left at 30 degree angle of bank turn onto a heading of 260° maintaining 1000 ft.
- Locate the airport and Runway.
- Turn as required to intercept final approach on runway 26L.
- Conduct normal approach to Runway 26L.
- Identify position with respect to glide-slope.
- Commence descent, use power as required.
- Descend to maintain correct glide path.
- Make safe landing on centreline.

If after given any instructions, you subsequently forget them or become unsure, you may ask to have any part of them repeated. This will be done without penalty.

This document – apart from any third party copyright material contained in it – may be freely copied, or communicated on an intranet, for non-commercial purposes in educational institutions, provided that it is not changed and that the School Curriculum and Standards Authority is acknowledged as the copyright owner, and that the Authority's moral rights are not infringed.

Copying or communication for any other purpose can be done only within the terms of the *Copyright Act 1968* or with prior written permission of the School Curriculum and Standards Authority. Copying or communication of any third party copyright material can be done only within the terms of the *Copyright Act 1968* or with permission of the copyright owners.

Any content in this document that has been derived from the Australian Curriculum may be used under the terms of the Creative Commons [Attribution 4.0 International \(CC BY\)](https://creativecommons.org/licenses/by/4.0/) licence.

An *Acknowledgements variation* document is available on the Authority website.

*Published by the School Curriculum and Standards Authority of Western Australia
303 Sevenoaks Street
CANNINGTON WA 6107*