



Aviation ATAR course practical (performance) examination marking key

2022

Marker Information ONLY

Aircraft is lined up for Runway 08 at Essendon; altimeter is set; engine is idling; brakes are on; ADF tuned to 230 kHz; Nav 1 set to 109.3 MHz; Nav 2 is set to 145 radial on ML VOR (114.1 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 them of correct elevation.
- Can you show me on the Artificial horizon (A/H) where you would read the angle of banks (AOBs) 30°, 45° and 60°?
If the candidate does not nominate the correct angle of banks, advise them 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 them 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 them 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 them 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 them of the correct instrument.

U	Correct runway elevation 290 ft (± 8 ft)	A/H interpreted correctly	Correct aircraft heading 076° (± 3°)	Identifies VOR indicator, states 145° and from station	Identifies rate one turn indication	Identifies correct RPM (± 45)	Total (Max 6)
	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 076° (± 5°)	Total (Max 4)
	1	1	1	1	

Subtotal 1-2 (Max 10)	U (Max 6)	
	T (Max 4)	

3. *Instruction given at ~ 400 ft.*

→ At 700 ft conduct a climbing turn to the **right** onto heading 210°.

T	Maintain 20° angle of bank	Maintained 75 kt (± 5 kt)	Rolled out 210° (± 5°)	Total (Max 3)
	1	1	1	

4. *Instructions given on heading 210°.*

→ Level out and maintain 1500 ft in the cruise configuration.

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

T	Maintain 1500 ft (± 100 ft) whilst aircraft accelerated to above 100 kt	Power not reduced until aircraft reached +100 kt	Set 2400 RPM (± 50 rpm)	Trimmed and maintain level flight at 1500 ft (± 100 ft) within 30 seconds	Total (Max 4)
	1	1	1	1	

5. *Instructions given on heading 210°.*

→ Climb to and maintain 2000 ft.

→ When established in the cruise remove your hand to show the aircraft is correctly trimmed.

T	Applied full power prior to commencing climb	Maintain heading 210° (± 5 kt)	Trimmed and maintain level flight at 2000 ft (± 100 ft) within 30 seconds	Re-established 2400 (± 50) RPM	Total (Max 4)
	1	1	1	1	

6. *Instruction given at 2000 ft, when trimmed and on a heading of 210°.*

→ Using a 45° angle of bank, turn **left** heading 330°, maintain 2000 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 2000 ft (± 100 ft)	Rolled out on 330° (± 5°)	Did not commence roll out prior to 350°	Total (Max 4)
	1	1	1	1	

Subtotal 3–6 (Max 15)	T (Max 11)	
	IF (Max 4)	

7. Instruction given when aircraft is established in level flight on heading 330°

- Conduct slow speed flight, reduce airspeed to 65 kt, use 20° flap and power as required to maintain 2000 ft.

D	Used power and aircraft attitude to maintain 2000 ft whilst slowing aircraft to 65 kt	Speed 65 kt (± 5 kt)	Flaps 20°	Total (Max 3)
	1	1	1	

8. Instructions given at 2000 ft, when stable and on a heading of 330° with 20° flap selected.

- At this altitude, enter a power off slow speed stall with 20° flap selected.
 → 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 2000 ft within 20 seconds from stall recovery request.	Raise flaps at a safe speed	Total (Max 6)
	1	1	1	1	1	1	

9. Instruction given at 2000 ft, aircraft trimmed heading 330°.

- Using a 60° angle of bank, turn **right** heading 280°, maintain 2000 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 2000 ft (± 100 ft)	Rolled out on 280° (± 5°)	Did not commence roll out prior to 250°	Total (Max 4)
	1	1	1	1	

Subtotal 7–9 (Max 13)	D (Max 3)	
	IF (Max 10)	

10. Instructions given at 2000 ft, heading 280°, aircraft stable.

- Using a rate one turn, track directly to the non-directional beacon (NDB), maintain 2000 ft.

IF	Maintained rate one turn for majority	Maintain height 2000 ft (± 100 ft)	Rolled out tracking towards NDB (± 5°)	Total (Max 3)
		1	1	1

11. Instructions given at 2000 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	Total (Max 4)
		1	1	1	1

12. Instructions once glide descent commenced heading towards NDB.

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

U	Tracked NDB (± 5°)	Gave correct DME distance	Gave left and above glideslope	Gave NDB passage	Total (Max 4)
		1	1	1	1

13. Instruction given after NDB passage.

- At this altitude conduct a 30° angle of bank turn to the **right** onto heading 190°.

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 4)	
	D (Max 4)	

14. *Instruction given when aircraft is established on heading 190° with Runway 17 in sight slightly left of the aircraft nose (Heading of 190° can be adjusted if required to allow for the Runway to be in sight)*
- Track to intercept the extended Runway 17 centreline.
 - When ready commence your descent to conduct a **normal** final approach to runway 17.
 - Once T-VASIS is in sight, ask Where are we relative to the correct T-VASIS approach path?

IF	Identified correct position relative T-VASIS path	Total (Max 1)
	1	

15. *Instruction given when aircraft is established on final for Runway 17*
- 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 (\pm 5 kt) with full flap	Landing straddles centreline	Lands not before runway threshold	Stops with main wheels straddling the centreline	Stops before taxiway Juliet	Total (Max 6)
	1	1	1	1	1	1	

Subtotal 14–15 (Max 7)	IF (Max 1)	
	D (Max 6)	

Criteria		Marks available	Percentage of practical examination
T	Take-off and climb	15	20
IF	In-flight manoeuvres (turns, stall)	20	25
U	Use and interpretation of instruments (including navigation aids)	10	25
D	Descent and landing	13	30
Total			100

Copyright

© School Curriculum and Standards Authority, 2022

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 (the 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 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*