

## CPL LESSON 112

### GENERAL FLYING – C152 PRECISION CIRCUITS

Elements		Performance Criteria	Std Rqd	Std Achieved
A1.1	Start & Stop Engine	<p>Clears aircraft from obstructions, buildings and other aircraft</p> <p>Clears propeller before start</p> <p>Starts engine in accordance with Flight Manual/POH including hot and cold starts</p> <p>Performs after-start checks from memory in accordance with <u>approved checklist</u><sup>3</sup></p> <p>Manages start and after-start emergencies from memory in accordance with Flight Manual/POH</p> <p>Shuts down engine in accordance with Flight Manual/POH</p> <p>Performs after-shutdown checks in accordance with <u>approved checklist</u><sup>4</sup></p> <p>Exercises propeller care and manages adverse effects of propeller wash</p> <p>Complies with manufacturer's limitations and reports deviations when appropriate.</p>	1	
A1.2	Taxi Aeroplane	<p>Requests applicable ATC clearances or CTAF broadcasts in accordance with AIPs</p> <p>Confirms serviceability of brakes after park brake release and before taxiing</p> <p>Interprets and complies with taxiway and other aerodrome markings. <b>Note:</b> In the absence of markings, the aircraft is maintained in the centre of the taxiway and at a <u>safe</u><sup>5</sup> distance from obstacles</p> <p>Maintains lookout and right-of-way rules and complies with ATC or marshalling instructions when applicable</p> <p>Adjusts taxi speed to suit aeroplane type, surface conditions, level of congestion, and maintenance of control and to avoid collision with obstacles or other aircraft</p> <p>Applies flying controls, power and brakes to maintain the aircraft on the taxiway centreline (<math>\pm 1.5</math> metres of centreline) while compensating for wind and surface conditions</p> <p>Performs instrument checks in a suitable area clear of traffic and other hazards</p> <p>Ensures final approach path is clear of conflicting traffic on specified or appropriate runway.</p>	1	
A2.1	Carry out pre-take off procedures	<p>Performs approved pre-take-off checklist</p> <p>Performs take-off safety brief prior to runway entry</p> <p>Requests and complies with ATC clearance or broadcast intentions as applicable</p> <p>Ensures final approach path is clear of conflicting traffic on specified or appropriate runway</p> <p>Configures aircraft for take-off and lines up on the centreline at appropriate intersection or full length of runway</p> <p>Aligns aircraft on the centreline of the specified or appropriate runway</p> <p>Performs approved <u>line-up checks</u>.</p>	1	

<sup>3</sup> A checklist derived from information set out in the Flight Manual/POH, placards or other documents provided with the aircraft, necessary to ensure the safe operation of the aircraft

<sup>4</sup> A checklist derived from information set out in the Flight Manual/POH, placards or other documents provided with the aircraft, necessary to ensure the safe operation of the aircraft

<sup>5</sup> Means that a manoeuvre or flight is completed without injury to persons, damage to aircraft or breach of aviation safety regulations, while meeting the requirements of the Manual of Standards Part 61.

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Elements		Performance Criteria	Std Rqd	Std Achieved
A2.2	Take Off Aeroplane	<p>Sets take-off power and confirms engine is operating within limits</p> <p>Accelerates aircraft along the centreline to the take-off safety speed, allowing for wind</p> <p>Rotates aircraft to the target climb attitude at approximately 3° per second</p> <p><u>Balances aircraft</u><sup>6</sup></p> <p>Maintains extended centreline of runway or obstacle clearance flight path (<math>\pm 10^\circ</math>)</p> <p>Maintains nominated climb speed (+5, -0 kts) until clear of obstacles</p> <p>Retracts undercarriage at a <u>safe</u><sup>7</sup> altitude if applicable</p> <p>Retracts flap at a <u>safe</u> altitude if applicable</p> <p>Sets climb power and speed (<math>\pm 5</math> kts) in accordance with manufacturer's time limits or at a <u>safe</u> height</p> <p>Rejects take-off for abnormalities prior to reaching take-off safety speed.</p>	1	
A2.4	Carry out after take off procedures	<p>Performs after-take-off checks in accordance with approved checklist at a <u>safe</u> height</p> <p>Complies with ATC instructions if applicable</p> <p>Maintains separation from other aircraft.</p>	1	
A3.6	Perform circuits and approaches	<p>Maintains lookout and traffic separation using a systematic scan technique at a rate determined by traffic density</p> <p>Monitors and reacts appropriately to engine performance and indications</p> <p>Tracks upwind along extended runway centreline to 500 ft</p> <p>Establishes aircraft on crosswind tracking 90° to the runway</p> <p>Establishes aircraft on downwind at circuit height (<math>\pm 100</math> ft) tracking parallel to the runway at a specified distance from the runway</p> <p>Performs pre-landing checklist</p> <p>Establishes aircraft on base leg a specified distance from threshold of runway</p> <p>Commences and controls rate of descent to maintain approach path</p> <p>Ensures aircraft is aligned with specified or appropriate runway</p> <p>Establishes aircraft on final approach in approach configuration not below 500 ft AGL</p> <p>Identifies and selects aiming point</p> <p>Maintains aircraft on extended centreline and coordinates power and attitude to maintain approach slope and speed not less than 1.3Vs to a height of 50 ft</p> <p>Applies speed allowances for wind gusts when applicable</p> <p>Maintains speed not below threshold speed +10 kts until commencing flare</p> <p>Configures aircraft for landing</p> <p>Performs final approach checklist</p> <p>Anticipates and allows for wind on all legs of the circuit</p> <p><u>Balances aircraft</u></p> <p><u>Trims aircraft.</u></p>	1	

<sup>6</sup> The skid ball in the balance indicator is less than a quarter of the ball diameter from the centre.

<sup>7</sup> Means that a manoeuvre or flight is completed without injury to persons, damage to aircraft or breach of aviation safety regulations, while meeting the requirements of the Manual of Standards Part 61.

## CPL LESSON 112 CONT

### GENERAL FLYING – C152 PRECISION CIRCUITS

Elements		Performance Criteria	Std Rqd	Std Achieved
A4.1	Land Aeroplane	<p>Identifies and selects <u>aiming point</u><sup>8</sup></p> <p>Selects power to idle prior to touchdown</p> <p>Flares aircraft at an appropriate height</p> <p>Controls ballooning during flare and bouncing after touchdown by adjustment of attitude without the application of power</p> <p>Touches down at a <u>controlled rate of descent</u><sup>9</sup>, aligned with runway centreline</p> <p>Touches down within <b>60 metres</b> for CPL beyond a nominated touchdown point</p> <p>Touches down <math>\pm 2</math> metres of centreline</p> <p>Touches down on the main wheels, and the nose is lowered onto the runway without harshness</p> <p>Maintains directional control along the centreline</p> <p>Applies braking to stop the aircraft within landing distance available.</p> <p>Performs after-landing checklist</p> <p>Maintains separation from other traffic.</p>	1	
A4.3	Perform Mislanding Procedures	<p>Recognises when the landing standard cannot be achieved and implements a decision to perform <u>mishandled landing</u><sup>10</sup></p> <p>Controls aeroplane</p> <p>Applies take-off power</p> <p>Controls aircraft direction while airborne and on the ground</p> <p>Lifts off at take-off safety speed or establishes climb attitude if airborne</p> <p>Retracts undercarriage and flap when applicable</p> <p>Performs after-take-off checks.</p>	1	

I have completed the training specified in the elements, which have been certified on this Achievement Record

Candidate's Signature \_\_\_\_\_

Date \_\_\_\_\_

Instructor's Signature \_\_\_\_\_

Date \_\_\_\_\_

<sup>8</sup> The 'aiming point' related to a visual approach and landing of an aircraft, is that point at which a pilot looks, to achieve a predetermined touchdown point.

<sup>9</sup> 'Controlled rate of descent' associated with a landing means that the touchdown is without harshness and the successful outcome of the landing is not in doubt.

<sup>10</sup> 'means to recognise an abnormal landing and recover the aircraft to controlled flight. Often associated with a 'go around'