

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>³</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>⁴</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. Note: In the absence of markings, the aircraft is maintained in the centre of the taxiway and at a <u>safe</u>⁵ 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 (± 1.5 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	

³ 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

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⁵ 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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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>⁶</p> <p>Maintains extended centreline of runway or obstacle clearance flight path (±10°)</p> <p>Maintains nominated climb speed (+5, -0 kts) until clear of obstacles</p> <p>Retracts undercarriage at a <u>safe</u>⁷ altitude if applicable</p> <p>Retracts flap at a <u>safe</u> altitude if applicable</p> <p>Sets climb power and speed (±5 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 1000ft CCTS 500ft CCTS	<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 (±100 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	

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

⁷ 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

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Elements		Performance Criteria	Std Rqd	Std Achieved
A4.1	Land Aeroplane	<p>Identifies and selects <u>aiming point</u>⁸</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>⁹, aligned with runway centreline</p> <p>Touches down within 60 metres for CPL beyond a nominated touchdown point</p> <p>Touches down ± 2 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>¹⁰</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 _____

⁸ 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.

⁹ '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.

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