

CPL LESSON 122

GENERAL FLYING – C182 CROSSWIND CIRCUITS

Elements		Performance Criteria	Std Rqd	Std Achieved
C1.1	Communicate effectively face to face using clear and precise English	<p>Pronounces words clearly, using an accent that does not cause difficulties in understanding.</p> <p>Conveys information in clearly structured sentences without confusion or ambiguity.</p> <p>Uses an extensive vocabulary to accurately communicate on general and technical topics, without excessive use of jargon, slang or colloquial language.</p> <p>Speaks fluently without long pauses, repetition or excessive false starts.</p> <p>Responds to communications with actions that demonstrate that the information has been received and understood.</p> <p>Exchanges information clearly in a variety of situations with both expert and non-expert English speakers while giving and receiving timely and appropriate responses.</p> <p>Recognises and manages communication errors and/or misunderstandings effectively.</p> <p>Maintains effective communication with crew members and other personnel in flight and on the ground on operational matters.</p> <p>Communicates effectively in unfamiliar, stressful or non-standard situations.</p>	1	
C3.1	Use R / T Equipment	<p>Ensures serviceability of radiotelephone equipment.</p> <p>Conducts transmission and receipt of R/T messages in accordance with procedures and phraseology detailed in the FROL syllabus and Aeronautical Information Publications (AIP).</p> <p>Maintains a listening watch and responds appropriately to applicable transmissions.</p> <p>Performs loss of radio transmitter or receiver procedures in accordance with AIP, ERS(A), VFR Flight Guide.</p> <p>Conducts emergency and urgency transmissions and procedures in accordance with Enroute Supplement Australia (ERS(A) current edition) and AIP and all messages are reacted to appropriately.</p>	1	
C3.2	Maintain R / T Equipment Instructor to simulate a failure	<p>Performs R/T equipment failure procedures in accordance with Flight Manual/POH</p> <p>Employs fault finding procedures and corrective actions not involving special tools or instruments</p>	1	
C3.3	Operate transponder	Operates and monitors transponder in accordance with AIP during normal, abnormal and emergency operations.	1	

CPL LESSON 122 CONT

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Elements	Performance Criteria	Std Rqd	Std Achieved
A2.3 Take off in a crosswind	Sets take-off power and confirms engine is operating within limits Accelerates aircraft along the centreline to the take-off safety speed, allowing for wind Maintains wings level Rotates aircraft to the target climb attitude at approximately 3° per second <u>Balances aircraft</u> Maintains extended centreline of runway or obstacle clearance flight path ($\pm 10^\circ$) Maintains nominated climb speed (+5, -0 kts) until clear of obstacles Retracts undercarriage at a safe altitude if applicable Retracts flap at a safe altitude if applicable Sets climb power and speed (± 5 kts) in accordance with manufacturer's time limits or at a <u>safe</u> height Rejects take-off for abnormalities prior reaching to take-off safety speed.	1	
A4.2 Land in a crosswind	Configures aircraft for crosswind landing Tracks aircraft above runway centreline Selects power to idle prior to touchdown Flares aircraft at an appropriate height Controls ballooning during flare and bouncing after touchdown by adjustment of attitude without the application of power Touches down at a <u>controlled rate of descent</u> ¹⁹ , aligned with runway centreline. Touches down within 200ft/60 metres for CPL beyond a nominated touchdown point Touches down ± 2 metres of centreline Prevents wing rise after touchdown Maintains directional control along the centreline Applies braking to stop the aircraft within landing distance available without wheel lockup Performs after-landing checklist.	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 _____

¹⁹ '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.