

CPL LESSON 123

GENERAL FLYING – C182 CIRCUIT EMERGENCIES

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	
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>²⁰</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>²¹</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 safe²² 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	

²⁰ 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

²¹ 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

²² 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 123 CONT

GENERAL FLYING – C182 CIRCUIT EMERGENCIES

Elements		Performance Criteria	Std Rqd	Std Achieved
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	
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>Balances aircraft²³</p> <p>Maintains extended centreline of runway or obstacle clearance flight path ($\pm 10^\circ$)</p> <p>Maintains nominated climb speed (+5, -0 kts) until clear of obstacles</p> <p>Retracts undercarriage at a safe²⁴ altitude if applicable</p> <p>Retracts flap at a safe altitude if applicable</p> <p>Sets climb power and speed (± 5 kts) in accordance with manufacturer's time limits or at a safe 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 safe height</p> <p>Complies with ATC instructions if applicable</p> <p>Maintains separation from other aircraft.</p>	1	
A4.1	Land Aeroplane	<p>Identifies and selects aiming point²⁵</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 controlled rate of descent²⁶, aligned with runway centreline</p> <p>Touches down within 200ft/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	

²³ The skid ball in the balance indicator is less than a quarter of the ball diameter from the centre.

²⁴ 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.

²⁵ 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.

²⁶ '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.

CPL LESSON 123 CONT

GENERAL FLYING – C182 CIRCUIT EMERGENCIES

Elements	Performance Criteria	Std Rqd	Std Achieved
<p>A3.6 Perform circuits and approaches</p>	<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>	<p>1</p>	
<p>A4.3 Perform Mislanding Procedures</p>	<p>Recognises when the landing standard cannot be achieved and implements a decision to perform <u>mishandled landing</u>²⁷</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>	<p>1</p>	
<p>A6.1 Manage engine failure after take off</p>	<p>Controls aircraft</p> <p>Lowers nose to achieve best gliding speed</p> <p>Selects a landing area within gliding distance</p> <p>Performs immediate actions in accordance with Flight Manual/POH</p> <p>Performs emergency procedures in accordance with Flight Manual/POH</p> <p>Advises ATS or another agency capable of providing assistance of situation and intentions</p> <p>Briefs passengers about flight situation, brace position and harness security</p> <p>Lands aeroplane ensuring <u>safest outcome.</u></p>	<p>1</p>	

²⁷ 'means to recognise an abnormal landing and recover the aircraft to controlled flight. Often associated with a 'go around''

CPL LESSON 123 CONT

GENERAL FLYING – C182 CIRCUIT EMERGENCIES

Elements	Performance Criteria	Std Rqd	Std Achieved
A6.2 Manage engine failure elsewhere in the circuit	Controls aircraft Performs immediate actions in accordance with Flight Manual/POH Selects a landing area within gliding distance, on the aerodrome or elsewhere Performs emergency procedures in accordance with Flight Manual/POH and lands the aeroplane if the engine cannot be restarted Advises ATS or other agencies capable of providing assistance of situation and intentions Briefs passengers about flight situation, brace position and harness security Lands aircraft ensuring <u>safest outcome</u> if an engine restart is not achieved.	1	
A6.5 Manage abnormal situations Instructor to simulate at least two of: Radio Failure Flap Failure Door Opening Elec. Failure Sim. Fire	Controls aircraft Identifies abnormal or emergency situation Manages or rectifies abnormal or emergency situation in accordance with Flight Manual/POH, standard operating procedures or Company Operations Manual Performs abnormal and emergency actions in accordance with AIP procedures when applicable Advises ATS or other agencies capable of providing assistance of situation and intentions.	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 _____