

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.

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|----------|-------------------------------------|--|---------|--------------|
| 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.

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|----------|--------------------------------------|---|---------|--------------|
| 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 (± 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 | |
| A4.3 | Perform Mislanding Procedures | <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> | 1 | |
| A6.1 | Manage engine failure after take off | <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> | 1 | |

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

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