

84

Passmark:  
25 hrs TT  
50% = 42  
Points

124

35 hrs TT  
Passmark: 50% =  
62 Points

132

150 hrs TT  
Passmark: 70% =  
93 Points

| ALL   | RPP               |                    |                                    |  |                                 | PPL               |                    |  |  |                                 | CPL                |                    |                                    |  |   |
|---|-------------------|--------------------|------------------------------------|--|---------------------------------|-------------------|--------------------|--|--|---------------------------------|--------------------|--------------------|------------------------------------|--|---|
|   | Altitude +/- Feet | Bank Angle +/- Deg | Heading or roll out +/- Deg        | Air Speed +/- Kts  | Recovery                        | Altitude +/- Feet | Bank Angle +/- Deg | Heading or roll out +/- Deg                                | Air Speed +/- Kts  | Recovery                        | Altitude +/- Feet  | Bank Angle +/- Deg | Heading or roll out +/- Deg        | Air Speed +/- Kts                                | Recovery  |
| Ex 9: Steep turn  | /                 | /                  | /                                  | /  | /                               | +/-100            | 45 +/- 10          | +/-10  | +/-10  | +/-10                           | +/-100             | 45 +/- 5           | +/-10                              | +/-10  | +/-10   |
| Ex 11: Slow Flight  | >2000             | u                  | u                                  | u  | u                               | +/-100            | 15 +/- 5           | +/-10  | u  | Prompt/ Smooth to normal flight | +/-100             | +/-5               | +/-10                              | +/-5   | +/-10   |
| Ex 12: Stall (pwr off)  | >2000             | u                  | Maintain Directional Control       | u  | Prompt, Smooth, Proper Sequence | u                 | u                  | Maintain Directional control                               | u  | Prompt/ Smooth, proper sequence | >2000              | u                  | Maintain Directional Control       | u  | Prompt, Smooth, Proper Sequence   |
| Ex 12: Stall (pwr on)   | >2000             | u                  | Maintain Directional Control       | u  | Prompt, Smooth, Proper Sequence | u                 | u                  | Maintain Directional control                               | u  | Prompt/ Smooth, proper sequence | >2000              | u                  | Maintain Directional Control       | u  | Prompt, Smooth, Proper Sequence   |
| Ex 13: Spinning   | /                 | /                  | /                                  | /  | /                               | /                 | /                  | /  | /  | /                               | >2000              | u                  | Maintain Directional Control       | u  | Prompt, Smooth, Proper Sequence   |
| Ex 14: Spiral   | >2000             | u                  | u                                  | below or beginning of caution range                            | Prompt, Smooth, Proper Sequence | u                 | u                  | u  | u  | Prompt/ Smooth, proper sequence | >2000              | u                  | Maintain Directional Control       | u  | Prompt, Smooth, Proper Sequence   |
| Ex 15: Slipping   | u                 | u                  | u                                  | u  | Prompt, Smooth, Proper Sequence | u                 | u                  | u  | u  | u                               | u                  | u                  | u                                  | u  | u   |
| Ex 16: Normal T/O   | u                 | u                  | Maintain RW heading                | Rotate Vr, Climb Vy +10/-5                                     | u                               | u                 | u                  | Maintain RW heading  | Rotate Vr, Climb Vy +10/-5                                     | climb power +/- 50rpm/ 0.5 MP   | u                  | u                  | Maintain RW heading                | Rotate Vr, Climb Vy +10/-5                       | climb power +/- 50rpm/ 0.5 MP   |
| Ex 16: Short Field T/O<br>MAKE SURE YOU GO RIGHT TO THE END OF RW   | u                 | u                  | Maintain RW heading                | Rotate Vr, Climb Vx +10/-5 till obstacle done, Climb Vy +10/-5 | u                               | u                 | u                  | Maintain RW heading  | Rotate Vr, Climb Vx +10/-5 till obstacle done, Climb Vy +10/-5 | climb power +/- 50rpm/ 0.5 MP   | u                  | u                  | Maintain RW heading                | Rotate Vr, Climb Vy +10/-5                       | climb power +/- 50rpm/ 0.5 MP   |
| Ex 16: Soft Field T/O<br>MAKE SURE YOU GO ONTO RUNWAY AND T/O IN ONE SMOOTH MOTION. ELEVATOR BACK FRONT WHEEL OFF | u                 | u                  | Maintain RW heading                | Rotate Vr, Climb Vx +10/-5 till obstacle done, Climb Vy +10/-5 | u                               | u                 | u                  | Maintain RW heading  | Rotate Vr, Climb Vx +10/-5 till obstacle done, Climb Vy +10/-5 | climb power +/- 50rpm/ 0.5 MP   | u                  | u                  | Maintain RW heading                | Rotate Vr, Climb Vy +10/-5                       | climb power +/- 50rpm/ 0.5 MP   |
| Ex 17: Circuit work   | +/-100            | u                  | Correct positioning WRT the runway | u  | u                               | +/-100            | u                  | Correct positioning WRT the runway                         | u  | u                               | +/-100             | u                  | Correct positioning WRT the runway | u  | u   |
|   |                   |                    |                                    |  | <b>Landing</b>                  |                   |                    |  |  | <b>Landing</b>                  |                    |                    |                                    |  | <b>Landing</b>  |
| Ex 18: Normal Approach & LDG  | u                 | u                  | u                                  | +10/-5   | first 1/3                       | u                 | u                  | u  | +10/-5   | +400/-100                       | /                  | /                  | /                                  | /  | /   |
| Ex 18: SHORT FIELD Approach & LDG   | u                 | u                  | u                                  | +10/-5   | +200/-50                        | u                 | u                  | u  | +10/-5   | +200/-50                        | u                  | u                  | u                                  | +10/-5   | +100/-50  |
| Ex 18: SOFT FIELD Approach & LDG  | u                 | u                  | u                                  | +10/-5   | first 1/3                       | u                 | u                  | u  | +10/-5   | first 1/3                       | u                  | u                  | u                                  | +10/-5   | first 1/3   |
| Ex 18: Overshoot  | u                 | u                  | u                                  | +10/-5 of recommended climb speed after flaps up               | u                               | u                 | u                  | u  | +10/-5 of recommended climb speed after flaps up               | climb power +/- 50rpm/ 0.5 MP   | u                  | u                  | u                                  | +10/-5 of recommended climb speed after flaps up | climb power +/- 50rpm/ 0.5 MP   |
| Ex 18: Precision 180  | /                 | /                  | /                                  | /  | /                               | /                 | /                  | /  | /  | /                               | u                  | u                  | u                                  | +10/-5   | +400/-50  |
| Ex 21: Pre-Cautonary landing  | u                 | u                  | u                                  | +10/-5   | u                               | u                 | u                  | u  | +10/-5 of recommended Inspection speed.                        | u                               | +100/-50           | u                  | u                                  | +10/-5 of recommended Inspection speed.          | u   |
| Ex 22: Forced landing   | u                 | u                  | u                                  | +10/-5 of Best Glide speed                                     | u                               | u                 | u                  | u  | +10/-5 of Best Glide speed                                     | u                               | u                  | u                  | u                                  | +10/-5 of Best Glide Speed                       | perform overshoot not less than 500 AGL   |
| Ex 23: Departure Procedure  | /                 | /                  | /                                  | /  | /                               | u                 | u                  | u  | u  | u                               | u                  | u                  | u                                  | u  | u   |
| Ex 23: En Route Procedure   | /                 | /                  | /                                  | /  | /                               | +/- 200           | u                  | +/- 10   | Within expected range from planning exercise                   | u                               | +/-100             | u                  | +/-10                              | Within expected range from planning exercise     | verify position within 15 min. revise ETAs to within 3 minutes precision, reconfirm fuel requirements |
| Ex 23: Low Level Diversion  | +/-200            | u                  | u                                  | u  | u                               | +/- 200           | u                  | Can change but must communicate +/- 10 with dead reckoning | Selected at 2200RPM and 19" +/- 10                             | u                               | +/-100             | u                  | +/-10                              | +/-10  | cannot follow features for CPL  |
| Ex 24: Instruments; Full Panel  | /                 | /                  | /                                  | /  | /                               | +/- 200           | Rate one turn      | +/- 15   | +/- 15   | u                               | +/-100; +/-100 fpm | +/-10              | +/-10                              | +/-10  | u   |
| Ex 24: Instruments; Limited Panel   | /                 | /                  | /                                  | /  | /                               | /                 | /                  | /  | /  | /                               | +/-100             | u                  | +/-10                              | +/-10  | u   |
| Ex 24: Instruments; Unusual Attitudes   | /                 | /                  | /                                  | /  | /                               | /                 | /                  | /  | /  | /                               | u                  | u                  | u                                  | u  | u   |
| Ex 24: Instruments; Radio Navigation  | /                 | /                  | /                                  | /  | /                               | /                 | /                  | /  | /  | /                               | u                  | u                  | +/-10; +/-1nm                      | u  | u   |