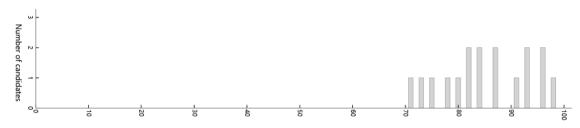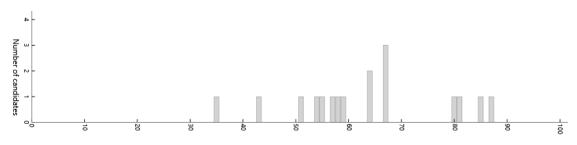![Government of Western Australia – School Curriculum and Standards Authority](logo)

Summary report of the 2018 ATAR course examination:
Aviation

Year	Number who sat all examination components	Number of absentees from all examination components
2018	17	0
2017	20	0
2016	50	1

Examination score distribution–Practical

Examination score distribution–Written

Summary
The Aviation ATAR course was examined in two parts: a practical examination of 20 minutes and a written examination of two and a half hours. In the practical examination candidates performed very well overall with a mean of 85.34%. The mean of 63.22% for the written examination was slightly lower than the mean of 65.50% in 2017.

Practical examination

Attempted by 17 candidates	Mean 85.34%	Max 97.80%	Min 71.00%
Section means were:			
Take-off and climb	Mean 84.49%		
Attempted by 17 candidates	Mean 20.28(/24)	Max 24.00	Min 15.27
In-flight manoeuvres (turns, stall)	Mean 89.02%		
Attempted by 17 candidates	Mean 29.38(/33)	Max 33.00	Min 24.20
Use and interpretation of navigation aids	Mean 85.71%		
Attempted by 17 candidates	Mean 13.71(/16)	Max 16.00	Min 6.86
Descent and landing	Mean 81.37%		
Attempted by 17 candidates	Mean 21.97(/27)	Max 27.00	Min 15.75

Written examination
Attempted by 17 candidates   Mean 63.22%   Max 87.24%   Min 34.72%

Section means were:
Section One: Multiple-choice   Mean 73.53%
Attempted by 17 candidates   Mean 14.71(/20)   Max 18.00   Min 10.00
Section Two: Short answer   Mean 60.64%
Attempted by 17 candidates   Mean 48.51(/80)   Max 70.24   Min 24.72

General comments
In the practical examination, candidate achievement was higher by approximately 9% than in 2017. Candidates appeared well prepared for the practical examination and demonstrated high standards in all components of the examination. However, one area of inconsistency seemed to be setting up a stable approach.

The Short answer section was more difficult than the Multiple-choice. A number of multiple-choice questions were answered correctly by all candidates. In the Short answer section candidates need to ensure that they state units of measurement and that they review the number of marks to determine the depth of response required.

Practical examination
Advice for candidates
- Make yourself fully aware of Standard Operating Procedures.

Advice for teachers
- Teachers need to provide opportunities for candidates to practise setting up a stable approach.
- Teacher need to provide opportunities for candidates to level off from a glide descent.
- Teachers need to help candidates to identify the point at which an aircraft is in stall.

Written examination
Advice for candidates
- Review and practise answering questions from previous examination papers.
- Ensure that you include the correct units of measurement in your answers.
- Determine the depth of response required by the verb and marks awarded.

Advice for teachers
- Guide and support students through previous year's examinations.
- Guide and support students to respond appropriately based upon the desired task of a question and the marks allocated.

Comments on specific sections and questions
Candidates demonstrated a high level of performance on the computer-based flight simulator.

Due to the small candidature much of the statistical analysis has not been provided.

Practical examination
Take-off and climb (11 Marks)
Several candidates did not allow airspeed to increase above 100 knots prior to reducing power.

In-flight manoeuvres (turns, stall) (15 Marks)
Candidates performed well achieving a high average. Some candidates did not enter the stall cleanly as they did not have full back pressure on the control column at the point where the aircraft stalled, thereby affecting the quality of the manoeuvre.

Use and interpretation of navigation aids (7 Marks)
A high standard demonstrated in this area by candidates.

Descent and landing (12 Marks)
Levelling off from the glide descent was performed to varying standards. Many candidates slowed descent and crept towards the instructed level so as to not descend below the requested altitude.

Written examination
Section One: Multiple-choice (20 Marks)
Several Multiple-choice questions were answered correctly by all candidates. The most difficult Multiple-choice questions were 1, 2, 4, 6, 12, 18 and 19.

Section Two: Short answer (123 Marks)
Incorrect responses to Questions 21 and 22 related to candidates using incorrect formulae. Incorrect responses to Questions 23, 24, 26, 31 and 37 were related to candidates not stating units of measurement. Calculation errors by some candidates in Questions 24, 25, 29, 35, 36 resulted in lower means. It appeared some candidates had difficulty reading charts related to Questions 26, 28 and 32. Poor candidate responses to Question 34 (relating to centre of gravity, moment and fuel loads) and Question 43 (relating to visual illusions) suggested a lack of knowledge on these areas. Candidates provided general responses to Questions 41, 42 and 44 which lacked the detail required for full marks.