Page: 11

BALI INTERNATIONAL FLIGHT ACADEMY

Revision 8

Effective: Jun. 2021

Mission 11

CIRCUITS 5 / CROSS CHECK

| STUDENT: Andrea Noordraven | DATE 1: 15/07/23 | DATE 2: | |
|----------------------------|------------------|-----------|--|
| INSTRUCTOR: CAPL. RIZKA | A/C REG: PK-RON | A/C REG: | |
| A/C TYPE: Cessna 172 | DURATION: 01:00 | DURATION: | |

| R- A/C Certificate & Documents R- A/C Manual R- A/C Manual R- Luse of checklist R- Pre-flight Inspections R- Operations of the Systems R- Equipment Checks R- Equipment Checks R- Engine Starting R- Radio Communications R- Radio Communications R- Taxiing and Taxi Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off (EFATO) R- Engine Failure After Take-off (EFATO) R- Collision Avoidance/Traffic Approach R- Normal Landing R- Normal Landing R- Normal Landing R- Normal Landing R- Collision Avoidance/Traffic R- Normal Landing R- Normal Landing R- So-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap Landing | | EXERCISES | 1 | 2 | COMMENTS: |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| R- A/C Manual R- Use of checklist R- Pre-flight Inspections R- Operations of the Systems S- Equipment Checks R- Engine Starting R- Radio Communications R- Taxiing and Taxi Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off Engine Failure After Take-off R- Collision Avoidance/Traffic Awareness R- Normal Landing R- Normal Landing R- Clean Configuration / Flap 10°, 20°, 30° R- Flapless Landing R- Bad Landing Recovery Technique R- Ballooning Floating R- After Landing Procedures | R- | A/C Certificate & Documents | S | | - Comment of |
| R- Pre-flight Inspections R- Operations of the Systems R- Equipment Checks R- Engine Starting R- Radio Communications R- Taxiing and Taxi Checks R- Before Take-off Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Collision Avoidance/Traffic Awareness R- Normal Approach R- Normal Approach R- Normal Landing R- Normal Landing R- Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures R- Correct On Downwind MD R- Mado A Mado A Downwind MD R- Mado A | R- | A/C Manual | - | | TAKE OR A CHANG HAS WASON |
| R- Pre-flight Inspections R- Operations of the Systems R- Equipment Checks R- Equipment Checks R- Engine Starting R- Radio Communications R- Taxiing and Taxi Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Collision Avoidance/Traffic Awareness R- Normal Approach R- Normal Approach R- Normal Landing R- Normal Landing R- Normal Landing R- Flapless Approach R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing Flaked Landing R- After Landing Procedures R- Approach R- Approach R- Approach R- Approach R- Confi | R- | Use of checklist | S | \neg | Camis WAS IMPROVE |
| R- Equipment Checks R- Engine Starting R- Radio Communications R- Radio Communications R- Taxing and Taxi Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Landing R- Normal Landing R- Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing - Ballooning Floating R- After Landing Procedures R- Approach R- Approac | R- | Pre-flight Inspections | | | PROCERUSE IN SOM |
| R- Equipment Checks R- Engine Starting R- Radio Communications R- Taxiing and Taxi Checks R- Before Take-off Checks R- Before Take-off and Climb R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Landing R- Normal Landing R- Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing - Ballooning Floating R- After Landing Procedures R- Ballooning Floating R- After Landing Procedures R- After Landing Procedures R- After Landing Procedures R- Ballooning Floating R- After Landing Procedures R- After Landing Procedures R- After Landing Procedures R- Ballooning Floating R- After Landing Procedures R- After Landing Procedures R- After Landing Procedures R- Ballooning Floating R- After Landing Procedures R- Approach R- Approach R- Approach R- Ap | R- | Operations of the Systems | S | \neg | THE COURTS WAS 6000. |
| R- Engine Starting R- Radio Communications R- Taxiing and Taxi Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Collision Avoidance/Traffic Awareness R- Normal Approach R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- Ballconing Floating R- After Landing Procedures R- | R- | Equipment Checks | | \neg | |
| R- Taxiing and Taxi Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Clean Configuration / Flap Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- Ballooning Floating R- After Landing Procedures R- Correct Director | R- | Engine Starting | | \neg | HEADING ON DOWNWIND WAS |
| R- Taxiing and Taxi Checks R- Before Take-off Checks R- Normal Take-off and Climb R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- Ballooning Floating R- After Landing Procedures R- After Landing Procedures S CORNECT DIRECTON MAINTAIN THE CORNECT DIRECTON CHECK FOWT PLEASE CHECK YOUR HEADING / CHECK POINT. PLEASE CHECK YOUR HEADING / CHECK POINT. | R- | Radio Communications | S | \neg | 12410-00-0 |
| R- Normal Take-off and Climb R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Approach R- Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Approach R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- Ballooning Floating R- After Landing Procedures R- After Landing Procedures S- After Landing Procedures S- After Landing Procedures S- CORRECT DIRECTORY ONLY FOUNT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. DAY FORCE FOUNT. DAY FORCE FOUNT. THE PITCH . TANGET AND US ON FUND OF TAKE ON LANDING . USE ZX THIM US ON FINAL AFFORMANCE. PULL CONFIGURATION / CHECK FOUNT. WE OF POINT. PLANCE FOUNT. DAY OF CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLEASE CHECK YOUR HEADING / CHECK FOUNT. WE OF POINT. PLANCE FOUNT. PLANCE FOUNT. PLANCE FOUNT. PLANCE FOUNT. PLANCE FOUNT. PLE | R- | Taxiing and Taxi Checks | | \neg | UNITABLE / NOT MAINTAIN THE |
| R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- Ballooning Floating R- After Landing Procedures - After Landing Procedures - Engine Failure After Take-off - CMCOL POINT. - | R- | Before Take-off Checks | 5 | | 0 |
| R- Engine Failure Before Take-off R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- Ballooning Floating R- After Landing Procedures S PLEASE CHECK YOUR HEADING I WE CK POINT. PART FORCET EFFECT OF FUMP CHECK POINT. THE PITCH. TAMBLE AND AFTER ON FUMP IN AFTER COTE REC. VISE ZX THIM UB ON FINM AFTER AVEC MORE FUMP ON UNDING. DOWN'T FORCET OF FUMP COTE REC. VISE ZX THIM UB ON FINM AFTER AVEC MORE FUMP ON UNDING. DOWN'T RECOVERY WAS GOOD. | R- | Normal Take-off and Climb | 92 | \dashv | CORRECT DIRECTION CHECK POWT. |
| R- Engine Failure After Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach R- Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique Shad Landing Flore - Bouncing / Balked Landing Shad Landing Floating Shad R- After Landing Procedures R- After Landing Procedures - Engine Failure After Take-off CMECK POINT. CALL POINT. CALL PETT OF PURP CALL POINT. CALL POI | R- | Engine Failure Before Take-off | | \dashv | Plants |
| Engine Failure on Downwind/Glide Approach R- Approach R- Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing - Ballooning Floating R- After Landing Procedures - CMECK POINT. DON'T FONCET EFFET OF FLAP ON BASE SOMETIME NOT CRECKING CHECK POINT. DON'T FONCET EFFET OF FLAP ON BASE SOMETIME NOT CRECKING ON BASE SOMETIME NOT CR | P- | Engine Failure After Take-off | | \dashv | MEDICAL YOUR HEADING & |
| R- Approach R- Approach R- Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures R- After Landing Procedures Don't Fonce tiffed of Fund Don't Fund Don't Fund Don't Fonce tiffed of Fund Don't Fun | 114 | | 2 | | CW de Pro- |
| Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures R- After Landing Procedures SD NT Foncet Effect of Plap ON BASE Sometime "NOT Creausive Landing Author Compact Compact VALUE OF PLAP ON BASE Sometime "NOT Creausive Landing Compact NECONDE UNITARIES NOT CROUND NECONDE OF PLAP ON BASE Sometime "NOT Creausive Compact Compact Compact NECONDE UNITARIES NECONOMY WAS GOOD. | R- | Engine Failure on Downwind/Glide | | \exists | TEAL POINS. |
| R- Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures S ON BASE SOMETIME "NOT CHECKING THE PITCH. TAMBLET AUTHOR ON FUND UPS CONFIGURATION. NEED MORE FRAME ON LANDING. PULL CONFIGURATION. NEED MORE FRAME ON LANDING. POUNCING RECOVERY WAS GOOD. | | | 2 | | POLITY TORREST ELEFT OF FLAD |
| Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures SON BASE SOMETIME "NOT CRECUNAL WAS COMPILE UNITY." NOT CRECUNAL WAS COMPILE SOMETIME "NOT CRECUNAL WAS GOOD." | R- | Collision Avoidance/Traffic | | | boot faces effect of 1911 |
| R- Normal Approach R- Normal Landing R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures SB THE PITCH. TAMBLET AUTHOR ON FWAL WAS COMMICCO. TAMBLET AUTHOR TAMBLET | | | S' | | ON BALL SOMETIME" NOT CHECKING |
| R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures STANGET AND OF CAS FWAL WAS CONLINE C. USE ZX THIM UB CAS FINAL WAS CONLINE C. VSE ZX THIM UB CAS FINAL WAS FINE CONPIGURATION. NEED MORE FLARE ON LANDING. DOUNCING RECOVERY WAS GOOD. | <u> </u> | The state of the s | SB | | or the constant was dealers |
| R- Normal Landing R- Go-Around (GA) Procedures From Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- After Landing Procedures Solution So | - | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 5 | - | THE PITCH. |
| Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing R- Ballooning Floating R- After Landing Procedures - Correct USE ZX Thim UB CN Finn AFICE FULL CONFIGURATION NEED MORE FLARE ON LANDING. DOUNCING RECOVERY WAS GOOD. | R- | | 5 | | |
| Landing Flare - Clean Configuration / Flap 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing - Ballooning Floating R- After Landing Procedures - Correct USE ZX TRIM UB CW FINT AFTER WEED MORE THANK ON LANDING. DOUNCING RECOVERY WAS GOOD. | R- | Go-Around (GA) Procedures From | - | | TARGET AUTHOR ON FWAL WAS |
| 10°, 20°, 30° R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing - Ballooning Floating R- After Landing Procedures SB USE ZX TRIM UB CH FINAL AFTER FULL CONFIGURATION. NEED MORE FLAME ON LANDING. DOUNCING RECOVERY WAS GOOD. | | | 2 | - | Com as or |
| R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing - Ballooning Floating R- After Landing Procedures SB PULL CONFIGURATION NEED MORE FLANCE ON LANDING. DOUNCING RECOVERY WAS GOOD. | | | | - Annual Property | COPLICE |
| R- Flapless Approach R- Flapless Landing R- Bad Landing Recovery Technique - Bouncing / Balked Landing - Ballooning Floating R- After Landing Procedures SB PULL CONFIGURATION. PULL CONFIGURATION. PULL CONFIGURATION. PULL CONFIGURATION. PULL CONFIGURATION. PULL CONFIGURATION. | | | | Contract of the Contract of th | USE ZX TRIM UP CON FIRM AFFER |
| R- Bad Landing Recovery Technique \$ - Bouncing / Balked Landing \$ - Ballooning Floating \$ R- After Landing Procedures \$ S S S S RECOVERY WAS GOOD. | R- | | 53 | | |
| - Bouncing / Balked Landing S - Ballooning Floating S R- After Landing Procedures S | | | SID | | FUE CONFIGURATION. |
| - Bouncing / Balked Landing s - Ballooning Floating s R- After Landing Procedures | R- | | ς | \neg | ATCACO MARCO TOLOGO TOLOGO TO |
| R- After Landing Procedures | | Bouncing / Balked Landing | | | muce france on various. |
| I I I I I I I I I I I I I I I I I I I | <u> </u> | - Ballooning Floating | S | | BOUNCING RECOVERY INTOK GARS |
| R- Parking and Securing | | After Landing Procedures | S | | 7 0000 |
| | K- | Parking and Securing | 3 | | |
| | | | | | |

COMPLETION STANDARDS:

- Must perform all the listed manoeuvres including emergencies safely and with minimum instructor assistance.
- b. Maintain tolerances for Altitude \pm 100 ft., Heading \pm 10° and airspeed +10/-5 kts.

SYLLABUS TIMES:

| Total | Dual | Solo | IF | X/C | X/C Solo | 1 1 |
|-------|------|------|----|-----|------------|------|
| 11:25 | | | | | 1 1/0 5010 | Ldgs |
| | 1:00 | | | | | 6 |
| 11:25 | 1:00 | | | | | |
| | 1.00 | | | | | 6 |

Student Signature Andrea C.

Instructor Signature

