Page: 12

BALI INTERNATIONAL FLIGHT ACADEMY

Revision 8

Effective: Jun. 2021

Mission 12

CIRCUITS 6

STUDENT: CAPISSA ISABEL B.	DATE 1:05 - 08 - 2022	DATE 2:
INSTRUCTOR: CAPT. TAUTIO AKBAR T.	A/C REG: PK-ROM	A/C REG:
A/C TYPE: CESSNA 172	DURATION: 01:00	DURATION:

R. A/C Certificate & Documents R. A/C Manual R. Use of checklist R. Pre-flight Inspections R. Operations of the Systems R. Equipment Checks R. Equipment Checks R. Engine Starting R. Taxing and Taxi Checks R. Before Take-off Checks R. Normal Take-off and Climb R. Engine Failure Before Take-off R. (EFATO) R. Engine Failure After Take-off R. Approach Collision Avoidance/Traffic R. Awareness R. Traffic Pattern Procedures R. Normal Approach R. Flapless Approach R. Flapless Approach R. Flapless Landing R. Flapless Landing R. Flapless Approach R. High Flare R. High Final Approach R. After Landing Procedures R. After L		Exercises	1	2	COMMENTS:
R- A/C Manual R- Use of checklist 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- Mormal Take-off and Climb R- Engine Failure Before Take-off (EFATO) R- Engine Failure on Downwind/Glide Approach Collision Avoidance/Traffic Awareness R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach - Late Flare - High Final Approach - High Final Approach - High Final Approach - Late Flare - High Final Approach - High Final Approach - Late Flare - Late Flare - Late Fla	R-		+	T	
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 and Climb R- Engine Failure Before Take-off R- (EFATO) R- Engine Failure on Downwind/Glide Approach Collision Avoidance/Traffic R- Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing R- High Flare R- High Final Approach R- High Flare R- High Flare R- High Final Approach R- High Flare R- Avaidance Frequency R- Taxi Too Rough white Turking Normal Landing Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Climb Attritude R- Normal Climb Please maintain proper R- Normal Attritude R- Approach R- Taxi Too Normal Climb Ple			7		WADY- CIRCIT 08- WADY
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- 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 R- Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing R- High Flare R- Hi	R-	Use of checklist	2	Г	
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- 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 R- Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing R- High Flare R- Hi	R-	Pre-flight Inspections	2		TAXI TOO ROUGH WHILE TO
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 Collision Avoidance/Traffic Awareness R- Traffic Please Maintain proper S- Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Climb Attitude Approach of the Speed Landing Please Maintain proper Approach of the Speed Approach of the Speed Landing Please Maintain proper Approach of the Speed Landing Please Maintain proper Approach of the Speed Appro	R-		3		ON TOWING
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- Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless	R-	Equipment Checks	2		
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- Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless	R-	Engine Starting	1	Γ	NORMAL CLIMB PLEASE MAINTAIN PROPER
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- Flapless Approach R- Flapless Landing R- Flapless Landing R- Flapless Landing R- Flapless Landing R- Slow Final Approach R- Late Flare R- High Flare R- High Final Approach S- H	R-	Radio Communications	S		
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- Flapless Approach R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Flare - High Final Approach Normal Take-off S APPROACH OFTEN MEGLECT TO THE SPEED APPROACH OFTEN MEGLECT TO THE SPEED NAMBORY NOTH ONLY FLORE LANDING PLEASE ALSO KEEP CENTERLINE, NOTH ONLY FOCUS TO FLARE NOTH ONLY FOCUS TO THE SPEED	R-	Taxiing and Taxi Checks	80		CCIMB ATTITUDE
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- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Flare - High Final Approach S APPROACH OFTEN NEGLECT TO THE SPEED LANDING PLEASE ALSO KEEP CENTERLINE, NOT ONLY FOCUS TO FLARE NOT ONLY FOCUS TO THE SPEED NOT ONLY FINAL AND OVER SPEED NOT ONLY FOCUS TO THE SPEED NOT ONLY FINAL AND OVER SPEED NOT ONLY FOCUS TO THE SPEED NOT ONLY FOCUS	R-	Before Take-off Checks	S	Г	
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- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach S - Lawding Please Also Keep Centerline, Normal Procus To Flare Normal Procus To Flare Normal Amo over speed Normal Cive Back Pressure.	R-	Normal Take-off and Climb	SR		h aga
R- (EFATO) R- Engine Failure on Downwind/Glide Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach U LAMDING PLEASE ALSO KEEP CENTERLINE, NOW ONLY FLARE NORT ONLY FOCUS TO FLARE NORT ONLY	R-	Engine Failure Before Take-off	5		APPROACH OFTEN NEGLECT TO THE SPEED
R- Engine Failure on Downwind/Glide Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach Vont only Focus To Flare Nont only Focus To Flar	R-				
Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach U NOT ONLY FOCUS TO FLARE SINGLE TAKE FLARE SINGLE TAKE FLARE - Late Flare - High Final Approach U NOT ONLY FOCUS FLARE SINGLE TAKE FLARE - LATE Flare - High Flare - High Final Approach U			3		- LANDING PLEASE MISA LET
Approach Collision Avoidance/Traffic Awareness R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach U NONT ONLY FOCUS TO FLARE FLARE S IF TGO MICH ON FIMIL AND OVER SPEED NON'T GIVE BACK PRESURE.	R-	•	_		LEEP CENTERLINE,
R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach - U	<u> </u>		匚		NOT ONLY TO
R- Traffic Pattern Procedures R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach U - If Too Migh on Final And over speed, - Normal Landing - Sow Final Approach - Sow Final Approach - Late Flare - High Final Approach - U	R-				10003 10 FLARE
R- Normal Approach R- Normal Landing R- Flapless Approach R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach U I Substitution of Final Approach Sp. 1000 T GIVE BACK PRESURE. DON'T GIVE BACK PRESURE.	L		Т.	ļ	
R- Normal Landing R- Flapless Approach SA R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach u DON'T GIVE TRACK PRESURE			+	_	- IF TOO MICH ON THE
R- Normal Landing R- Flapless Approach SA R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach u DON'T GIVE TRACK PRESURE			-	+	TIME AND OVER SPEED
R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach • U					
R- Flapless Landing I- Bad Landing Recovery Technique - Slow Final Approach - Late Flare - High Flare - High Final Approach • U				-	BOOT GIVE BACK PRESURE.
- Slow Final Approach 5 - Late Flare 5 - High Flare 5 - High Final Approach 0			2(1	
- Late Flare 5 - High Flare 5 - High Final Approach 0	I-		╄		2
- High Flare - High Final Approach u				_	
- High Final Approach u				1	
			-	3	<u></u>
R- After Landing Procedures 5				1	_
	R-	After Landing Procedures	5	╀-	-
	-		+	+	-
	-		+	+	-
			+	+	-
	-		+	+	-
				\dagger	- · ·

COMPLETION STANDARDS:

- a. Must perform the landing safely and with minimum instructor assistance.
- b. Safety and traffic pattern procedures must be adhered to at all times.

SYLLABUS TIMES:

	Total	Dual	Solo	IF	X/C	X/C Solo	Ldgs
	12:25	1:00	_				6
I	12:25	1:00					6

Student Signature

Instructor Signature

