PROGRESS RECORD

| Date of lesson | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| The Cockpit drill | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contols and instruments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Moveing away | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - On the level | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Up hill | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Down hill | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - From an angle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| steer accurate course | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stopping | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Use of gears | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adequate clearance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Use of mirrors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Use of sigmals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Emergency stop | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Meeting traffic space and speed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Approach junctions** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - turning left | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - turning right | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - emerge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Complex junctions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roundabouts | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Manoeuvres** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Reverse straight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Reverse Left tight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Reverse left sweeping | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Reverse right | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Turn in the road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Parrallell park | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Bay park | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Crossroads** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - marked | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - unmarked | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - traffic lights, filters and turning right | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lane disapline and bus lanes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dual carriagways | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Progress / Overtake | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pedestrian crossings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| One way systems | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Show awwarness planning ahead | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Show me tell me | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eco driving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

1 - INTRODUCED 2 - TALK THROUGH 3 - PROMPTED 4 - SELDOM PROMPTED 5 - INDEPENDANT

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