

***Part 61 airline transport pilot licence — aeroplane flight test report***

***Qualification Assessment***

1. **Personal Details**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Last Name |  | | | | | | | | | Age (21) |  |
| Given Name(s) |  | | | | | | | | | | |
| Holds Flight Crew Licence | | Yes |  | No | Type |  | | If Yes, Client ID Number | | |  |
| Holds Instrument Rating (Multi) | | | Yes | No |  | I/R Current | | Yes |  | No |  |
| Date of last Instrument Rating Competency Flight Test *(dd/mm/yy)* | | | | | |  |  |  |  | | |

1. **Experience**

|  |  |  |
| --- | --- | --- |
| Total Flight Time | (1500) |  |
| Pilot in Command in aeroplanes *(or 70 hours pilot in command; balance made up with 50% command practice time)* | (250) |  |
| Cross Country Pilot in Command in aeroplanes | (100) |  |
| Cross Country Pilot in Command in aeroplanes at night | (25) |  |
| Cross Country Co-Pilot or  Cross Country Pilot in Command additional | (200)  (100) |  |
|  |
| Night Flight Pilot in Command or Co-Pilot | (100) |  |
| Instrument time | (75) |  |
| Instrument flight time | (50) |  |

1. **Knowledge**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| NZ Examination credits all held |  | KDRs signed by instructor |  | ATPL Air Law valid until *(dd/mm/yy) (max 5 years from credit issue date)* |  |  |  |

1. **Medical**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| NZ Class 1 Medical Certificate held |  | Expiry date *(dd/mm/yy)* |  |  |  |  |

1. **Examiner Details**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Part 119/141 Aviation Training Organisation | | |  | | | Client ID |  |
| Assessment completed by (Flight Examiner or Approved Person) | | |  | | | Client ID |  |
| Date *(dd/mm/yy)* |  |  | |  |  | | |

Name CAA ID

***Flight Test Report***

1. **Aircraft Details**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Aircraft type |  | | | Registration ZK - |  |
| Simulator | Yes | No | If yes, simulator ID | |  |
| Type rating held |  | | Aircraft satisfactory for test and IFR equipped | |  |

1. **Flight Planning**

|  |  |
| --- | --- |
| Meteorological reports (copy required) |  |
| IFR Plan filed (copy required) |  |
| Route nominated by Examiner (including alternate) |  |

1. **Assessment Checklist**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Assessment Criteria – Check Form for ATPL Flight Test** | | | | | | | | |
| **Task** | | **Page No.\*** | **Rating** | | | **Critical Element?** | **Comment** | |
| **0-70** | **70-85** | **85-100** |
| Personal preparation | | 16 |  |  |  | No |  | |
| Meteorology (copy required) | | 18 |  |  |  | Yes (x2) |  | |
| Operational environment | | 20 |  |  |  | Yes |  | |
| Flight planning (copy required) | | 22 |  |  |  | Yes |  | |
| Fuel management | | 24 |  |  |  | Yes (x3) |  | |
| Fuel Details required | Climb |  | | | En route |  | | |
| Diversion |  | | | Holding |  | | |
| Descent |  | | | Reserve |  | | |
| Total fuel carried |  | Kgs/lbs/litres | | Total safe endurance | |  | hrs | |
| A/C performance & limitations | | 26 |  |  |  | Yes (x2) |  | |
| Take off distance | |  | | | Landing distance | |  | |
| Aircraft Loading | | 28 |  |  |  | Yes (x2) |  | |
| Weight and Balance (T/O weight to be at or near maximum authorised landing weight) | | Maximum authorised landing weight | | | |  | | |
| Actual take off weight | | | |  | | |
| A/C airworthiness/documentation | | 30 |  |  |  | Yes (x3) |  | |
| External pre-flight inspection | | 32 |  |  |  | No |  | |
| Cockpit preparation | | 34 |  |  |  | No |  | |
| Crew briefings (conduct/quality) | | 36 |  |  |  | No |  | |
| Engine start | | 38 |  |  |  | No |  | |
| Taxi | | 40 |  |  |  | Yes |  | |
| Pre-takeoff/pre-departure preparation | | 42 |  |  |  | Yes |  | |
| Takeoff roll | | 44 |  |  |  | Yes (x2) |  | |
| Rejected takeoff | | 46 |  |  |  | Yes (x2) |  | |
| Engine failure at or after V1 | | 48 |  |  |  | Yes (x3) |  | |
| Simulated power failure after V2 at ceiling take off minima for aircraft (IMC to be simulated & zero thrust set subsequently by the testing officer). Power failure may occur at any time during take off in an approved simulator. | | | | | | | | |
| Heading maintained after failure | |  | | | | | | |
| Control of drag factors and use of trim | |  | | | | | | |
| Identification of failed engine | |  | | | | | | |
| Transition to instrument flight & initial climb | | 50 |  |  |  | No | |  |
| Instrument departure procedures | | 52 |  |  |  | No | |  |
| Climb procedures | | 54 |  |  |  | No | |  |
| Cruise procedures | | 56 |  |  |  | No | |  |
| Descent, approach & landing preparation | | 58 |  |  |  | No | |  |
| Descent procedures | | 60 |  |  |  | No | |  |

***\* Page Number relates to CAA Flight Test Standards Guide, ATPL Issue, Aeroplane***

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Task** | | **Page No.\*** | | **0-70** | | **70-85** | | **85-100** | | **Critical Element?** | | **Comment** | | |
| Holding | | 62 | |  | |  | |  | |  | |  | | |
| Instrument holding procedures | | NDB | |  | | VOR | |  | | GPS | |  |  | |
| Initial approach procedures | | 64 | |  | |  | |  | | Yes | |  | | |
| Radar vectoring for an approach | | 66 | |  | |  | |  | | No | |  | | |
| Precision approach (ILS) | | 68 | |  | |  | |  | | Yes | |  | | |
| Non-precision approach | | 70 | |  | |  | |  | | Yes | |  | | |
| Instrument approaches | NDB |  | VOR | |  | | LLZ | |  | | GPS |  | DME ARC |  |
| Inst. approach circle visually, app & landing | | 72 | |  | |  | |  | | Yes | |  | | |
| One eng inop (OEI) performance | | 74 | |  | |  | |  | | Yes | |  | | |
| At alternate-standard entry to the holding pattern (an engine will be “failed” some time after arrival; zero thrust will be set subsequently by the testing officer). | | | | | | | | | | | | | | |
| Missed approach procedures | | 76 | |  | |  | |  | | No | |  | | |
| Diversion procedures | | 78 | |  | |  | |  | | No | |  | | |
| Normal landing | | 80 | |  | |  | |  | | Yes (x2) | |  | | |
| Crosswind landing | | 82 | |  | |  | |  | | Yes (x2) | |  | | |
| One engine inoperative landing | | 84 | |  | |  | |  | | Yes (x2) | |  | | |
| Taxiing to parking | | 86 | |  | |  | |  | | No | |  | | |
| Engine shutdown & securing the aircraft | | 88 | |  | |  | |  | | No | |  | | |
| Crew self evaluation (debrief/operation/review/critique) | | 90 | |  | |  | |  | | No | |  | | |
| Threat & error management (critical task) | | 92 | |  | |  | |  | | Yes (x4) | |  | | |
| Com process decision making (inquir/advoc/asser) | | 94 | |  | |  | |  | | Yes | |  | | |
| Com process decision making (coms decisions) | | 96 | |  | |  | |  | | Yes | |  | | |
| Team building leader+ follower/ship/concern/task | | 98 | |  | |  | |  | | Yes | |  | | |
| Team building interperson relationship/group climate | | 100 | |  | |  | |  | | Yes | |  | | |
| Workload manage/situate/aware/prep/plan/ vigilance | | 102 | |  | |  | |  | | Yes | |  | | |
| Workload/manage/situate/aware/wload/dist  /dist/avoid | | 104 | |  | |  | |  | | Yes | |  | | |
| Coms with cabin crew company & pax | | 106 | |  | |  | |  | | No | |  | | |
| Completion of checks & use of checklists | | 108 | |  | |  | |  | | No | |  | | |
| ATS procedures and compliance | | 110 | |  | |  | |  | | No | |  | | |
| RFT procedures | | 112 | |  | |  | |  | | No | |  | | |
| Loss of communications procedures | | 114 | |  | |  | |  | | No | |  | | |
| Aircraft handling by reference to instruments | | 116 | |  | |  | |  | | No | |  | | |
| Use of automation | | 118 | |  | |  | |  | | Yes | |  | | |
| Navaid management and tracking | | 120 | |  | |  | |  | | No | |  | | |
| Systems operations and procedures | | 122 | |  | |  | |  | | No | |  | | |
| Management of a system malfunction | | 124 | |  | |  | |  | | No | |  | | |
| Emergency equipment | | 126 | |  | |  | |  | | No | |  | | |
| Unusual attitudes (upset recovery) (critical task) | | 128 | |  | |  | |  | | Yes (x3) | |  | | |
| Management of ACARS advisories | | 130 | |  | |  | |  | | No | |  | | |
| Go-around from a GPWS alert if applicable | | 132 | |  | |  | |  | | Yes | |  | | |
| Recovery from a wind shear encounter | | 134 | |  | |  | |  | | No | |  | | |
| Knowledge of flight rules | | 136 | |  | |  | |  | | No | |  | | |
| Adherence to organisation’s SOPs (critical task) | | 138 | |  | |  | |  | | Yes (x4) | |  | | |
| Lookout in VMC | | 140 | |  | |  | |  | | No | |  | | |

Any procedural or planning aspects etc. that the examiner considers necessary (to be noted by the examiner)

Flight navigation log - copy required

OR FMC Computer Flight Plan required

1. **Result**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Pass | Yes | No | Date |  |  |  |  |
| Examiner’s name (print) | |  | | | | | |
| Licence held | |  | | | | No. |  |
| Examiner’s signature | |  | | | | | |

1. **Remarks**

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