Airline Transport Pilot Licence Aeroplane – Flight Test Report

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

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)*							

2. 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	(200)	
Cross Country Pilot in Command additional	(100)	
Night Flight Pilot in Command or Co-Pilot	(100)	
Instrument time	(75)	
Instrument flight time	(50)	

3. 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)*				

4. Medical

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

5. Examiner Details

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

CAA 24061/05
Rev 13 : August 2023

Flight Test Report

6. Aircraft Details

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

7. Flight Planning

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

8. 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			
Fuel Details required – Diversion				Holding			
Fuel Details required – 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***

Name _____ **CAA ID** _____

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	

Name _____ **CAA ID** _____

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 ☐

9. Result

Pass	Yes ☐	No ☐	Date				
Examiner's name (print)							
Licence held					No.		
Examiner's signature							

10. Remarks