

CCAA PEL 009

Airline Transport Pilot Licence - (ATPL) - Aeroplane (A)

Applicant's Skill Test/Proficiency Check Checklist

Appointment with Examiner

Applicant's Name:	
Examiner's Name:	
Location:	
Date:	
Time:	

S= Satisfactorily

U= Unsatisfactorily

N/A= Not Applicable

		Acceptable Aircraft	S	U	N/A
<input type="checkbox"/>	i.	Aircraft Documents: 1. Airworthiness Certificate; 2. Registration Certificate; 3. Operating Limitations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Aircraft Maintenance Records: 1. Logbook Record of Airworthiness Inspections and AD Compliance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Pilot's Operating Handbook, CCAA-approved Aircraft Flight Manual.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Personal Equipment	S	U	N/A
<input type="checkbox"/>	i.	View-Limiting Device	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Current Aeronautical Charts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Computer and Plotter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Flight Plan Form	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Flight Logs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vi.	Current AIM, Airport Facility Directory and Appropriate Publications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Personal Records	S	U	N/A
<input type="checkbox"/>	i.	Identification – Photo/Signature ID	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Pilot licence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Current and Appropriate Medical Certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Completed Application Form CCAA PEL 002 for a licence/and or rating with Instructor's signature (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Computer test report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vi.	Knowledge test report (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vii.	Pilot logbook with appropriate Instructor Endorsements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	viii.	Notice of Denial (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ix.	Approved Training Organisation Certificate (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	x.	Examiner's fee (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXAMINER SKILL TEST/PROFICIENCY CHECK CHECKLIST

Applicant's Name:	
Examiner's Name:	
Location:	
Date:	
Time:	
<input type="checkbox"/> Aeroplane Multi Engine Land	<input type="checkbox"/> Aeroplane Multi Engine Sea

Note: The flight instruction and skill test for the airline transport pilot licence - aeroplanes shall include CRM

		1. Pre-flight preparations	S	U	N/A
<input type="checkbox"/>	i.	Licences and documents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Weather information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	National airspace system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Preparation of ATC flight plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Performance calculation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vi.	Mass and balance calculation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vii.	Operation of system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	viii.	Minimum equipment list	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ix.	Aeromedical factors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		2. Pre-flight procedures	S	U	N/A
<input type="checkbox"/>	i.	Pre-flight inspection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Cockpit management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Taxiing in compliance with air traffic control or instructions of instructor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Before take-off checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		3. Airport	S	U	N/A
<input type="checkbox"/>	i.	Radio communications and ATC light signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Traffic patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Airport/Seaplane Base, runway and taxiway signs, markings and lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		4. Take-offs, landings and go-arounds	S	U	N/A
<input type="checkbox"/>	i.	Normal take-offs with different flap settings, including expedited take-off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Instrument take-off, transition to instrument flight is required during rotation or immediately after becoming airborne	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Cross-wind take-off (if practicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Take-offs with simulated engine failures short after reaching V_2 , between V_1 and V_2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vi.	Rejected take-off at a reasonable speed before reaching V_1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Flight manoeuvres and procedures			S	U	N/A
<input type="checkbox"/>	i.	Turns with and without spoilers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Normal operation of systems and controls engineer's panel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Normal and abnormal operations of following systems: Engine (if necessary propeller); Pressurisation and air-conditioning; Pitot/static system; Fuel system; Electrical system; Hydraulic system, Flight control and trim system; Anti- and de-icing system, Glare shield heating; Autopilot/Flight director; Stall warning devices or stall avoidance devices, and stability augmentation devices; Ground proximity warning system, weather radar, radio altimeter, transponder; Radios, navigation equipment, instruments, flight management system; Landing gear and brake; Slat and flap system; Auxiliary power unit;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Abnormal and emergency procedures; Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation; Smoke control and removal; Engine failures, shut-down and restart at a safe height; Fuel dumping (simulated); Windshear at take-off/landing; Simulated cabin pressure failure/Emergency descent; Incapacitation of flight crew member; Other emergency procedures as outlined in the appropriate aeroplane Flight Manual	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vi.	Steep turns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position) , in cruising flight configuration and in landing configuration (flaps in landing position, gear extended); Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			

6. Navigation			S	U	N/A
<input type="checkbox"/>	i.	Pilotage and dead reckoning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Navigation systems and radar services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Diversion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Lost procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Instrument flight procedures			S	U	N/A
<input type="checkbox"/>	i.	Adherence to departure and arrival routes and ATC instructions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Holding procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Precision approaches down to a decision height (DH) not less than 60 m (200 ft): manually with flight director, manually without flight director, with autopilot, manually, with one engine simulated inoperative, engine failure has to be simulated during final approach from before passing the outer mark (OM) until touchdown or through the complete missed approach procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Non-precision approach down to the MDH/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Circling approach under following conditions:			
	A.	approach to the authorized minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by:			
	B.	circling approach to another runway at least 90 degrees off centreline from final approach used in the item above, at the authorized minimum circling approach altitude			

8. Missed approach procedures			S	U	N/A
<input type="checkbox"/>	i.	Go-around with all engines operating after an ILS approach on reaching DH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Other missed approach procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iii.	Go-around with one engine simulated inoperative after an ILS approach on reaching DH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Rejected landing at 15 m (50 ft) above runway threshold and go-around	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Landings			S	U	N/A
<input type="checkbox"/>	i.	Normal landings also after an ILS approach with transition to visual flight on reaching DH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Landing with simulated jammed horizontal stabilizer in any out-of-trim position	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Landings (continued)			S	U	N/A
<input type="checkbox"/>	iii.	Cross wind landings (a/c, if practicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	iv.	Traffic pattern and landing without extended or with partly extended flaps and slats	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	v.	Landing with critical engine simulated inoperative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	vi.	Landing with two engines inoperative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	A.	aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to date of the AFM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	B.	aeroplanes with four engines, two engines at one side	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)			S	U	N/A
<input type="checkbox"/>	i.	The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	A.	Rejected take-off at minimum authorized RVR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	B.	ILS approaches: In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	C.	Go-around after approaches as indicated in (B) on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	D.	Landings with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. High altitude operations			S	U	N/A
<input type="checkbox"/>	i.	Supplemental oxygen	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Pressurization	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. Post-flight procedures			S	U	N/A
<input type="checkbox"/>	i.	After landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	ii.	Parking and securing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMMENTS