Kenya Civil Aviation Authority

Practical Test Report

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

Applicant's last name:		First name:	
Licence held:		Number:	

1	**Details of the flight**		
Type/class of aeroplane or simulator:		Class of simulator (*):	
Registration:		Departure aerodrome:	
Block time off:		Destination aerodrome:	
Total block time:		Block time on:	
Take-off time:		Landing time:	

2	**Result of the skill test**	
Passed (*)	Failed (*)	Partial pass (*)

3	**Remarks**

Location and date:		Type and number of FE's licence:	
Signature of FE:		Name of FE, in capitals:	
Signature of Applicant		FE's Authorisation Number:	

(*) Delete as necessary

Copy for:

1. KCAA PEL Office,
2. Applicant,
3. Examiner

Annex No 1 to Practical Test Report for ATPL (A) No..... /..... / .....

Item	Skill test exercises: maneuvers and procedures Use of checklist, airmanship, anti/de-icing procedures, English, procedure etc., apply to all parts	A/FS	Result (**)	Sign ature
1.	2.	3.	4.	5.
	Part 1 **FLIGHT PREPARATION**			
A	Flight preparation – ATPL apply knowledge check			
B	Performance calculation			
C	Aeroplane external visual inspection: location of each item and purpose of inspection			
D	Cockpit inspection			
E	FMS, NAV setting. Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies			
F	Taxiing in compliance with ATC or instructions of instructor			
G	Before take-off checks			
	Part 2 **TAKE-OFF**			
A	Normal take offs with different flap settings, including expedited takeoff			
B	**(♠)** Instrument take off transition to instrument flight is required during rotation or immediately after becoming airborne			
C	Cross wind take off - use A, if practicable			
D	Take-off at maximum take off weight – actual or simulated MTOW			
E	Take-offs with simulated engine failure			
	1. (♠) shortly after reaching V2			
	2. **(♠)** between V1 and V2	(FS)		
F	Rejected take-off at a reasonable speed before reaching V1			
	Part 3 **FLIGHT MANOEUVRES AND PROCEDURES** A mandatory minimum of 3 abnormal shall be selected from 3D.0 to 3D.14 inclusive			
A	Turns with and without spoilers			
B	Tuck under and Mach buffets after reaching the critical Mach number and other specific flight characteristics of the aeroplane – e.g. Dutch Roll	(FS)		
C	Normal operation of systems and controls engineer's panel			
D	Normal and abnormal operations of following systems			
	0. Engine –if necessary propeller			
	1. Pressurisation and air-conditioning			
	2. Pitot/static system			
	3. Fuel system			
	4. Electrical system			
	5. Hydraulic system			
	6. Flight control and Trim system			
	7. Anti- and de-icing system, Glare shield heating			

1.	2.	3.	4.	5.
D Cont.	8. Autopilot/Flight director			
	9. Stall warning devices or stall avoidance devices and stability augmentation devices			
	10. Ground proximity warning system Weather radar, radio altimeter, transponder			
	11. Radios, navigation equipment instruments, flight management system			
	12. Landing gear and brake			
	13. Slat and flap system			
	14. APU			
E	Abnormal and emergency procedures – a mandatory minimum of 3 items shall be selected from E6.1 to E6.9. inclusive			
	1. Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.			
	2. Smoke control and removal			
	3. Engine failures, shut-down and restart at a safe height			
	4. Fuel dumping – simulated			
	5. Wind shear at Take off/landing	(FS)		
	6. Simulated cabin pressure failure/Emergency descend			
	7. Incapacitation of crew member			
	8. Other emergency procedures as outlined in the appropriate aeroplane Flight Manual			
	9. ACAS event	(FS)		
F	Steep turns with 45o bank, 180o to 360o left & right			
	0. 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			
	1. Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			
G (♠)	Instrument flight procedures			
	1. Adherence to departure and arrival routes and ATC instructions			
	2. Holding procedures			
	3. Precision approaches down to decision height –DH- not less than 60 m – 200ft.			
	3.1. Manually, without FD			
	3.2. Manually with flight director			
	3.3. With autopilot			
	3.4. Manually, with one engine simulated inoperative, engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure			
	4. NDB or VOR/LOC approach down to the MDH/A			
	5. 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:***			

1.	2.	3.	4.	5.
G (♠) Cont.	b) circling approach to another runway at least 90° off centreline from final approach used in item a) at the authorized minimum circling approach altitude ***Remark:*** *if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be performed*			
Part 4 **MISSED APPROACH PROCEDURES**				
A (♠)	Go-around with all engines operating after an ILS approach on reaching decision height			
B (♠)	Other missed approach procedures			
C (♠)	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH, or MAP			
D	Rejected landing at 15m (50ft) above runway threshold and go-around			
Part 5 **LANDING**				
A (♠)	Normal landings also after an ILS approach with transition to visual flight on reaching DH			
B	Landing with simulated jammed horizontal stabiliser in any out-of-trim position			
C	Cross wind landings (A/C, if practicable)			
D	Traffic pattern and landing without extended or with partly extended flaps and slats			
E	Landing with critical engine simulated inoperative			
F	Landing with two engines inoperative. Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM	(FS)		
	For aeroplanes with four engines, two engines at one side	(FS)		
Part 6 **ADDITIONAL AUTHORISATION ON A TYPR RATING FOR INSTRUMENT APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 60M (200FT) (CAT II/III)**				
The following manoeuvre and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60m (200ft). 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 60m (200ft) shall be used. NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.				
A	Rejected take-off at minimum authorized RVR – simulator only	(FS)		
B	ILS approaches. In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.			
C (♠)	Go-around after approaches as indicated in 6.2. on reaching DH. The training also shall 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			
D (♠)	Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.			

The following symbols mean:

(FS) *Only with flight simulator*

(A) *Only with aeroplane*

(♠) *Real or simulated conditions IMC*

(*) *Delete as necessary*

(**) *Results: Passed/Failed (P/F)*