

- I use ACRA to generate the test result documents. If you have ACRA (version 2.03 or newer) it will save us lots of time inputting your data into the computer.
- **Fee for this Exam is \$180.** If you retest with me, it's \$50/hr. (fees are as of March 2002) I don't take personal checks. The test fee is collected in advance of the test.
- There are 3 outcomes to this test. 1. Temporary Airman Certificate issued (probably what you want!) 2. Discontinuance of the test (weather or maintenance problems) 3. Notice of Disapproval (more dual needed!).
- Make sure you have all documents, including picture ID issued by a US or state government agency.
- The test I administer is based entirely on the FAA ATP Airplane PTS.
- This plan of action is required by the FAA when I give you a flight test to ensure my testing is consistent from one applicant to another.
- I you don't understand a question; please tell me so I can try asking it a different way. If you don't know, just tell me you don't know, let's not waste each other's time.
- When we are in the aircraft, I will help you look for traffic, I will ask you to perform various tasks. If you are unsure of what I asked, ask me again. If you aren't ready to do something, tell me. I am also looking for good judgment, like NOT continuing a bad approach, leveling off PRIOR to MDA, etc.
- Transfer of controls is done by verbalizing "I have the controls". I will have to take the controls for Unusual attitudes, of when you put on goggles, etc.(or if traffic requires it).
- Radio communications are your responsibility except for setting up approaches with ATC. Remember YOU are PIC, not me.

## TEST BEGINS

### A. TASK: EQUIPMENT EXAMINATION

#### NORMAL, ABNORMAL, EMERGENCY OPERATION OF SYSTEMS

What type of landing gear retraction method is used on this aircraft?  
 How is the nose wheel steered?  
 Describe the type of shock absorption system used on the landing gear?  
 Describe how the brakes work when you actuate them?  
 What are the various positions the landing gear selector switch can be placed in?  
 Describe the purpose of the center position. (310)  
 What prevents inadvertent retraction of the gear while on the ground?  
 What are the indications for the following conditions- gear down, gear up, gear in transit.  
 How is brightness of the gear lights controlled?  
 How do you determine if a bulb has failed on the gear indicator lights?  
 If the gear is not down and locked, what warning systems will alert you to the fact that the gear is not down and locked?  
 If the gear does not extend normally, what is the procedure to extend it manually?  
 Where can this procedure be found in the aircraft?  
 What is the make and model of the powerplants?  
 Horsepower? at what RPM and MAN PRESS?  
 What is the method of cooling the engines?  
 How can you deal with an induction system inlet blockage?  
 What is the make and type of the propellers?  
 Why does a propeller feather?  
 How do you UNfeather the propeller?  
 Describe the fuel system by the following:  
 # of fuel tanks and usable capacities?  
 locations of drains and purposes.  
 normal operation of fuel system including when aux tanks can be selected. (310)  
 operating limitations on fuel system. (310)  
 reasons for requiring fuel on mains for takeoff, landing, emergency and first 90 min of flight. (310)  
 Explain the use of the fuel boost pumps on low and on high. (310)  
 What is the maximum and minimum capacity of the oil system?  
 Where can you find the allowable grades of fuel and oil the aircraft may be serviced with?  
 Describe the electrical system by voltage, generating capacity, circuit protection, location of external power plug. (14 or 28v, 2-50 or 70 amp alternators, circuit breakers.)  
 How can an alternator be reset if it has "tripped off line" due to a nuisance failure?  
 What type of internal lighting does this plane have?  
 What flight instruments are electrically driven? (hsi and t-c)  
 What type of external lighting is installed? (nav lights, 2 position strobes, tail beacon, recog lights)  
 Describe the Heating system.  
 What is the limitation on position of the air control knobs for the heater system before turning it on? (310)  
 What danger is possible with this type of system? (carbon monoxide)  
 Describe the additional ventilation installed.  
 How is the Autopilot operated in the heading and altitude hold modes?(if equipped)  
 What is the difference between ON and ALT on the transponder?  
 Describe the use of the ELT.

When should the Prop anti-ice be turned on? (if equipped)  
 When should the wing de-ice be actuated? (if equipped)  
 When should the windshield alcohol be used? (if equipped)  
 When should the pitot, stall, and vent heat be used? (if equipped)  
 Describe operation of the emergency exit.  
 Explain how to deal with fire in engine compartment?(fuel off, mix off, same as engine failure.)  
 Electrical fire in cabin? (master off, all switches off, the in accordance with checklist, one item on at a time only for the minimums needed to find landing site.)

### B. TASK: PERFORMANCE AND LIMITATIONS

Determine the following based on today's conditions with respect to weather and loading:

1. accel-stop.
2. accel-go. (if exists)
3. t.o perf. all engines
4. t.o perf 1- engine inop.
5. climb perf. all engines
6. climb perf. 1- engine inop.
7. service ceiling all engines.
8. service ceiling 1- engine inop.
9. cruise performance at 7500 ft today.
10. fuel consumption, range and endurance today.
11. descent performance.
12. LAHSO
13. go-around climb performance all engines.
14. landing distance all engines.
15. landing distance 1- engine inop.
16. wt. and bal. on takeoff with full fuel.
17. wt. and bal. after 1 hour of flight in landing configuration.
18. determine the effect of increased temperature on t.o distance.

List the marked and unmarked pertinent airspeeds, from lowest to highest, and the purpose of each.

### BRIEF FOR FLIGHT PORTION OF TEST NOW.

#### Notes:

The flight is conducted in actual or simulated instrument flight.

If GPS is IFR certified, you must demonstrated GPS approach.

- FAR 61.47(WHO IS P.I.C.)
- EMERGENCY PROCEDURES  
(HOW TO BE CONDUCTED)
- Transfer of Controls

## FLIGHT TEST

- Preflight inspection.(location of required documents, importance of each), use of checklist to preflight a/c.
- Cockpit resource management (seat belts, cargo secure, charts available, organization)
- Cleared to the 3K6 airport as filed, except change route to read radar vectors TOY, then as filed Climb and maintain 2,100 expect 3,000 in 10 min departure frequency will be 124.2, skwawk 1200.
- CORRECT READBACK.
- Engine Start (explain how to avoid flooding engine)
- Taxiing (centerlines, control surface positions)
- Pre- takeoff check (use checklist)
- Radio communications (proper phraseology)
- Airport & runway markings (hold lines, correct taxiways) **Runway incursion avoidance.**
- REJECTED T.O. (**below 28 knots only PA44**)
- INSTRUMENT TAKEOFF in **simulated ¼ mile vis.** ( $\pm 5$  kias,  $\pm 5^\circ$  heading)
- Normal & crosswind t.o. & climbs  $\pm 5$  kias,  $\pm 5^\circ$
- Powerplant failure after T.O.  $\pm 5$  kias,  $\pm 5^\circ$  (**wait till 500 feet AGL**)
- AREA DEPARTURE  $\pm 10$  kias,  $10^\circ$ ,  $\pm 100$  ft (simulated, compliance with an initial altitude and heading, and identify a fix.  
**Fix is TOY VOR and hold as published for VOR-A AT 3K6 then cleared for approach after 5 minutes.**
- VOR-A at 3K6 1/2 scale deflection max. -  $0+5$  kias.
- CIRCLING TO LAND (MDA +100 ft, -0 ft.  $\pm 5^\circ$  heading,  $\pm 5$  kias till position for landing, bank not more than  $30^\circ$  runway  $90^\circ$  or more from approach path. LOW APPROACH ONLY.
- MISSED APPROACH after circling for landing +,-100ft,  $\pm 5$  kias,  $\pm 5^\circ$  heading.
- STEEP TURNS  $45^\circ \pm 5^\circ$  bank,  $\pm 100$  ft,  $\pm 10^\circ$  heading. **Can be  $180^\circ$  or  $360^\circ$  at Examiner Discretion.**  
There must be 3 approaches to a stall:  
While maintaining altitude:
- APPROACH TO LANDING STALL
- STALL IN A TAKEOFF CONFIGURATION  $15^\circ$  FLAP.
- STALL IN A CLEAN CONFIGURATION w/ $20^\circ$  bank.
- RECOVERY FROM UNUSUAL ATTITUDES
- ENGINE FAILURE ENROUTE  $\pm 100$  ft,  $\pm 10$  kias,  $\pm 10^\circ$ .(demonstrates proper restart procedure, use of checklist.)
- EMERGENCY DESCENT (maximum rate)
- AREA ARRIVAL PROCEDURE
- ILS APPROACH and LANDING all engines 1/4 scale -0, +5 kias
- ILS 1-engine out same as above w/ MISSED APPROACH ( $\pm 100$ ,  $\pm 5$  kias,  $\pm 5^\circ$  heading)
- GPS APPROACH, CIRCLE TO A RUNWAY AT LEAST  $90^\circ$  AWAY FROM APPROACH COURSE,  $\frac{1}{2}$  scale error, -0+5 kias -0+100 MDA
- LANDING FROM A CIRCLING APPROACH bank  $\leq 30^\circ$ ,  $\pm 5$  kias, +100,-0 ft correct flap setting and speed.
- ZERO FLAP LANDING (approach to within 50 ft of elevation over threshold)
- REJECTED LANDING (from 50 ft agl Visual below 100 feet) speed  $\pm 5$  kias on climb
- "IF THE LANDING GEAR WON'T EXTEND, WHAT DO YOU DO?" (demonstration)
- "IF THE CABIN HEATER WAS ON FIRE, WHAT WOULD YOU DO?"(shut down faulty system. open wemacs, not cabin air controls. possibly open foul weather window if needed.
- AFTER LANDING PROCEDURES
- PARKING AND SECURING

## DEBRIEF AND FILES

