



Membership Certification Standards

P4 Airline Transport Pilot License (ATPL):

Using the Member Certification Standards (MCS):

The MCS consists of **Areas of Operation** arranged in a logical sequence, beginning with Preflight Preparation and ending with Postflight Procedures. Each Area of Operation includes **Tasks** appropriate to that Area of Operation. Each Task begins with an **Objective** stating what the applicant should know, consider, and/or do. The MCS then lists the aeronautical knowledge, risk management, and skill elements relevant to the specific Task, along with the conditions and standards for acceptable performance. The MCS uses **Notes** to emphasize special considerations. The MCS uses the terms "will" and "must" to convey directive (mandatory) information. The term "may" denotes items that are recommended but not required. The coding of each Task's elements indicate an area that should be taught and examined or demonstrated. For example, in Tasks such as "Appropriate airplane configuration." (ATPL.III.A.K4), the applicant should be prepared for questions on standard takeoff configurations for the aircraft given various scenarios like short runways, departure end obstacles that need clearance, high altitude departures, etc.

Each Task in the MCS is coded according to a scheme that includes four elements. For example: **ATPL.III.A.K4**

- **ATPL** = Applicable MCS (Airline Transport Pilot License – Multi Engine Land Airplane)
- **III** = Area of Operation (Takeoffs, Landings, and Go-Arounds)
- **A** = Task (Low Visibility Takeoff)
- **K4** = Task Element Knowledge (Appropriate airplane configuration.)

Checkride Examination Requirements

Aircraft automation is encouraged to be used for the exam.

The checkride must be done under the live and direct observation and control of an examiner due to the nature of the checkride and skills items that must be examined.

The examiner must have the ability to set failure parameters of an engine.

The examiner must be able to alter or verify the weather settings in the simulator.

Pilot Rating Aircraft Requirements

Aircraft allowed to be used for this pilot rating must be:

- Fixed wing and Retractable gear
- Multiengine
- Turboprop OR Turbojet driven
- Max Gross weight more than 5670kg (12,500lbs)

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Areas of Operation

I. Preflight Preparation

Task	A. Operation of Systems
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with the safe operation of systems on the airplane provided for the flight test.
Knowledge	The member demonstrates an understanding of:
ATPL.I.A.K1	Airplane systems, to include:
ATPL.I.A.K1a	a. Primary flight controls
ATPL.I.A.K1b	b. Secondary flight controls (trim, flaps, etc.)
ATPL.I.A.K1c	c. Power Plant and Propeller Basic Operation (combustion process, propeller control effects, etc.)
ATPL.I.A.K1d	d. Landing gear (Basic operating principles)
ATPL.I.A.K1e	e. Basic Electrical Components (Battery, Alternator, etc)
ATPL.I.A.K1f	f. Avionics/Flight Instruments
ATPL.I.A.K1g	g. Pitot-static, vacuum/pressure, and associated flight instruments
ATPL.I.A.K1h	h. Deicing and anti-icing aircraft protections
ATPL.I.A.K2	Indications of and procedures for managing system abnormalities or failures.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.I.A.R1	Failure to detect system malfunctions or failures.
ATPL.I.A.R2	Improper management of a system failure.
Skills	The member demonstrates the ability to:
ATPL.I.A.S1	Explain or be tested on knowledge in written form of <u>at least</u> three of the systems listed in K1a through K1h above.

II. Preflight Procedures

Task	A. Engine Starting
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with recommended engine starting procedures.
Knowledge	The member demonstrates an understanding of:
	[Intentionally Left Blank]
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:

	[Intentionally Left Blank]
Skill	The member demonstrates the ability to:
ATPL.II.A.S1	Complete the appropriate checklist.

Task	B. Taxiing
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with safe taxi operations, including runway incursion avoidance.
Knowledge	The member demonstrates an understanding of:
ATPL.II.B.K1	Current airport aeronautical references and information resources including Chart Supplements, airport diagram, and appropriate references.
ATPL.II.B.K2	Taxi instructions/clearances.
ATPL.II.B.K3	ATO's region specific airport markings, signs, and lights.
ATPL.II.B.K4	Visual indicators for wind. (Windsock in the simulator)
ATPL.II.B.K5	Aircraft lighting.
ATPL.II.B.K6	Procedures for:
ATPL.II.B.K6a	a. Appropriate flight deck activities prior to taxi, including route planning and identifying the location of hot spots or possible confusion when taxiing
ATPL.II.B.K6b	b. Radio communications at towered and non-towered airports
ATPL.II.B.K6c	c. Entering or crossing runways
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.II.B.R1	Confirmation or expectation bias as related to taxi instructions.
ATPL.II.B.R2	A taxi route or departure runway change.
Skills	The member demonstrates the ability to:
ATPL.II.B.S1	Receive and correctly read back clearances/instructions, if applicable.
ATPL.II.B.S2	Use an airport diagram or taxi chart during taxi, if published, and maintain situational awareness.
ATPL.II.B.S3	Complete the appropriate checklist
ATPL.II.B.S4	Maintain positive control of the airplane during ground operations by controlling direction and speed without excessive use of brakes.
ATPL.II.B.S5	Comply with airport/taxiway markings, signals, and ATC clearances and instructions.
ATPL.II.B.S6	Position the airplane properly relative to runway hold lines.

III. Takeoffs, Landings, and Go-Arounds

Task	A. Low Visibility Takeoff and Climb
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with a normal takeoff, climb operations, and rejected takeoff procedures. Note: The examiner <u>must</u> ensure a prevailing visibility of ½ SM (800 Meters) or less is used for takeoff during the checkride to complete this item.
Knowledge	The member demonstrates an understanding of:
ATPL.III.A.K1	Effects of atmospheric conditions, including wind, on takeoff and climb performance.
ATPL.III.A.K2	<u>If using a turbojet aircraft:</u> Understand the difference between V1, Vr, V2, Vfs, and Vac
ATPL.III.A.K3	<u>If using a turboprop aircraft:</u> Understand the difference between Vmc and VYse (Blue Line).
ATPL.III.A.K4	Appropriate airplane configuration for normal takeoff.
ATPL.III.A.K5	All runway markings and what they represent.
ATPL.III.A.K6	Runway lighting elements and what they represent (Edge lights, centerline lights, lighting colors and patterns, etc.)
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.II.A.R1	Selection of runway based on pilot capability, airplane performance and limitations, available distance, and wind.
ATPL.III.A.R2	Effects of:
ATPL.III.A.R2a	a. Crosswind
ATPL.III.A.R2b	b. Windshear
ATPL.III.A.R2c	c. Tailwind
ATPL.III.A.R2d	d. Wake turbulence
ATPL.III.A.R2e	e. Runway surface/condition
ATPL.III.A.R3	Abnormal operations, to include planning for:
ATPL.III.A.R3a	a. Rejected takeoff
ATPL.III.A.R3b	b. Engine failure on takeoff /climb phase of flight
ATPL.III.A.R4	Low altitude maneuvering including stall, spin, or CFIT.
ATPL.III.A.R5	Distractions, loss of situational awareness, and/or improper task management.
Skills	The member demonstrates the ability to:
ATPL.III.A.S1	Complete the appropriate checklist.
ATPL.III.A.S2	Make radio calls as appropriate.
ATPL.III.A.S3	Verify assigned/correct runway.
ATPL.III.A.S4	Verify wind direction with or without visible wind direction indicators.

ATPL.III.A.S5	Position the flight controls for the existing wind conditions.
ATPL.III.A.S6	Clear the area; taxi into takeoff position and align the airplane on the runway.
ATPL.III.A.S7	Confirm takeoff power and proper engine and flight instrument indications prior to rotation.
ATPL.III.A.S8	<u>If using a turboprop aircraft:</u> Rotate and lift off at the recommended airspeed and accelerate to VYse (Blue Line).
ATPL.III.A.S9	<u>If using a turbojet aircraft:</u> Rotate and lift off at the recommended airspeed and accelerate to V2
ATPL.III.A.S10	<u>If using a turboprop aircraft:</u> Establish a pitch attitude to maintain the manufacturer's recommended speed or VYse (Blue Line), +10/-5 knots
ATPL.III.A.S11	<u>If using a turbojet aircraft:</u> Establish a pitch attitude to maintain the manufacturer's recommended V2 speed +15/-5 knots
ATPL.III.A.S12	Configure the airplane in accordance with manufacturer's guidance.
ATPL.III.A.S13	<u>If using a turboprop aircraft:</u> Maintain VYse (Blue Line) +10/-5 knots to a safe maneuvering altitude.
ATPL.III.A.S14	<u>If using a turbojet aircraft:</u> Maintain V2 +10/-5 knots to proper acceleration altitude (Commonly 1000' AFE)
ATPL.III.A.S15	Maintain directional control and proper wind-drift correction throughout takeoff and climb.

Task	B. Normal Approach and Landing
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with a normal approach and landing with emphasis on proper use and coordination of flight controls. Note: Landing must be hand flown
Knowledge	The member demonstrates an understanding of:
ATPL.III.B.K1	A stabilized approach, to include energy management concepts.
ATPL.III.B.K2	Effects of atmospheric conditions, including wind, on approach and landing performance.
ATPL.III.B.K3	Wind correction techniques on approach and landing.
ATPL.III.B.K4	Ground effect
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.II.B.R1	Selection of runway based on pilot capability, airplane performance and limitations, available distance, and wind.
ATPL.III.B.R2	Effects of:
ATPL.III.B.R2a	a. Crosswind

ATPL.III.B.R2b	b. Windshear
ATPL.III.B.R2c	c. Tailwind
ATPL.III.B.R2d	d. Wake turbulence
ATPL.III.B.R2e	e. Runway surface/condition
ATPL.III.B.R3	Planning for:
ATPL.III.B.R3a	a. Go around and rejected landing
ATPL.III.B.R3b	b. Land and hold short operations (LAHSO)
ATPL.III.B.R4	Low altitude maneuvering including stall, spin, or CFIT.
ATPL.III.B.R5	Distractions, loss of situational awareness, and/or improper task management.
Skills	The member demonstrates the ability to:
ATPL.III.B.S1	Complete the appropriate checklist.
ATPL.III.B.S2	Make radio calls as appropriate.
ATPL.III.B.S3	Ensure the airplane is aligned with the correct/assigned runway or landing surface
ATPL.III.B.S4	Scan runway or landing surface and the adjoining area for traffic and obstructions
ATPL.III.B.S5	Consider the wind conditions, landing surface, obstructions, and select a suitable touchdown point.
ATPL.III.B.S6	Maintain manufacturer's published approach airspeed or in its absence not more than 1.3 VSO, +10/-5 knots with gust factor applied
ATPL.III.B.S7	Maintain crosswind correction and directional control throughout the approach and landing.
ATPL.III.B.S8	Touch down at a proper pitch attitude, in the touchdown zone or first half of the runway (whichever is less), with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.
ATPL.III.B.S9	Maintain directional control and apply brakes for safe rollout
ATPL.III.B.S10	Execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.

Task	C. Go-Around/Rejected Landing
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with a go-around/rejected landing with emphasis on factors that contribute to landing conditions that may require a go-around.
Knowledge	The member demonstrates an understanding of:
ATPL.III.C.K1	A stabilized approach, to include energy management concepts.
ATPL.III.C.K2	Effects of atmospheric conditions, including wind and density altitude on a go-around or rejected landing.

ATPL.III.C.K3	Wind correction techniques on takeoff/departure and approach/landing.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.III.C.R1	Delayed recognition of the need for a go-around/rejected landing.
ATPL.III.C.R2	Delayed performance of a go-around at low altitude.
ATPL.III.C.R3	Improper application of power.
ATPL.III.C.R4	Improper airplane configuration.
ATPL.III.C.R5	Collision hazards, to include aircraft, vehicles, vessels, persons, wildlife, terrain, obstacles, and wires.
ATPL.III.C.R6	Low altitude maneuvering including stall, spin, or CFIT.
ATPL.III.C.R7	Distractions, loss of situational awareness, and/or improper task management.
Skills	The member demonstrates the ability to:
ATPL.III.C.S1	Complete the appropriate checklist.
ATPL.III.C.S2	Make radio calls as appropriate to unicom or ATC.
ATPL.III.C.S3	Make a timely decision to discontinue the approach to landing.
ATPL.III.C.S4	<u>If using a turboprop aircraft:</u> Apply takeoff power immediately and transition to climb pitch attitude for VX or VYse (Blue Line) as appropriate +10/-5 knots.
ATPL.III.C.S5	<u>If using a turbojet aircraft:</u> Apply go around power immediately and transition to a climb pitch attitude for an appropriate and safe go around speed
ATPL.III.C.S6	Configure the airplane after a positive rate of climb has been verified.
ATPL.III.C.S7	<u>If using a turboprop aircraft:</u> Maintain VYse (Blue Line) +10/-5 knots to a safe maneuvering altitude.
ATPL.III.C.S8	<u>If using a turbojet aircraft:</u> Maintain appropriate and safe go around speed to a safe acceleration altitude
ATPL.III.C.S9	Maintain directional control and proper wind-drift correction throughout the climb.

Task	D. Departure Procedures
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with departure procedures.
Knowledge	The member demonstrates an understanding of:
ATPL.III.D.K1	Ability to read and understand departure procedures.
ATPL.III.D.K2	Identify departure procedure notes and restrictions and apply them to the operation of the flight.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:

ATPL.III.D.R1	Misinterpretation of departure procedure requirements or instructions
ATPL.III.D.R2	Aircraft unable to meet departure procedure performance requirements
ATPL.III.D.R3	Loss of situational awareness or overwhelmed by task saturation
Skills	The member demonstrates the ability to:
ATPL.III.D.S1	Uses the current and appropriate navigation publications for the proposed flight.
ATPL.III.D.S2	Selects, configures, and uses the appropriate communications frequencies, navigation and systems displays; selects and identifies the navigation aids and routes necessary to properly fly the assigned ATC clearance.
ATPL.III.D.S3	Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.
ATPL.III.D.S4	Complies, in a timely manner, with all instructions and airspace restrictions.
ATPL.III.D.S5	Intercepts, in a timely manner, all courses, radials, and bearings appropriate to the procedure, route, clearance, or as directed by the examiner.
ATPL.III.D.S6	Maintains the appropriate airspeed within ± 10 knots, headings within $\pm 10^\circ$, altitude within ± 100 feet; and accurately tracks a course, radial, or bearing.
ATPL.III.D.S7	Conducts the departure phase to a point where, in the opinion of the examiner, the transition to the en route environment is complete <u>or</u> the pilot demonstrates enough skills and ability to fly a departure procedure

IV. Performance Maneuvers

Task	A. Steep Turns
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with steep turns. Note: Steep Turns must be hand flown
Knowledge	The member demonstrates an understanding of:
PPL.IV.A.K1	Aerodynamics associated with steep turns, to include:
PPL.IV.A.K1a	a. Coordinated and uncoordinated flight
PPL.IV.A.K1b	b. Overbanking tendencies
PPL.IV.A.K1c	c. Maneuvering speed, including the impact of weight changes
PPL.IV.A.K1d	d. Load factor and accelerated stalls

PPL.IV.A.K1e	e. Rate and radius of turn
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.IV.A.R1	Failure to divide attention between airplane control and orientation.
PPL.IV.A.R2	Collision hazards, to include aircraft, terrain, obstacles, and wires.
PPL.IV.A.R3	Distractions, loss of situational awareness, and/or improper task management.
PPL.IV.A.R4	Failure to maintain coordinated flight.
Skill	The member demonstrates the ability to:
PPL.IV.A.S1	Avoids any indication of an approaching stall, abnormal flight attitude, or exceeding any structural or operating limitations during any part of the maneuver.
PPL.IV.A.S2	Establish the manufacturer's recommended airspeed; or if one is not available, a safe airspeed not to exceed V_a .
PPL.IV.A.S3	Roll into a coordinated turn of 180° or 360° with a bank of at least 45°
PPL.IV.A.S4	Perform the Task opposite direction upon completion of the first. (Two turns)
PPL.IV.A.S5	Maintain the entry altitude ± 100 feet, airspeed ± 10 knots, bank $\pm 5^\circ$, and roll out on the entry heading $\pm 10^\circ$.

V. Instrument Procedures

Task	A. Non Precision Approach
Objective	To determine the member exhibits satisfactory knowledge, risk management, and skills associated with performing non precision approach procedures solely by reference to instruments.
Knowledge	The member demonstrates an understanding of:
ATPL.IV.A.K1	Navigation system annunciations expected during an RNAV approach.
ATPL.IV.A.K2	A stabilized approach, to include energy management concepts.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.IV.A.R1	Failure to follow the correct approach procedure (e.g., descending too early, etc.).
ATPL.IV.A.R2	Selecting an incorrect navigation frequency.
ATPL.IV.A.R3	Failure to manage automated navigation and autoflight systems.
ATPL.IV.A.R4	Failure to ensure proper airplane configuration during an approach and missed approach.

ATPL.IV.A.R5	An unstable approach, including excessive descent rates.
ATPL.IV.A.R6	Deteriorating weather conditions on approach.
ATPL.IV.A.R7	Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.
Skill	The member demonstrates the ability to:
ATPL.IV.A.S1	Accomplish the non precision instrument approach(es) selected by the evaluator.
ATPL.IV.A.S2	Establish two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.
ATPL.IV.A.S3	Select, tune, identify, and confirm the operational status of navigation equipment to be used for the approach.
ATPL.IV.A.S4	Comply with all clearances issued by ATC or the evaluator.
ATPL.IV.A.S5	Recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.
ATPL.IV.A.S6	Advise ATC or the evaluator if unable to comply with a clearance
ATPL.IV.A.S7	Complete the appropriate checklist.
ATPL.IV.A.S8	Establish the appropriate airplane configuration and airspeed considering meteorological and operating conditions.
ATPL.IV.A.S9	Maintain altitude ± 50 feet, selected heading $\pm 10^\circ$, airspeed ± 10 knots, and accurately track radials, courses, and bearings, prior to beginning the final approach segment.
ATPL.IV.A.S10	Adjust the published MDA and visibility criteria for the aircraft approach category, as appropriate, for factors that include NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment, etc.
ATPL.IV.A.S11	Establish a stabilized descent to the appropriate altitude.
ATPL.IV.A.S12	For the final approach segment, maintain no more than a 1/2-scale deflection of the CDI, maintain airspeed ± 10 knots, and altitude, if applicable, above MDA, +100/-0 feet, to the Visual Descent Point (VDP) or Missed Approach Point (MAP).
ATPL.IV.A.S13	Execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile; or execute a normal landing from a straight-in or circling approach.
ATPL.IV.A.S14	Use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and to maintain situational awareness.

Task	B. Precision Approach
Objective	To determine the member exhibits satisfactory knowledge, risk management, and skills associated with performing precision approach procedures solely by reference to instruments.
Knowledge	The member demonstrates an understanding of:
ATPL.IV.B.K1	Procedures and limitations associated with a precision approach, including determining required descent rates and adjusting minimums in the case of inoperative equipment
ATPL.IV.B.K2	Navigation system displays, annunciations, and modes of operation.
ATPL.IV.B.K3	A stabilized approach, to include energy management concepts
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.IV.B.R1	Failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).
ATPL.IV.B.R2	Selecting an incorrect navigation frequency
ATPL.IV.B.R3	Failure to manage automated navigation and autoflight systems.
ATPL.IV.B.R4	Failure to ensure proper airplane configuration during an approach and missed approach.
ATPL.IV.B.R5	An unstable approach, including excessive descent rates.
ATPL.IV.B.R6	Deteriorating weather conditions on approach.
ATPL.IV.B.R7	Continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.
Skill	The member demonstrates the ability to:
ATPL.IV.B.S1	Accomplish the precision instrument approach(es) selected by the evaluator.
ATPL.IV.B.S2	Establish two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.
ATPL.IV.B.S3	Select, tune, identify, and confirm the operational status of navigation equipment to be used for the approach.
ATPL.IV.B.S4	Comply with all clearances issued by ATC or the evaluator.
ATPL.IV.B.S5	Recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.
ATPL.IV.B.S6	Advise ATC or the evaluator if unable to comply with a clearance.
ATPL.IV.B.S7	Complete the appropriate checklist.
ATPL.IV.B.S8	Establish the appropriate airplane configuration and airspeed considering turbulence and windshear.

ATPL.IV.B.S9	Maintain altitude ± 50 feet, selected heading $\pm 10^\circ$, airspeed ± 10 knots, and accurately track radials, courses, and bearings, prior to beginning the final approach segment.
ATPL.IV.B.S10	Adjust the published DA/DH and visibility criteria for the aircraft approach category, as appropriate, to account for NOTAMs, Inoperative airplane or navigation equipment, or inoperative visual aids associated with the landing environment.
ATPL.IV.B.S12	Establish a predetermined rate of descent at the point where vertical guidance begins, which approximates that required for the airplane to follow the vertical guidance.
ATPL.IV.B.S13	Maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than 1/2-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ± 10 knots.
ATPL.IV.B.S14	Immediately initiate the missed approach procedure when at the DA/DH, and the required visual references for the runway are not unmistakably visible and identifiable.
ATPL.IV.B.S15	Transition to a normal landing approach only when the airplane is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering.
ATPL.IV.B.S16	Maintain a stabilized visual flight path from the DA/DH to the runway aiming point where a normal landing may be accomplished within the touchdown zone.
ATPL.IV.B.S17	Use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and to maintain situational awareness.

Task	C. Holding Procedures
Objective	To determine the member exhibits satisfactory knowledge, risk management, and skills associated with holding procedures solely by reference to instruments.
Knowledge	The member demonstrates an understanding of:
ATPL.IV.C.K1	Elements related to holding procedures, including reporting criteria, appropriate speeds, and recommended entry procedures for standard, nonstandard, published, and non-published holding patterns. (Direct, Teardrop, Parallel)
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
IR.II.B.R1	Recalculating fuel reserves if assigned an unanticipated EFC time.
ATPL.IV.C.R2	Scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.

ATPL.IV.C.R3	Scenarios that could lead to holding, including deteriorating weather at the planned destination or traffic metering.
ATPL.IV.C.R4	Improper holding entry and or improper wind correction while holding
Skills	The member demonstrates the ability to:
ATPL.IV.C.S1	Explain and use an entry procedure that ensures the airplane remains within the protected holding pattern airspace for a standard, nonstandard, published, <u>or</u> non-published holding pattern.
ATPL.IV.C.S2	Change to the holding airspeed appropriate for the altitude or airplane when <u>3 minutes or less from, but prior to arriving at, the holding fix</u> and set appropriate power as needed for fuel conservation.
ATPL.IV.C.S3	Recognize arrival at the holding fix and promptly initiate entry into the holding pattern. (Station Passage)
ATPL.IV.C.S4	Maintain airspeed ± 10 knots, altitude ± 50 feet, selected headings within $\pm 10^\circ$, and track a selected course, radial, or bearing within $\frac{3}{4}$ -scale deflection of the CDI.
ATPL.IV.C.S5	Use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time and maintain pattern leg lengths when specified.
ATPL.IV.C.S6	Use an MFD and other graphical navigation displays, if installed, to monitor position in relation to the desired flightpath during holding.
ATPL.IV.C.S7	Comply with ATC reporting requirements and restrictions associated with the holding pattern.

VI. Multi Engine Operations

Task	A. Engine Failure <u>After</u> Liftoff/V2 (Engine Failure)
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with an engine failure after liftoff.
Knowledge	The member demonstrates an understanding of:
ATPL.V.A.K1	<u>If using a turboprop aircraft:</u> Factors affecting Vmc.
ATPL.V.A.K2	<u>If using a turboprop aircraft:</u> Vmc (Red line) and VYse (Blue line).
ATPL.V.A.K3	<u>If using a turboprop aircraft:</u> How to identify, verify, feather, and secure an inoperative engine.
ATPL.V.A.K4	<u>If using a turboprop aircraft:</u> Importance of drag reduction, to include propeller feathering, gear and flap retraction, the manufacturer's recommended control input and its relation to zero sideslip.

ATPL.V.A.K5	<u>If using a turbojet aircraft:</u> Definition of V1, Vr, and V2 airspeeds
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.V.A.R1	Failure to plan for an engine failure during takeoff.
ATPL.V.A.R2	Improper airplane configuration.
ATPL.V.A.R3	Distractions, loss of situational awareness, and/or improper task management.
ATPL.V.A.R4	Collision hazards, to include aircraft, terrain, obstacles, and wires.
ATPL.V.A.R5	Low altitude maneuvering including, stall, spin, or CFIT.
Skill	The member demonstrates the ability to:
ATPL.V.A.S1	Promptly recognize an engine failure, maintain control, and utilize appropriate emergency procedures.
ATPL.V.A.S2	<u>If using a turboprop aircraft:</u> Establish VYse; if obstructions are present, establish Vmc +10 knots, whichever is greater, until obstructions are cleared. <u>Then transition to VYse.</u>
ATPL.V.A.S3	<u>If using a turbojet aircraft:</u> Establish V2 speed
ATPL.V.A.S4	Reduce drag by retracting landing gear and flaps in accordance with the manufacturer's guidance.
ATPL.V.A.S5	<u>If using a turboprop aircraft:</u> Simulate feathering the propeller on the inoperative engine (evaluator should then establish zero thrust on the inoperative engine).
ATPL.V.A.S6	Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.
ATPL.V.A.S7	Monitor the operating engine and make adjustments as necessary.
ATPL.V.A.S8	Recognize the airplane's performance capabilities. If a climb is not possible at V2 (Jet) VYse (Prop), maintain VYse and return to the departure airport for landing, or initiate an approach to the most suitable landing area available.
ATPL.V.A.S9	<u>If using a turboprop aircraft:</u> Simulate securing the inoperative engine.
ATPL.V.A.S10	Maintain heading $\pm 20^\circ$ and airspeed ± 10 knots.
ATPL.V.A.S11	Complete the appropriate checklist. Note: <u>The engine will be considered critically damaged after failure and not suitable for restart.</u>
Task	B. One Engine Inoperative (solely by Reference to Instruments) During Straight-and-Level Flight and Turns

Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with flight solely by reference to instruments with one engine inoperative.
Knowledge	The member demonstrates an understanding of:
ATPL.V.B.K1	Procedures used if engine failure occurs during straight-and-level flight and turns while on instruments.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.V.B.R1	Failure to identify the inoperative engine.
ATPL.V.B.R2	Inability to climb or maintain altitude with an inoperative engine.
ATPL.V.B.R3	Low altitude maneuvering including, stall, spin, or CFIT.
ATPL.V.B.R4	Distractions, loss of situational awareness, and/or improper task management.
ATPL.V.B.R5	Fuel management during single-engine operation.
Skill	The member demonstrates the ability to:
ATPL.V.B.S1	Promptly recognize an engine failure and maintain positive airplane control.
ATPL.V.B.S2	Set the engine controls, reduce drag, identify and verify the inoperative engine, and simulate feathering (if using a turboprop aircraft) of the propeller on the inoperative engine. (Evaluator should then establish zero thrust on the inoperative engine.)
ATPL.V.B.S3	Establish the best engine-inoperative airspeed and trim the airplane.
ATPL.V.B.S4	Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.
ATPL.V.B.S5	Verify the prescribed checklist procedures normally used for securing the inoperative engine.
ATPL.V.B.S6	Attempt to determine and resolve the reason for the engine failure.
ATPL.V.B.S7	Maintain the specified altitude ± 50 feet or minimum sink rate if applicable, airspeed ± 10 knots, and the specified heading $\pm 15^\circ$.
ATPL.V.B.S8	Assess the airplane's performance capability and decide on an appropriate action to ensure a safe landing.
ATPL.V.B.S9	Avoid loss of airplane control or attempted flight contrary to the engine-inoperative operating limitations of the airplane.
ATPL.V.B.S10	Demonstrate Single Pilot Resource Management

Task	C. Instrument Approach and Landing with an Inoperative Engine (solely by Reference to Instruments)
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Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with flight solely by reference to instruments with one engine inoperative. Note: <u>Must be hand flown from the Final Approach Fix (FAF) inbound</u>
Knowledge	The member demonstrates an understanding of:
ATPL.V.C.K1	Instrument approach procedures with one engine inoperative.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
ATPL.V.C.R1	Failure to plan for engine failure during approach and landing.
ATPL.V.C.R2	Distractions, loss of situational awareness, and/or improper task management.
ATPL.V.C.R3	Single-engine performance.
Skill	The member demonstrates the ability to:
ATPL.V.C.S1	Use flight controls in the proper combination as recommended by the manufacturer or as required to maintain best performance, and trim as required.
ATPL.V.C.S2	Request and follow an actual or a simulated ATC clearance for an instrument approach.
ATPL.V.C.S3	Maintain altitude ± 50 feet or minimum sink rate if applicable, airspeed ± 10 knots, and selected heading $\pm 10^\circ$.
ATPL.V.C.S4	Establish a rate of descent that will ensure arrival at the MDA or DA/DH, with the airplane in a position from which a descent to a landing on the intended runway can be made, either straight in or circling as appropriate.
ATPL.V.C.S5	On final approach segment, maintain vertical (as applicable) and lateral guidance within 1/2-scale deflection.
ATPL.V.C.S6	Avoid loss of airplane control or attempted flight contrary to the operating limitations of the airplane.
ATPL.V.C.S7	Comply with the published criteria for the aircraft approach category if circling.
ATPL.V.C.S8	Execute a normal landing.
ATPL.V.C.S9	Complete the appropriate checklist.
ATPL.V.C.S10	Monitor the operating engine and make adjustments as necessary throughout approach.

VII. Postflight Procedures

Task	A. After Landing, Parking, and Securing
Objective	To determine that the member exhibits satisfactory knowledge, risk management, and skills associated with after landing, parking, and securing procedures Note: The checkride may be considered complete once parked on the runway or a taxiway (offline checkrides only) if the aircraft is unable to safely taxi in to a suitable spot.
Knowledge	The member demonstrates an understanding of:
PPL.VI.A.K1	Airplane shutdown and securing.
Risk Management	The member demonstrates the ability to identify, assess and mitigate risks, encompassing:
PPL.VI.A.R1	Confirmation or expectation bias as related to taxi instructions.
Skill	The member demonstrates the ability to:
PPL.VII.A.S1	Demonstrate runway incursion avoidance procedures.
PPL.VII.A.S2	Park in an appropriate area.
PPL.VI.A.S2	Complete the appropriate shutdown and securing checklist.
PPL.VI.A.S3	Secure the airplane.

Testing Roles, Responsibilities, and Outcomes

Member Responsibilities

The member is responsible for mastering the established standards for knowledge, skill, and risk management elements in all Tasks appropriate to the certificate and rating sought. The member should use this MCS, its references, and the Practical Examination Checklist in this Appendix in preparation to take the practical examination.

Instructor Responsibilities

The instructor is responsible for training the member to meet the established standards for knowledge, skill, and risk management elements in all Tasks appropriate to the certificate and rating sought. The instructor should use this MCS and its references as part of preparing the member to take the practical examination and, if necessary, in retraining the member to proficiency in all subject(s) missed on the knowledge test.

Evaluator Responsibilities

The evaluator who conducts the practical examination is responsible for determining that the member meets the established standards of aeronautical knowledge, skills (flight proficiency), and risk management for the Tasks in the appropriate MCS. This responsibility also includes verifying the experience requirements specified for a certificate or rating by having the prerequisite pilot rating.

The ATO must develop at a minimum one Plan of Action (POA), written in English, to conduct the practical examination, and it must include all of the required Areas of Operation and Tasks. The POA must include a scenario that evaluates as many of the required Areas of Operation and Tasks as possible. The evaluator has the discretion to modify the POA in order to accommodate unexpected situations as they arise. For example, the evaluator may elect to suspend and later resume a scenario in order to assess certain Tasks.

In the integrated MCS framework, the Areas of Operation contain Tasks that include “knowledge” elements (such as K1), “risk management” elements (such as R1), and “skill” elements (such as S1). Knowledge and risk management elements are primarily evaluated during the written testing phase of the member certification process. The evaluator must assess the member on all skill elements for each Task included in each Area of Operation of the MCS, unless otherwise noted or an approved waiver is issued.

The evaluator administering the practical examination has the discretion to combine Tasks/elements as appropriate to testing scenarios.

The required minimum elements to include in the POA, unless otherwise noted, from each applicable Task are as follows:

- at least one knowledge element (if specified in the task);
- all skill elements; and
- any Task elements in which the member was shown to be deficient on the knowledge test.

Unless otherwise noted in the Task, the evaluator must test each item in the skills section by asking the member to perform each one.

ATC Requirements for Examinations

ATC instructions and communications may be conducted either using a live network controller OR the examiner may act in place of ATC if not online or a live controller is desired not to be used. ATOs are asked to provide examiners with an ATC script to accompany the checkride's plan of action that uses proper ATC phraseology for the airspace the checkride is being conducted in. ATC transcribed instructions MAY be provided if the examination is not done in a live capacity.

Possible Outcomes of the Test

There are three possible outcomes of the practical examination: (1) Pass (satisfactory), (2) Fail (unsatisfactory), or (3) Discontinuance.

If the evaluator determines that a Task is incomplete, or the outcome is uncertain, the evaluator must require the member to repeat that Task, or portions of that Task. This provision does not mean that instruction, practice, or the repetition of an unsatisfactory Task is permitted during the practical examination.

If the evaluator determines the member's skills and abilities are in doubt, the outcome is unsatisfactory and the evaluator must issue a Notice of Disapproval.

Satisfactory Performance

Satisfactory performance requires that the member:

- demonstrate the Tasks specified in the Areas of Operation for the certificate or rating sought within the established standards;
- demonstrate mastery of the aircraft by performing each Task successfully;
- demonstrate proficiency and competency in accordance with the approved

- standards;
- demonstrate sound judgment and exercise aeronautical decision-making/risk management; and
 - demonstrate single-pilot competence and management in an airplane that is certificated for single-pilot operations.

Satisfactory performance will result in the issuance of the proper pilot rating.

Unsatisfactory Performance

Typical areas of unsatisfactory performance and grounds for disqualification include:

- Any action or lack of action by the member that requires corrective intervention by the evaluator to maintain safe flight.
- Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.
- Consistently exceeding tolerances stated in the skill elements of the Task.
- Failure to take prompt and reasonable corrective action when tolerances are exceeded.
- Failure to exercise risk management.

Note: Examiners are encouraged to provide members with a few opportunities to reattempt tasks found to be unsatisfactory. No more than three total attempts to demonstrate proficiency of any task during the checkride may be given.

If, in the judgment of the evaluator, the member does not meet the standards for any Task, the member fails the Task. The test is unsatisfactory, and the evaluator issues the check ride unsatisfactory. The evaluator lists the Task(s) in which the member did not meet the standard, any Task(s) not tested. The evaluator will complete this report using the applicable PTD approved pilot rating examination form for that specific pilot rating.

The evaluator may choose to end a practical evaluation early if they feel the member is not at all prepared or whose skills are clearly not at the standards to pass the exam. However, it is encouraged that examiners allow the checkride to continue with the interest of examining as many tasks as possible. If an examiner determines a checkride unsatisfactory, examiners should not express this result till the debrief portion of the checkride.

Discontinuance

When it is necessary to discontinue a practical examination for reasons other than unsatisfactory performance (e.g., computer failure, software issues, real world conflicts, etc.), the evaluator must return all test paperwork to the member. The evaluator must initial/sign, date, and issue a Discontinuance that lists those Areas of Operation the member successfully completed. The evaluator should advise the member to present the Discontinuance to the next evaluator when the practical examination resumes in

order to receive credit for the items successfully completed. The Discontinuance should also be filed into the member's examination records file. The member has 14 calendar days to finish the remainder of the discontinued examination with an approved examiner. If the discontinued exam is not completed in this time window, the examination must be completely redone.

Testing after Discontinuance or Unsatisfactory Performance

To avoid having to retake the entire practical examination, a member has 90 days from the date of a first failure or Discontinuance to pass the practical examination. The evaluator's plan of action to complete the examination must include any unsatisfactory or untested Area(s) of Operation and Task(s) as indicated on the current Unsatisfactory or Letter of Discontinuance. While a member may receive credit for any Task(s) successfully completed within a failed or partially tested Area of Operation, the evaluator has discretion to reevaluate any Task(s).

Practical Examination Checklist (Member)

Appointment with Evaluator

Evaluator's Name: _____

Location: _____

Date/Time: _____

Acceptable Aircraft

- Approved ATO course syllabus practical examination aircraft

Personal Equipment

- ATO required test monitoring software installed
- Already completed Flight Planning by the examiner or examining authority
- Stable and working simulator settings to conduct practical examination in
- Approved stable and working simulator aircraft to conduct the practical examination in
- ATO Approved aeronautical charts to be used to complete the checkride

Personal Records

- Successfully Completed Written Knowledge Examination