

## ATP Operations

N \_\_\_\_\_ Pilot \_\_\_\_\_  
Type \_\_\_\_\_ CFI \_\_\_\_\_  
Start \_\_\_\_\_ Date \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
End \_\_\_\_\_ Flight \_\_\_\_\_ Actual \_\_\_\_\_  
Total \_\_\_\_\_ Pre & Post \_\_\_\_\_ Sim. \_\_\_\_\_

T.O. Time \_\_\_\_\_ Arrival Time \_\_\_\_\_ Night \_\_\_\_\_

T.O. From \_\_\_\_\_ Arrival To: \_\_\_\_\_

\_\_\_\_\_ Preflight Discussion \_\_\_\_\_ Equipment Knowledge

\_\_\_\_\_ IFR Flight Plan, Clearances  
Type/ID/Model/Tas./Dprt./Etd./Alt/Route/Dest./Ete./  
Remarks/FOB/Alternate/Name/SOB/Color/Contact

\_\_\_\_\_ PreTakeoff Checks

Type/ID/Model/Tas./Dprt./Etd./Alt/Route/Dest./Ete./  
Remarks/FOB/Alternate/Name/SOB/Color/Contact

\_\_\_\_\_ **Powerplant Failure** During Takeoff  
<50%Vmc

\_\_\_\_\_ Normal and Crosswind **Takeoff**  
(Heading +-5 degrees, Airspeed +-5 Kts.)

\_\_\_\_\_ **Rejected Takeoff**

\_\_\_\_\_ Instrument **Departure**  
(Heading +-10 degrees, Altitude +-100' Airspeed +-10 Kts.)

\_\_\_\_\_ **Steep Turns**  
(Heading +-10 degrees, Altitude +-100' Airspeed +-10 Kts.)

\_\_\_\_\_ Approaches to **Stalls**  
(At least one while turning in 15 to 30 degree bank)

\_\_\_\_\_ Specific **Flight Characteristics**

**Holding:** (Airspeed +-10 Kts. Altitude +-100' Heading +-10 degrees)

\_\_\_\_\_ Intersection \_\_\_\_\_ VOR \_\_\_\_\_ NDB  
\_\_\_\_\_ LOC \_\_\_\_\_ DME \_\_\_\_\_ NO-GYRO

**Approach Procedures:** (<1/4 Scale Deflection Loc or GS)  
(Airspeed +-10 Kts. Altitude +-100' Heading +-10 degrees)

\_\_\_\_\_ VOR \_\_\_\_\_ NDB \_\_\_\_\_ ILS  
**Approach Procedures:** (<1/4 Scale Deflection Loc or GS)  
(Airspeed +-10 Kts. Altitude +-100' Heading +-10 degrees)

\_\_\_\_\_ LOC \_\_\_\_\_ DME \_\_\_\_\_ NO-GYRO  
\_\_\_\_\_ GPS \_\_\_\_\_ Back Course \_\_\_\_\_ Alternate

\_\_\_\_\_ **Powerplant Failure**  
(Airspeed +-10 Kts. Altitude +-100' Heading +-10 degrees)

\_\_\_\_\_ Instrument **Arrival Procedures**

\_\_\_\_\_ **Missed Approach**  
(Altitude +-100' Airspeed +-10 Kts. Heading +-5 degrees)

\_\_\_\_\_ **Missed Approach One Engine Inoperative**  
(Altitude +-100' Airspeed +-10 Kts. Heading +-5 degrees)

\_\_\_\_\_ **Circling Approach**  
(Heading +-5 degrees, Altitude +100'-0' Airspeed +-5 Kts.)

\_\_\_\_\_ **Landing** and Approaches to Landing  
(V Speed +-5 Kts. TD<=200')

\_\_\_\_\_ Landing and Approaches to Landing **Forward Slip**  
(V Speed +-5 Kts. TD<=200')

\_\_\_\_\_ **Landing from a Circling Approach**  
(Heading +-5 degrees, Altitude +100'-0' Airspeed +-5 Kts.)

\_\_\_\_\_ Approach and **Landing Powerplant Failure**  
(V Speed +-5 Kts.)

\_\_\_\_\_ Normal and **Abnormal** Procedures

\_\_\_\_\_ **Emergency Procedures**

\_\_\_\_\_ **Rejected Landing** (50' Above Runway)

\_\_\_\_\_ Landing (**Zero or Non-Standard Flap Approach**)

\_\_\_\_\_ **Postflight** Procedures