

***PLAN OF ACTION***  
***FOR***  
***ATP MULTIENGINE***

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## **PLAN OF ACTION FOR ATP MULTIENGINE**

### **Overview of Training**

Aircraft performance worksheet and load manifest for today's flight

Discussion of aircraft systems and subjects required by FAR 135.293 (a) (1)

Flight briefing

Short break

Questions?

### **ORAL QUIZ**

1. What are the recency of experience requirements of FAR part 61 for night PIC? IFR PIC?
2. What is a limitation for FAA notification of an address change of a pilot?
3. If shoulder harnesses are installed on all aircraft seats, must the rear seat passengers fasten the harness for takeoff and landing?
4. Under what condition may you conduct a flight without a working transponder?
5. Describe the VOR equipment check requirement of FAR part 91.
6. If you have an approved MEL for this type aircraft, describe its use.
7. What restrictions apply if you loose your DME while cruising above FL 240?
8. What equipment requirements apply within and above an ARSA? When does transponder use become mandatory within and above an ARSA?
9. When does transponder and pitot static equipment need to be checked?
10. What procedures does this company use to determine that the aircraft is in an airworthy condition prior to the flight?
11. What procedure is used for reporting mechanical irregularities after a flight?
12. What is the minimum altitude for use of the autopilot in this particular airplane?
13. Can you allow a passenger to keep the wings level on a part 135 flight?
14. Can a passenger carry a hunting rifle in a locked case as carry-on baggage?
15. Can a passenger bring a six-pack of his own beer to drink on a flight?
16. Describe the requirements for supplemental oxygen for crew and passengers.

17. Describe this company's operations specifications authorizations, including:

- Areas of operations
- Conditions of operations
- Types of approaches
- Approved aircraft
- Lower than standard takeoffs

18. Does this company carry hazardous materials?

19. While being radar vectored, an approach clearance is received. The last assigned altitude should be maintained until what point?

20. What does the absence of the procedure turn barb on the plan view of an approach chart indicate?

21. When making an instrument approach at the selected alternate airport, what landing minimums apply?

22. What is the general circulation of air associated with a high pressure area in the Northern Hemisphere?

23. What are the conditions necessary for the formation of cumulonimbus clouds?

24. What is the term used to describe streamers of precipitation trailing beneath clouds but evaporating before reaching the ground?

25. What type of clouds and precipitation characterizes a moist, unstable air mass?

26. What situation is most likely to result in freezing precipitation?

27. How are these speeds used?  $V_a$ ,  $V_{mc}$ ,  $V_{yse}$ ,  $V_{fe}$ ,  $V_{le}$ ,  $V_{lo}$

28. Describe the landing gear system, and it's normal operation

29. Describe manual operation of the L.G. system.

30. Draw a schematic of the fuel system, and describe it's normal operation.

31. Can we crossfeed with the inoperative side engine driven fuel pump inoperative?

32. Where does the cabin heater get it's fuel?

33. Are slips prohibited in this airplane?

34. What approach category applies to this airplane?

35. What equipment on board should be used prior to entering icing conditions?

36. What should you do if the cabin door opens during the takeoff roll with insufficient runway remaining to stop?

37. What speed will you use for holding?

38. What is the approximate power setting to obtain this speed?

39. Describe normal clean-up procedure for a go-around from the landing configuration.
40. How would an emergency descent be accomplished in this airplane?
41. Give an example of a time when this procedure would be called for.
42. What instruments are affected by vacuum pump failure?
43. Are alternators belt, or gear driven?
44. Discuss worksheet items and load manifest.

### **Preflight Briefing**

I will assume the role of ATC by issuing a clearance.

You will handle communications of a routine nature. I may take the mike to negotiate with ATC for any special handling required for the flight.

At MDA or DH, I will either say nothing or call runway in sight. If I say nothing, a missed approach will be executed.

Engine Failure Procedures:

I will not cut a mixture below 3000' AGL except below 50% of VMC on the runway.

Unless I indicate otherwise, we will simulate feathering after a mixture cut.

Between 200' and 3000' AGL I will retard the throttle to simulate engine failure.

I will not cut an engine with the fuel selector, or by any other means not seen by you. If an engine quits for no obvious reason, we will treat it as an actual engine failure.

### **Local Flight from Aurora, OR (KUAOU)**

- 1) Passenger briefing required for a part 135 flight.
- 2) Obtain clearance for UBG transition to Salem.
- 3) Departure Aurora to Newberg VOR (UGB.)
- 4) Instrument Takeoff - hood down at 100' if lower than standard.
- 5) Engine failure after gear up selection (retard left throttle.)
- 6) Restore power after 7 step procedure and climb is established.
- 7) Standard Hold at 13 DME on UBG 150 radial.
- 8) Demonstrate procedure for manual extension of gear.
- 9) Issue clearance for full ILS approach to Salem (KSLE.)

- 10) Perform full ILS, low approach, published miss and hold.
- 11) Clearance for full LOC BC approach. Fail right engine during procedure turn inbound.
- 12) Heading Gyro fails after final approach course intercept. Continue approach to straight-in or circling minimums.
- 13) Circle to land with engine inoperative. Applicant to determine which direction to circle. Execute Missed approach.
- 14) Taxi back - Rejected takeoff prior to 50% Vmc.
- 15) Clearance for NDB 17 Aurora.
- 16) Partial panel to Aurora NDB, Partial panel from IAF to MAP.
- 17) NDB 17 Aurora no flap landing.