

MULTIENGINE WORKSHEET (08/14)

Compute the performance for the following conditions:

OAT _____ C

Pressure Altitude _____ ft

Takeoff Weight _____ lbs

Headwind Component _____ kts

1. Normal ground roll _____ ft and takeoff distance _____ ft over a 50' obstacle
2. Accelerate-Stop Distance _____ ft
3. Accelerate-Go Distance _____ ft
4. One engine inoperative rate of climb _____ ft and speed _____ KTS / MPH
5. Time _____ minutes, fuel _____ gals and distance _____ nm to climb to altitude
6. Single engine service ceiling _____ ft
7. Absolute service ceiling _____ ft
8. Landing distance over a 50' obstacle _____ ft (Approach _____ KTS / MPH flaps down)
9. Use these weights for weight and balance:

Basic empty weight _____ lbs

Front seat occupants' _____ lbs (Examiner _____ lbs)

Baggage _____ lbs

NOTES:

PRACTICAL TASK CHECKLIST **FAA-S-8081-5F(7) (07/2008)**
AIRLINE TRANSPORT PILOT AMEL (09/15)

KTS / MPH V_{so} _____ V_s _____ V_x _____ V_y _____ V_a _____ V_{fe} _____ V_{ne} _____ V_{no} _____

V_{le} _____ V_{lo} _____ 1.3 V_{so} _____ 1.2 V_{s1} _____

II. PREFLIGHT PROCEDURES

- Preflight Inspection
- Powerplant Start
- Taxiing
- Pre-Takeoff Checks

III. TAKEOFF and DEPARTURE PHASE

- Normal and Crosswind Takeoff (**V_{MC}**)
- Instrument Takeoff (**100' AGL**)
- Powerplant Failure During Takeoff (**V_{sse}**) (**>400' AGL**)
- Rejected Takeoff
- Departure Procedures

IV. INFLIGHT MANEUVERS

- Steep Turns
- Approaches to Stalls and Stall Recovery (**Three approaches to stall**)
- Powerplant Failure – **Multiengine Airplane (>3000' AGL) Shut down and Restart**
- Specific Flight Characteristics
- Recovery from Unusual Attitudes

V. INSTRUMENT PROCEDURES

- Standard Terminal Arrival / Flight Management Systems Procedures
- Holding
- Precision Approach (**TWO**) (**PA**)
- Nonprecision Approaches (**TWO**) (**NPA**)
- Circling Approach
- Missed Approach (**TWO**)

VI. LANDINGS and APPROACHES to LANDINGS

- Normal and Crosswind Approaches and Landings
- Landing from a Precision Approach
- Approach and Landing (**Simulated**)
Powerplant Failure – **Multiengine Airplane**
- Landing from a Circling Approach
- Rejected Landing
- Landing from a No Flap or a Nonstandard Flap Approach

VII. NORMAL and ABNORMAL PROCEDURES

- Normal and Abnormal Procedures

VIII. EMERGENCY PROCEDURES

- Emergency Procedures

IX. POSTFLIGHT PROCEDURES

- After Landing Procedures
- Parking and Securing

I have completed all the Areas of Operations and Tasks, plus the flight AOA and tasks marked above for the airline transport pilot certificate IAW the Airline Transport Pilot PTS.

Name (Print): _____

Signature: _____

Date _____ / _____ / 20 _____

PRACTICAL TASK CHECKLIST FAA-S-8081-5F(7) (07/2008)
Airline Transport Pilot AMEL (09/15)

APPLICANT: _____

AIRCRAFT MAKE and MODEL: _____ N _____

GROUND PORTION:

START _____ FINISH _____ TOTAL GROUND _____

FLIGHT PORTION:

HOBBS IN	_____	TACH IN L / R	_____	CLOCK IN	_____
HOBBS OUT	_____	TACH OUT	_____	CLOCK OUT	_____
TOTAL FLIGHT	_____	TOTAL FLIGHT	_____	TOTAL FLIGHT	_____

AIRCRAFT DOCUMENTS:

- Airworthiness
- Registration
- Radio Station License
- Operation Limitations
- Weight and Balance Data

NOTES:

Large empty rectangular box for notes.

V SPEED SHEET MULTIENGINE (08/14)

Name _____ Date ____ / ____ / 20 ____

Aircraft Make and Model _____ / _____ SN _____

Engine Make and Model _____ / _____

HP _____ MAX (RPM) _____ MAX Takeoff Power (RPM) _____

MAX Continuous Power (RPM) _____

Electrical System (VOLTS / AMPS) _____ / _____

Fuel Capacity (GALS / LBS) _____ / _____ Usable _____ / _____

Grade of Fuel _____ / _____ Color of Fuel _____ / _____

Empty Weight of Aircraft _____ MAX Allowable Gross Weight _____

MAX Passenger and Baggage Weight (FULL FUEL) _____

KTS / MPH (Circle one)

White ARC _____ - _____ Green ARC _____ - _____ Yellow ARC _____ - _____

Vso _____ Vs _____ Vx _____ Vy _____ Vfe _____ Vne _____ Vno _____

Va _____ Vle _____ Vlo _____ Glide _____ 1.3 Vso _____ 1.2 Vs1 _____

Vxse _____ Vyse _____ Vmca _____ Vsse _____ EMER Descent _____

Blue Radial _____ Red Radial _____

Normal / Cruise Climb _____ Holding _____ Instrument Approach _____

Go Around Procedure (Balked Landing)

Emergency Gear Extension Procedure

Documents Required to be on Board Aircraft When in Operation (ARROW)

WEIGHT & BALANCE FORM (07/14)

ITEM	WEIGHT	ARM (inches)	MOMENT
Basic Empty Weight			
Front Seat PAX			
Rear Seat PAX			
Rear Baggage			
Zero Fuel Weight			
Total Fuel			
Ramp Weight			
Fuel Start / Taxi			
Takeoff Weight			
Destination Fuel			
Landing Weight			

MOMENT / WEIGHT = CENTER of GRAVITY

Center of Gravity for Takeoff _____ Inches / Moment (Circle one)

Center of Gravity for Landing _____ Inches / Moment (Circle one)

**AIRLINE TRANSPORT PILOT
AERONAUTICAL EXPERIENCE**
FAR 61.159 (a)
(08/14)

APPLICANT _____ DATE ____ / ____ / 20 ____

1500 HOURS TOTAL _____ **HRS**

500 Hours Cross Country _____ HRS

100 Hours Night Time _____ HRS

50 Hours in Class of Aircraft (MEL) _____ HRS

25 Hours **MAX** Full Flight Simulator _____ HRS

Approved training course: Part 121, 135, 141, or 142
No FTD / ATD allowed

75 Hours Instrument Actual / Simulated _____ HRS

Simulator / FTD must represent an airplane

25 Hours Instrument **MAX** Simulator / FTD _____ HRS

50 Hours Instrument **MAX** Simulator / FTD _____ HRS

Part 142 only

250 Hours Airplane PIC or SIC Under Supervision of a PIC _____ HRS

100 Hours XC _____ HRS

25 Hours Night _____ HRS

100 Hours **TT MAX** Simulator / FTD Airplane _____ HRS

Approved training course: Part 121, 135, 141, or 142

After 20 night takeoffs and landings full stop, may substitute each additional takeoff and landing to a full stop for 1 hour of night flight time.

25 Hours MAX Night Time Credited _____ HRS

SIC flight time allowed toward 1500 TT is acquired in an airplane and required to have more than one pilot crewmember by the AFM, Type Certificate or Regulations conducted under Subpart K of Part 91, 121, or 135 for which an SIC is required.

Flight-Engineer flight time allowed toward 1500 TT is acquired in an airplane and required to have a Flight-Engineer by the AFM, Type Certificate conducted Under Part 121 is required or U.S. Armed Forces required by a flight manual.

One hour maybe credited for each 3 hours of Flight-Engineer flight time not to exceed 500 hours.

NOTES: