Airline Transport Pilot: Checkride	**Fly This Checkride Now**

In this checkride you will demonstrate the skills learned in the ATP lessons category.

ESTIMATED TIME TO COMPLETE

45 minutes

REQUIRED KNOWLEDGE/SKILLS

You should complete all ATP lessons and solo flights before starting this checkride.

THE WEATHER

Expect to encounter changing weather, from clear skies to cloudy conditions. The winds are light today.

RECOMMENDED CHARTS

- Chart

ABOUT THE FLIGHT

This checkride tests the skills learned in the ATP lessons. The flight departs Portland, Oregon (KPDX), flies over the Olympia VOR (OLM), flies over the Paine VOR (PAE), and flies a full ILS approach and landing into Paine Field (KPAE). You will fly the Boeing 737; you will:

- Depart from runway 28R in Portland, and make a climbing right turn to fly the 332 degree course to the Olympia VOR (OLM).
- Perform a takeoff, climb, and level off at FL280.
- Adhere to given airspeeds, including the 250-knot restriction below 10,000 feet (on both departure and descent into Paine).
- Calculate the best descent profile to cross the OLM VOR at FL220, and accomplish that descent.
- Calculate the best descent profile to cross the PAE VOR at 3000, and accomplish that descent.
- Fly the full ILS Runway 16R approach into KPAE.
- Land successfully on runway 16R

Your examiner will keep track of how many tolerances you might exceed in each of the three segments of the flight. You will be allowed to break one tolerance per segment, but no more than two for the entire flight. If you exceed tolerances for a segment or the entire flight, the examiner will notify you of the unsatisfactory checkride and will not conduct any further checking. You will then have the choice to continue flying on your own or to end the flight.

If you complete all tasks satisfactorily, you will be awarded with the Flight Sim ATP certificate.

KEY COMMANDS TO REMEMBER

All key commands used to fly the Boeing 737 in the ATP lessons.

FLIGHT CRITERIA

In this checkride, you're expected to maintain any assigned altitude, airspeed, and heading within the following tolerances:

Criteria	Event	Tolerance
Overall Criteria	Descents	No more than 4000 FPM
	Climbs	No less than 170 KIAS
	Airspeed	Does not exceed 250 KIAS when below 10000 feet
Segment 1 criteria	Configure aircraft properly for takeoff	Flaps set to 5
		Autobrakes set to RTO
		Landing Light ON

	Take off with proper power	Take off at 95%N1 +/- 3%
		Sets climb power within 2500 feet AGL
		Climb at 90%N1 +/- 3%
	Take off within speed ranges	Rotate at or after 154 KIAS
		Positive rate of climb before 170 KIAS
	Configure aircraft for climb	Gear up initiated within 1500 AGL
		Sets flaps to 0 after exceeding 200 KIAS
	Fly climb out between 235 and 250 knots	Maintain between 235 and 250 KIAS
	Level off at FL280 before 25 DME	Level off at FL280 prior to 25 DME
	Navigate on course to OLM on 332 degree course	Track within 3 miles of centerline
Segment 2 criteria	Cross OLM at FL220	Within +1000 feet / -200
	Navigate to PAE VOR on 003 degree course	+/- 10 degrees of course
	Cross PAE at 3000	+ 500 feet / -50 feet
	Turn to 339 degree course	Track within 1 mile of centerline
Segment 3 criteria	Fly full ILS approach	Maintain 3000 feet + 300 / - 50
		Fly 339 degree course within 1 mile of centerline
		Initiate procedure turn after crossing RITTS
		Fly course reversal turn of 294 degrees with 10 degrees
		Initiate turn to 114 between 60 and 90 seconds after rolling out on first course reversal turn.
		Fly course reversal turn of 114 degrees with 10 degrees
		Track ILS without full needle deflection
		Cross middle marker without full needle deflections
	Configure aircraft for landing	Set flaps to at least 30
		Set autobrakes to at least 1
		Arm spoilers
	Fly approach within speed ranges	Do not exceed 200 KIAS after RITTS
		Do not fly slower than 145 KIAS between RITTS and Middle marker
	Land and bring aircraft to full stop on runway	Deploy thrust reversers
		Disengages thrust reversers off before stopping
		Stop on runway surface

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