



International Virtual Aviation Organisation

# **Airline Transport Pilot (ATP) exam**

## **Briefing Guide and Skills test Standards**

English version

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*Note:* Left vertical revision marks indicate changes from previous version

## 1. Requirements

- *Previous rating requirements:* have your Commercial Pilot (CP) for at least 3 months and at least 750 hours flying time logged on IVAN (controller hours are not taken into account),
- *Theoretical exam:* complete the ATP online test (45 minutes to answer 20 questions randomly chosen in the database),
- *Practical exam:* perform the 2 parts of the ATP exam:
  - ✓ *Part 1:* Assessment of aircraft theoretical knowledge and English test,
  - ✓ *Part 2:* IFR test flight (including decision making assessment and full briefing) under the guidance of a nominated examiner.

## 2. Applying for the exam

The theoretical exam can be requested through the [Upgrade / Request Exam] menu of the IVAO [Training department web page](#) or by directly assessing your [exam status page](#).

After your successful theoretical exam, you can apply for Part 1 of the ATP exam. In case of success to Part 1, you can apply for Part 2. These 2 parts will be conducted in sequence on 2 consecutive sessions. Both must be marked as success (mark  $\geq 75/100$ ) for acquiring the ATP rating. Success to Part 1 will be kept for further attempts in case Part 2 only is failed. *In case of failure (any part), a 6-month delay will be imposed before being in a position to apply for a new exam. Consequently, we strongly advise candidates to train and prepare carefully before going for it.*

Unlike the theoretical exam, which is automated and centralised, an examiner from the HQ Training Staff or an accredited SFI examiner from your division will conduct the practical exam. ATP exams of Staff members will always be performed by 2 examiners (1 HQ Training Staff member and 1 accredited SFI examiner).

If you are not a member of an active division, or your division doesn't have a competent examiner, the HQ Training department will assign one from its staff.

Voice communication is an inescapable requirement for interview, assessments of theoretical knowledge and spoken English proficiency (Part 1) and flight briefing (Part 2). Therefore, we cannot recommend at all a "text-text" or "text-voice" method due to the incompatibilities with these tasks. Should a member be unable to use voice, he will have to contact the HQ Training Department in order to discuss the feasibility of the exam. *Note that English language will be exclusively used for both exam parts (local language can optionally be used for the debriefing of exam part 2 only).*

Once your request is registered, the examiner will contact you via the e-mail address on your details page. *Before requesting an exam, check that this e-mail is valid since it is the only way for the examiner to get in touch with you.*

In case you do not attend the exam at the agreed date/time, the examiner will wait for 15 minutes. You will have 48 hours to provide a valid reason for not having attended the exam. If a valid reason is not given, your exam will be marked 0/100 and a delay of 90 days will apply before a new exam can be asked for.

### 3. ATP exam part 1

#### 3.1 Interview

A short preliminary interview will review the following items:

- History on the IVAO network and personal flight experience,
- Previous pilot exam history,
- Training experience (as staff or non staff trainer) and/or real flight background, if any,
- Any other subject you and/or examiner would like to discuss about.

Note that *your answers/comments relative to these items will not be taken into account in the marking process and are only meant to evaluate your conversational English capabilities.*

#### 3.2 Aircraft theoretical knowledge

It will only be related to a **Boeing 737 or an Airbus A320 series aircraft**. Make sure you choose an aircraft you know well and are comfortable with. *You will also have to inform your examiner of the aircraft you will use for the exam beforehand.*

The examiner may ask you a few questions and/or request you perform some calculations regarding the following items:

- General aircraft dimensions,
- Basic weights: operating empty weight (OEW), maximum design takeoff weight (MTOW), maximum landing weight (MLW), usable fuel capacity and weight, calculation of current takeoff and expected landing weights for a given flight,
- Use of Payload/Range charts,
- Standard takeoff parameters (power and flaps settings, V1/Vr/V2 speeds, speeds and flaps retraction sequence during initial climb), takeoff runway length requirements (field length charts),
- Climb performance data,
- Usual operating cruise speed(s) and fuel consumption,
- Approach/landing configuration sequence (power settings, flap configuration(s), approach speed) in relation to an approach procedure,
- Landing runway length requirements in standard conditions according to landing configuration and operational landing weight,
- Limitations: maximum demonstrated crosswind component, service ceiling, maximum operating airspeed (VMO) and mach number (MMO), maximum gear extension and retraction speeds, maximum flaps operating speeds, ACN/PCN calculations, aircraft landing capabilities, low visibility ops requirements.

You will find a list of technical documents for B737 and A320 series aircrafts you could refer to in [Appendix I](#). At the time of the exam, your examiner may also pass you some graphs/tables for supporting the questions he will ask you.

### 3.3 English proficiency

Your aviation and conversational English capabilities will be assessed based on proper English understanding and answering at the time of interview and aircraft knowledge questioning. Evaluation criteria will be inspired by the [ICAO rating scale](#).

Note that any serious failing in English proficiency will automatically result in an exam failure.

## 4. ATP exam part 2

### 4.1 General organization of the test flight

(a) The same aircraft as that chosen in Part 1 (Boeing 737 or Airbus A320 series) must be used for the test flight.

(b) Full use of the autopilot, FMC and/or GPS is permitted on the exam. However be aware that autopilot and/or advanced navigation systems might not be able to fulfil some manoeuvres exceeding their capabilities.

(c) Use of IVAO approved software with active IVAO weather is required. *Third-party weather add-ons are not allowed.*

(d) Your examiner will advise you of the departure and destination airports *24 hours prior to the exam*. As a general rule, you will be requested to fly between two airports located in 2 distinct neighbour countries and at least 300 nm apart under instrument flight rules.

(e) Normally, you will be expected to find the necessary IFR charts yourself (check [country AIS](#) for online chart availability). *This include departure, arrival, enroute and all possible diversion airport charts along the planed route*. If needed, your examiner will provide you the links for retrieving the necessary material.

(f) You will have to plan and check the intended route and make the necessary preparation of the test flight, including departing/arrival foreseeable procedures, assessment of weather conditions, fuel requirements, applicable minima for the flight to take place and expected aircraft parameters on departure/arrival. Note that current departing/arrival weather conditions must be above applicable minima for the flight to take place. We encourage you to make use of [this preparation sheet](#). When starting the exam, you will have to decide if the current weather is acceptable for the intended IFR flight.

(g) You should connect to IVAO at your departure airfield using the following callsign: EXMxxxx where xxxx are the last 4 digits of the exam number. Your radiotelephony callsign will be "Exam ####". Your exam number can be found on the [My details] page under the Training tab.

(h) The examiner will usually be connected as an observer and will “simulate” an active ATC position although he may also connect as an active ATC or collaborate with another ATC in charge of the airspace where the exam takes place. In all cases, comply with all instructions normally.

(i) Unless you are disconnected from the network, we require *you submit your flight plan once*, when starting the test flight, and on examiner request. You should not change any item and/or resubmit your flight plan thereafter.

## 4.2 Briefing and decision making assessment

During the flight briefing, your examiner will review and check the necessary information you will have retrieved for preparing your flight (see 4.1-f).

He may also ask you some questions related to the departing/arrival/en-route procedures relevant to the intended flight.

As part of the flight briefing, you will also have to explain in detail the decision you will take in some simulated special situations. These situations could be unexpected meteorological conditions (e.g. weather conditions at destination airport getting below minima) , ground based radio-equipment failures, particular temporary airport limitations, emergency situations (e.g. flaps or single engine dysfunctions, low fuel condition at a certain point of the flight, instrument systems malfunction, electrical issues, etc).

## 4.3 Skills test

The test flight will mainly assess the following:

- IFR departure procedure (as published or prescribed by examiner),
- En route IFR navigation (accuracy of navigation),
- Capability to properly divert to a prescribed airport, complying with all known restrictions,
- Standard IFR arrival procedure via a prescribed or published route,
- Hold over a fix (using the adequate entry procedure for a published or unpublished holding pattern),
- VOR, NDB or localizer only non precision approaches,
- Missed approach.

## 4.4 Debriefing

After the exam ended, you will be requested to make a full analysis of the sequence of events, of the mistakes you identified and the way you managed them.

## 5. Evaluation and marking method

For both exam parts, the examiner will score **all** required tasks separately on a dedicated marking sheet.

Each score will reflect the accuracy and depth of your knowledge and your ability to perform the required tasks.

Your examiner will calculate your final score. The maximum score is 100 points. The pass mark is 75/100. In all cases, your examiner will give you a detailed break-up of your score during the debriefing so you can identify your errors and correct them.

*Know that certain minimum requirements* are expected (a) English proficiency (Part 1), (b) adequate aircraft knowledge (Part 1), (c) IFR theoretical knowledge, (d) mastering of Radio-Communications, (e) accuracy/validity of the flight plan, (f) proper execution of non-precision approaches and holding patterns, (g) compliance with all clearances. Failure to perform these tasks at the specified standard will result in the exam being marked as fail regardless of your overall performance.

Also, in case you decide to stop the exam at any time after it has begun, your exam will be marked 0/100 and a 6-month delay will apply.

# APPENDIX I

## Training materials and online resources

### 1. B737/A32x aircraft documentation

- [Boeing 737 airplane characteristics and technical information](#) (Boeing)
- [Boeing 737-classics aircraft documentation](#) (SmartCockpit)
- [Boeing 737-NG aircraft documentation](#) (SmartCockpit)
- [Boeing 737 \(200-300-400-700\) Matt Zagoren documentation](#)
- [The Boeing 737 technical site](#)
  
- [Airbus airplane characteristics and technical information](#) (Airbus)
- [Airbus 320 series aircraft documentation](#) (SmartCockpit)
- [Airbus A320 Matt Zagoren documentation](#)
  
- [FAA Type Certificate Data Sheets](#) (all aircrafts)
- [European Aviation Safety Agency aircraft type certificates](#) (all aircrafts)

### 2. Charts and flight plan resources

- [State AIS and aeronautical information links](#)
- [Eurocontrol CFMU flight plan validator](#) (IFPUV structured editor)
- [FAA National Aeronautical Charting Office](#) (US)

### 3. Online weather resources

- [European aviation weather center](#)
- [Jeppesen weather charts](#)
- [NOAA Aviation weather service](#)
- [IVAO weather maps](#)

### 4. Other online resources

- [Instrument Flying Handbook](#) (especially [Aerodynamic factors](#), [Flight instruments](#), [Airplane attitude instrument flying](#), [Navigation systems](#), [IFR flight](#), [Emergency operations](#)—see TOC for other links)
- [Instrument Procedures Handbook](#)
- [ICAO documentation](#)