

	PAKISTAN CIVIL AVIATION AUTHORITY PERSONNEL LICENSING OFFICE	CAAF-202-RGLC-1.0
	FRTOL – 2 PRACTICAL TEST (CAAF-663-C) ASSESSMENT REPORT <small>(ICAO DOC 9432 {Manual of Radio Telephony}, Annex-10 Volume II, PANS-ATM Doc 4444, Jeppesen Manual)</small>	Ref: <input style="width: 100px; height: 30px;" type="text"/>

PURPOSE OF TEST (Tick where applicable)

<input type="checkbox"/> For Initial Issue of FRTOL	<input type="checkbox"/> For Rendering Foreign Licence Valid
<input type="checkbox"/> For Quantifying English Language Proficiency	<input type="checkbox"/> Re-assessment after a 'Hazard / Unsatisfactory Report'

Examinee Data (fill where applicable)

Position	Name	Pak Operator	Nationality
Licence & No	Valid Until	IR – SE/ME	IR Valid Until
Medical Class	Medical Validity	Licence Issue State	Aircraft Reg State
Aircraft to be flown	Aircraft Rating on Licence	Total Hours	Airports Flown

Examiner Guide

<input type="checkbox"/> Examiner will act as the ATC. The Examinee will be given a paper to note down the essential ATC information and read back. The Examinee may be given a Radio Call sign Jeppesen Charts, Aerodrome Actual Departure/Approach plates, Maps and sample flight plan should be readily available if simulated during the Test. <input type="checkbox"/> The speed of ATC transmission will be initially slow and after the examinee settles down, it will be at the normal speed. <input type="checkbox"/> The Examiner will assess both the comprehension of the transmissions by the Examinee and his/her level of communication in English Language. <input type="checkbox"/> If all the Transmissions stations can not be made available, the Test may be conducted with only ATC transmissions. <input type="checkbox"/> The Examinees appearing for the initial issue of FRTOL will be given an additional Oral Test on the theoretical knowledge, terminology/s used and other essential aspects of the radio communications.
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Part A (ORAL): Knowledge of ATC Communication Procedures

(Applicable for only initial issue of FRTOL or Re-assessment to hold FRTOL)

Part B: Comprehension of ATC Phraseology in English

Ground & Departure Phase

Station	Transmission (SPECIMEN ONLY)	Assessment
Aircraft	TRANS AIR 125 request time check.	
Ground	TRANS AIR 125 time 0630	
Aircraft	KHI Ground TRANS AIR 125, IFR to Dubai, request departure information.	
Ground	TRANS AIR 125 departure runway 26, wind 290 degree 5 knots, QNH 1009, temperature 12, dew point 2, visibility 5 km, time 40.	
Aircraft	RWY 26, QNH 1009, will call for start up, TRANS AIR 125.	
Aircraft	Ground TRANS AIR 125, stand 27 request start up, information DELTA	
Ground	TRANS AIR 125 expect departure 55 start up at own discretion.	
Aircraft	Ground TRANS AIR 125 stand 27 request push back	
Ground	TRANS AIR 125 push back on taxiway JULIET facing east.	
Aircraft	Ground TRANS AIR 125 request taxi information.	
Ground	TRANS AIR 125 taxi holding point RWY 26, give way to B747 passing left to right on main taxiway.	
Aircraft	TRANS AIR 125 holding point RWY 26, giving way to B747	
Ground	TRANS AIR 125 cleared to TAPDO via A454, FL 340, MELOM 2 ALPHA, SQUAWK 7211, TRANS AIR 125.	
Aircraft	(Read back ATC clearance) TRANS AIR 125.	
Ground	TRANS AIR 125 contact control tower 118.5	
Aircraft	118.5 TRANS AIR 125	
Aircraft	KHI Tower TRANS AIR 125 taxiing to holding point RWY 26.	
Tower	TRANS AIR 125, continue taxi holding point RWY 26, exercise caution construction work on the right side of main taxiway.	

Aircraft	TRANS AIR 125	
Tower	TRANS AIR 125 number 2 in departing sequence and expect departure after 2 arrivals.	
Aircraft	Information copied TRANS AIR 125.	
Tower	TRANS AIR 125 behind the FOKKER F27 line up and wait behind.	
Aircraft	Behind the F27, line up and wait behind, TRANS AIR 125	
Tower	TRANS AIR 125 disregard MELOM 2 ALPHA departure, after airborne maintain runway heading till passing FL60, expedite passing 3000 feet, cleared for take-off.	
Aircraft	Runway heading till passing FL60 cleared for take-off.	
Aircraft	KHI Departure, TRANS AIR 125	
Approach	TRANS AIR 125 identified on departure, passing FL50, turn right heading and proceed direct to MELOM.	
Aircraft	Passing FL50 right turn direct to MELOM, TRANS AIR 125	
Approach	TRANS AIR 125 contact control 128.3	
Aircraft	128.3 TRANS AIR 125	
Aircraft	Control TRANS AIR 125 climbing out FL170 for FL340	
Control	TRANS AIR 125 radar contact, continue climb FL340, report reaching	
Aircraft	WILCO TRANS AIR 125	
Control	TRANS AIR 125 report heading	
Aircraft	Heading 240, TRANS AIR 125	
Control	TRANS AIR 125 turn left heading 230 for separation	
Aircraft	Left heading 230, TRANS AIR 125	
Control	TRANS AIR 125 position 7 miles north of MELOM, resume own navigation direct to TAPDO	
Aircraft	Direct TAPDO TRANS AIR 125	
Control	TRANS AIR 125 unknown traffic 1 O' clock, 13 miles opposite direction fast moving	
Aircraft	Looking out TRANS AIR 125	
Control	TRANS AIR 125 unknown traffic now crossing left to right range 11 miles.	
Aircraft	Negative contact and we are not picking it up at ACAS, TRANS AIR 125	
Control	TRANS AIR 125 confirm estimate TAPDO	
Aircraft	Estimating TAPDO 0648, TRANS AIR 125	
Control	TRANS AIR 125 are you able to climb FL360, 15 miles short of TAPDO, due joining traffic estimate 0644.	
Aircraft	Control we are able to climb FL360 by TAPDO	
Control	Roger TRANS AIR 125 advise when ready to climb	
Control	TRANS AIR 125 re- cleared FL360.	
Aircraft	Control TA125 maintaining FL360 and we are 7 miles short of TAPDO	
Control	TRANS AIR 125 contact MUSCAT 126.25	
Aircraft	MUSCAT 126.25 TRANS AIR 125.	

(a) **Part `A` Oral – ATC Communications Procedures** (circle where applicable)

Satisfactory	Unsatisfactory
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(b) **Part `B` - ATC Phraseology Practical Test** (circle where applicable)

Satisfactory	Unsatisfactory
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(c) **English Language Proficiency** (circle where applicable)

Proficiency Level	1. 2. 3. 4. 5. 6.
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Remarks, if any:

Date: _____

Signature & Stamp
Designated Examiner