

CHAPTER 1. DIRECTION, GUIDANCE, AND PROCEDURES

SECTION 2. PHASES OF CERTIFICATION

27. APPLICATION PHASE. This paragraph contains general direction and guidance for completing the application forms required for the certificates covered in this volume. Some application forms contain detailed guidance and others do not. Inspectors and examiners should follow the directions on those forms that contain instructions.

A. Completion of Application. The applicant is responsible for filling in the information asked for in the appropriate blocks located on the application form above the applicant's signature block. The applicant's signature certifies that the information on the application is accurate and that the applicant meets the eligibility requirements for the certificate. Applicants are responsible for completing the application before the first phase of the testing process (see figures 5.1.2.1. and 5.1.2.2. for examples of the application forms).

B. Eligibility. The purpose of the application phase is to verify that the applicant is eligible and has met all of the prerequisites for the airman certificate or rating. Federal Aviation Regulations (FAR) eligibility requirements for specific certificates and ratings are discussed in applicable chapters of this volume and are listed on the appropriate job aids.

28. VERIFICATION OF APPLICANT'S IDENTITY. This paragraph contains information and guidance for inspectors, examiners, and paratechnical personnel for verifying the identity of applicants for airman certificates. The following information and procedures will reduce the possibility of an incorrect issuance of an airman certificate.

A. Acceptable Identification Documentation (ID). Acceptable ID includes, but is not limited to, the following:

- A valid driver's license
- A government ID card
- A passport
- Any ID documents that meet the requirements of the following subparagraphs

B. Procedures For Proper Identification. By observing the following procedures, inspectors and examiners shall ensure that applicants applying for airman certificates are properly identified:

(1) *Positive Identification.* Applicants for airman certificates must present positive documentation of identity at the time of application. The ID must include a photograph of the applicant and the applicant's signature. Applicants may use more than one ID to provide these items.

(2) *Street Address.* Inspectors, examiners, and paratechnical personnel shall not accept a post office box address on an application unless the applicant has no street address. For example, an applicant may reside on a rural route, a military base, a boat, or at some location that has no street address. In such cases, the applicant must make a written statement on a separate piece of paper that contains a physical description of the address, attest to the circumstances by signature, and attach the statement to the application.

(3) *FAA Form 8710-1, Airman Certificate and/or Rating Application.* This form contains a space in the "Attachments" block on the back of the form for the inspector to record the type, number, and expiration date of the ID submitted by the applicant. For example, if the applicant submits a valid driver's license, the inspector would enter "driver's license" on the "Form of ID" line, the license number on the "Number" line, and the expiration date on the "Expiration Date" line.

(4) *Flight Standards District Office (FSDO) Action.* Examiners shall refer any applicant to a FSDO if the applicant does not provide ID in accordance with subparagraph B. In these cases, FSDO's shall adhere to the guidelines that follow in subparagraph C.

C. Alternative Methods of Identification. An alternate means of ID may be used by individuals who have not yet established an acceptable form of ID. The procedure used must positively identify the applicant. In these cases, the procedure used must be

indicated by the inspector or paratechnical employee on the application or, if necessary, in a separate statement. Questions on acceptable procedures should be referred to the Civil Aviation Security Field Office (CASFO) or the Regional Civil Aviation Security Division (RCASD).

D. Identification Irregularities and Deficiencies. Inspectors, paratechnical personnel, and examiners should be on the alert for any indication of fraudulent or altered forms of ID. Under no circumstances should an inspector, paratechnical employee, or an examiner attempt to confiscate a suspected forged or counterfeit certificate or ID. Suspicious documentation should be reported immediately to the nearest CASFO or RCASD, and, if possible, a copy of the suspicious ID should be made for enforcement action purposes.

E. Dealing with Suspected Cases of False Representation. Inspectors, examiners, and paratechnicals should use proper interviewing techniques and exercise good judgment and common sense when dealing with individuals whom they suspect of falsely representing themselves. Behaviors to be aware of include the following: lack of specificity or directness in answering questions, skipping areas on applications, unusual hesitations, unusual nervousness, and inappropriate behavior. No attempt should be made to apprehend or physically restrain any individual. Instead, the inspector should observe and record the applicant's height, weight, and distinguishing characteristics. Suspicious incidents should be reported immediately to the nearest CASFO or RCASD.

29. INSTRUCTIONS FOR COMPLETING APPLICATION FORMS. Applicants should follow the instructions for completing FAA application forms carefully to preclude an excessive number of airman certification paperwork files from being returned by the Airmen Certification Branch (AVN-460) for correction. Application forms are designed for computer processing of information. Applicants should be aware that character limitations are imposed in some areas. Inspectors should ensure that applicants use FAA Form 8710-1 for the airline transport pilot (ATP) certificate (see figure 5.1.2.1.) and FAA Form 8400-3, Application for an Airman Certificate and/or Rating, for the flight engineer, flight navigator, and aircraft dispatcher certificates (see figure 5.1.2.2.). Inspectors should use the procedures and guidance that follow when reviewing an application form.

A. Front Side of Application Form. Inspectors should review the front side of the application form as follows:

(1) Ensure that the block designating the type of certificate for which application is being made is checked.

(2) When an applicant already holds the basic certificate and is applying for a rating to be added to the basic certificate, ensure that the "Additional Aircraft Rating" (FAA Form 8710-1) or the "Additional Rating" (FAA Form 8400-3) block is checked. This should only be checked when a rating is being added to an existing certificate.

(3) When the applicant already holds the certificate and is applying for the certificate to be reissued, ensure that the "Reissuance of _____ Certificate" (FAA Form 8710-1) or "Reissuance of Certificate" (FAA Form 8400-3) block is checked.

(4) On FAA Form 8400-3, ensure that both the make and model of the aircraft to be used are entered in the "Type of Aircraft to Be Used" block. This entry should be identical to the current designation listed in either figure 5.1.2.4. or 5.1.2.5. Since aircraft type designations are frequently changed, a current listing of the designations may be obtained through the Flight Standards Automation System (FSAS). This current information may be obtained by selecting the airworthiness/master minimum equipment list (MMEL) subsystem at the main FSAS menu. When the broadcast message page appears, press "enter" or "go" until the MMEL main menu appears. At the MMEL menu, select "type rating."

(5) On FAA Form 8400-3, ensure that the time accrued in the make and model of aircraft to be used in the flight test is entered in the "Time in This Aircraft" block. Simulator time must not be entered. If the flight test will be conducted in two segments (simulator and aircraft), the block should be left blank until the applicant takes the aircraft portion of the test.

B. "Application Information" (8710-1) or "Applicant Identification" (8400-3) Block. Inspectors should ensure that applicants complete this block and the appropriate subsequent blocks as follows:

(1) "Name." Enter legal name but not more than one middle name. Do not change the name on subsequent applications unless it is done in accordance with FAR 61.25. The last name is limited to 17 characters. The first and middle names should not exceed 26 characters, including spaces between names. Hyphenated names should be shortened so that the number of characters allowed is not exceeded. If the applicant does not have a middle name, enter "NMI." If the applicant has only a middle initial, add the note, "initial only." The name on the application should be the same as the name on the superseded certificate,

unless the applicant's name has been changed in accordance with FAR 61.25.

(2) "*Social Security No.*" or "*SSN.*" The social security number (SSN) is optional; however, this block should not be left blank. If the SSN is not available for FAA use, enter "Do Not Use." If the applicant does not have an SSN, enter "None." In either case, AVN-460 will issue a nine-digit pilot certificate number.

(3) "*Date of Birth.*" Enter six numeric-character digits in this space. For example, enter 07-09-55 instead of July 9, 1955. Compare the date of birth on the application form with the date of birth on the applicant's medical certificate to verify that they are the same and accurate.

(4) "*Place of Birth.*" If the applicant was born in the U.S., enter the city and state. If the city is unknown, enter the county and state. If the applicant was born outside of the U.S. or its territories, enter the city and country.

(5) "*Permanent Mailing Address*" or "*Address.*" Enter the address to which the permanent certificate is to be sent. Check for accuracy. Make sure numbers are not transposed. The number and street or the P.O. box should not exceed 17 characters, including spaces.

(6) "*Nationality.*" Enter the applicant's country of citizenship. Citizens of the United States shall enter "USA." All others shall spell out the full name of the country.

(7) "*Height.*" Enter height in inches. For example, 5'9" should be entered as 69 inches. Enter whole inches only. Do not enter fractions. Foreign applicants must convert to U.S. measurements (for height, 1 inch = 2.54 cm; 1 cm = .3937 inches).

(8) "*Weight.*" Enter weight in pounds. Enter whole pounds only. Do not enter fractions. Foreign applicants must convert to U.S. measurements (for weight, 1 lb = .4536 kg; 1 kg = 2.20 lb).

(9) "*Hair.*" Spell out the color of hair or use an abbreviation that cannot be confused with another color. If bald, enter "bald." If wearing a toupee, enter color of hair under the wig or toupee.

(10) "*Eyes.*" Enter the true color of the eyes, regardless of whether tinted contact lenses are worn. Spell out the color or use an abbreviation that cannot be confused with another color.

(11) "*Sex.*" Enter male or female ("M" or "F" may be used).

(12) *Block "M" on FAA Form 8710-1.* Ensure that the applicant checks either "yes" or "no."

(13) "*Grade Pilot Certificate*" (on FAA Form 8710-1). Enter the grade of pilot certificate (such as student, recreational, private, commercial, or ATP) currently or previously held, not the grade for which application is being made. Flight instructor certificate information should not be entered into this block.

(14) "*Certificate Number*" (FAA Form 8710-1). If the applicant already holds or has previously held a pilot certificate, enter that certificate number.

C. Drug-Related Convictions. Inspectors should use the following guidance when reviewing an application for drug-related information concerning the applicant.

(1) *Background.* On November 29, 1990, a final rule affecting pilots convicted of alcohol- or drug-related motor vehicle offenses became effective. An airman's conviction of a motor vehicle offense involving either alcohol or drugs is to be evaluated by the Aeromedical Certification Division, AAM-300. An alcohol- or drug-related conviction is not necessarily grounds for disqualification. A medical judgment relative to the condition involved must be made by the Federal Air Surgeon, the Manager of the Aeromedical Certification Division, or a regional flight surgeon. Under this new rule, an airman certificate or rating may be denied to an individual who has had two or more alcohol- or drug-related motor vehicle convictions or state motor vehicle actions within a 3-year period. The information requested on the old FAA Form 8710-1 exceeded the requirements currently outlined in the FAR. As a result of this problem, the language on the form was revised to comply with the new rule. When the Federal Air Surgeon reissues a medical certificate to a drug- or alcohol-convicted airman, the airman may then exercise the privileges of the new airman certificate. The inspector or examiner should inspect the applicant's current medical certificate to ensure that it is valid.

(2) *Block "U" on FAA Form 8710-1.* Block U contains the statement, "Have you been convicted for violation of Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances?" The applicant must check either "No" or "Yes."

(a) "*No*" *Checked.* If the applicant checked "No," the inspector or examiner shall conduct the practical test and, if appropriate, issue the airman certificate. If it is determined later that the applicant should have checked "Yes," the inspector should conduct an investigation to determine compliance (see FAA Order 2150.3, Compliance and Enforcement, regarding falsification of application).

(b) *“Yes” Checked.* If the applicant checked “Yes,” the applicant must indicate the date of final conviction. In this case, the inspector or examiner may not continue with the examination. The examiner shall notify the appropriate FSDO of the decision to terminate the examination and forward the application to the FSDO. The FSDO should contact regional counsel to determine what action to take.

D. *“Certificates Held By Applicant” (on FAA Form 8400-3).* Check the appropriate certificates currently held by the applicant.

E. *Section II, “Certificate or Rating Applied For on Basis of” (on FAA Form 8710-1).* Check the appropriate block: A, B, C, D, or E.”

(1) *Block A, 1, “Aircraft to be Used.”* Enter the make and model of the aircraft to be used. This should be identical to the current designation listed in either figure 5.1.2.4. or figure 5.1.2.5. AVN-460 double-checks this with the attached Temporary Airman Certificate (FAA Form 8060-4) to ensure that the proper aircraft type rating is issued.

(2) *Block A, 2a., “Total time in this aircraft.”* Enter the time accrued in the make and model of aircraft to be used in the flight test, including flight training time. Do not enter simulator time. If the flight test will be conducted in two segments (simulator and aircraft), leave the space blank until the applicant takes the aircraft portion of the test.

(3) *Block A, 2b., “Pilot in command.”* Enter total pilot-in-command (PIC) time in the aircraft to be used. For the ATP type rating, this block may be, and normally is, zero.

(4) *Block B., “Military Competence Obtained in.”* Enter the applicant’s branch of service, date rated as a military pilot, current or last grade and service number, and the military aircraft flown as PIC for 10 hours or more in the last 12 months.

(5) *Block C., “Graduate of Approved Course.”* Complete this block as follows:

(a) *Block 1., “Name and Location of Training Agency or Training Center.”* Enter as shown on the graduation certificate. Be sure the location is entered.

(b) *Block 1a, “Certification Number.”* Enter as shown on the graduation certificate.

(c) *Block 2., “Curriculum From Which Graduated.”* Enter as shown on the graduation certificate.

(d) *Block 3., “Date.”* Enter the date of graduation from the indicated course. An approved course graduate must also complete “Completion of Required Test” in Block “A.”

(6) *Block D, “Holder of Foreign License Issued By.”* See volume 5, chapter 9, section 8 of this handbook, U.S. Airman Certificates and Special Purpose Airman Certificates Issued on the Basis of a Foreign Airman Certificate.

(7) *Block E, “Completion of Air Carrier’s Approved Training Program.”* Enter the name of the air carrier and the date that the last segment of the operator’s training program required for certification was completed. Then enter the appropriate category of training (such as initial, upgrade, or transition).

NOTE: The intermediate stages of the training will be reflected in the applicant’s training record.

F. *Section III, “Record of Pilot time” (FAA Form 8710-1).* Ensure that applicants have entered at least the minimum flight experience required by the appropriate regulation for the certificate or rating sought. If flight experience has no bearing on the certificate action, such as exchange of certificate, it is not necessary to include flight experience on the application. Applicants should, however, be encouraged to enter flight experience for historical purposes any time an applicant completes this form. The “Instruction Received” blocks of the “Airplanes,” “Rotorcraft,” “Gliders,” and “Lighter than Air” lines refer to instruction in an aircraft in flight. The time entered in the “Training Device/Simulator” column is for instruction in simulators and training devices only.

G. *Section IV, “Have you failed a test for this certificate or rating? Within the past 30 days?”* Check appropriate blocks. Inspectors and examiners must ensure that applicants who check “yes” meet the requirements of FAR 61.49 (pilots), FAR 63.41 (flight engineers), FAR 63.59 (flight navigators), or FAR 65.19 (aircraft dispatchers).

NOTE: The Air Transport Association of America (ATA) holds exemption number 3474, which allows flight crewmembers employed by an ATA member air carrier (or similarly situated operator) to apply for retesting after the second failure, without waiting for 30 days, when the flight crewmembers have been retrained by the operator.

H. *Section V, “Applicant’s Certification.”* Enter the date that the application was signed. The applicant must certify to the accuracy and truth of the information on the application by signing in this space.

I. *Reverse Side of FAA Form 8710-1.* The reverse side of this form is used for recommendations, reports, records and attachment notes, when required.

(1) *“Instructor’s Recommendation” Block.* This block does not need to be signed for an ATP certificate

or for a type rating (see FAR 61.39(a)(5)(iii)); however, when an applicant has received instruction in an approved Part 121 or Part 135 training program, an instructor, supervisor, or check airman must certify (in the applicant's training record) that the applicant's knowledge and proficiency is satisfactory in accordance with FAR 121.401(c) and FAR 135.323(c) before the applicant may take the test.

(2) *“Air Agency's Recommendation” Block.* This block is only used by Part 141 pilot schools and their examining authority.

(3) *“Designated Examiner's Report” Block.* This block is used by aircrew program designees (APD), air carrier airman examiners and general aviation pilot examiners. The APD or examiner who issues the Temporary Airman Certificate or Notice of Disapproval of Application (FAA Form 8060-5) is required to sign this block, and must check the “I have personally tested and/or verified this applicant . . .” block and the “Approved” or “Disapproved” block. The APD or examiner must then complete the information requested in the boxes titled, “Location of Test”; “Certificate or Rating for Which Tested”; “Type(s) of Aircraft Used” (with level of simulator used); and “Registration No.(s)” of aircraft, if used. The remaining blocks need to be completed with date, examiner's signature, certificate number, designation number and expiration date. The “Duration of Test” block should contain an indication of the approximate duration of the oral, simulator, and flight check. The level of simulator used must be noted in the “Type(s) of Aircraft Used” block of the examiner's report.

(4) *“Evaluator's Record For Airline Transport Certificate/Rating Only” Block.* This block must be used by inspectors, designated examiners, and APD's who administer multiple-phase testing for an ATP certificate or a type rating added to an ATP certificate. The inspector, designated examiner, or APD who administers each phase of the test must sign on the appropriate line and enter the date. Inspectors shall enter their organizational identifier. Designated examiners and APD's shall enter their designee number.

J. “Inspector's Report.” This section is to be completed only by FAA aviation safety inspectors (ASI).

(1) If the inspector has personally tested the applicant and is issuing or denying a certificate, the inspector shall check the appropriate box: “Approved--Temporary Certificate Issued” or “Disapproved--Disapproval Notice Issued.” Inspectors shall complete the information requested in the boxes titled, “Location of Test”; “Certificate or Rating for Which Tested”; “Type(s) of Aircraft Used” (with

level of simulator used); and “Registration No.(s)” of aircraft, if used. If the inspector did not issue the Temporary Airman Certificate or the Notice of Disapproval of Application, all of these boxes must be left blank. The inspector completes this section by dating, signing, and identifying the inspector's permanently assigned FSDO.

(2) Inspectors reviewing applications completed by examiners shall check the block titled “Examiner's Recommendation” and either “ACCEPTED” or “REJECTED.” If the inspector rejects the examiner's recommendation, the inspector must attach a brief statement containing both an explanation and any intended further actions (such as a re-examination). The inspector shall then date, sign, and enter the FSDO designation.

(3) Inspectors renewing a Part 121 or Part 135 flight crewmember's flight instructor rating must check the “Certificate or Rating Based on” block, the “Certificate Issued” block, the “Instructor” block, the “Flight” block, the “Renewal” block, the “Approved” block, and the “Instructor Renewal Based on ‘Activity’ or ‘Acquaintance’” block. The inspector shall complete this section of the form by dating, signing, and identifying the inspector's permanently assigned FSDO (such as ASO-FSDO-19); regional office (such as ASO-260); or headquarters office (such as AFS-550); into the “FAA District Office” block.

K. “Attachments.” This section of the form is used for recording the method of documenting the applicant's identity and the documents attached to the application.

31. ORAL TEST PHASE. Oral testing is conducted to determine whether the applicant has acquired adequate practical knowledge to safely and competently exercise the privileges of the certificate.

A. Location. The preferred locations for conducting oral tests for airman certificates are in ground training devices, flight training devices, or flight simulators. The interactive logic available in these devices provides an effective method of testing the applicant's knowledge of normal, abnormal, and emergency procedures.

B. Question Phrasing. Questions should be phrased in simple, focused, and specific terms. Applicants shall be encouraged to answer in the same manner. An example of a simple, focused, and specific question is, “What is the maximum allowable EGT limit during a normal engine start?” An example of an abstract, ambiguous, and confusing question is, “Tell me everything you know about starting an engine.” Inspectors and examiners shall encourage applicants

to ask for clarification, before answering, when they are unsure of the meaning of a question.

C. Length and Scope. The scope of oral tests is defined by regulation. The items that should be evaluated on each type of oral test are specified in the applicable FAR, Practical Test Standards (PTS) and job aids. Inspectors and examiners shall choose their questions from the entire range of appropriate topics rather than concentrate on only a few topics. Questions should be related to the specific characteristics of the aircraft involved. The length of the oral test depends on the complexity of the aircraft involved. For simpler aircraft with uncomplicated systems, the oral test can normally be accomplished in approximately 1 hour. For large, complex aircraft, the oral test can normally be accomplished in approximately 2 hours.

D. Standards of Performance. FAR 121.403(b)(3) and FAR 135.327(b)(3) require that operators publish “detailed descriptions or pictorial displays of the approved normal, abnormal, and emergency maneuvers, procedures and functions that will be performed during each flight training phase or flight check, indicating those maneuvers, procedures and functions that are to be performed during the in-flight portions of flight training and flight checks.” Operators must use Airline Transport Pilot and Type Rating Practical Test Standard (FAA-S-8081-5), any applicable Flight Standardization Board (FSB) reports, and the manufacturer’s recommendations. Inspectors and examiners shall use the standards approved by the POI for the operator when conducting oral tests.

(1) Specific Requirements. Applicants are expected to possess a broad understanding of the aircraft and its systems rather than a highly detailed knowledge of component design and construction. They should be able to demonstrate an understanding of the essential features of system design and how various systems interrelate. Applicants must be able to demonstrate such knowledge by interpreting cockpit indications and describing the condition of aircraft systems from these indications. Applicants are not expected to have memorized specific facts that are immediately available in reference manuals and checklists that are required to be in the cockpit. Applicants must, however, be able to state memory items on emergency checklists (in the correct sequence) and flight manual limitations from memory.

(a) When a limitation is presented in terms of a gauge marking, the applicant shall be able to state the operational significance of the marking but does not need to have memorized the appropriate value the marking represents. When a limitation is not clearly presented by such a marking, the applicant

must be able to state the appropriate value from memory.

(b) To illustrate the standards described, the following example is provided. Assume the aircraft involved requires a specific fuel burn sequence. The applicant should be able to describe in general terms the fuel burn sequence and to detect correct and incorrect conditions from gauge indications. The applicant should be aware of any checklist or procedure that corrects an improper condition and where that checklist or procedure is located. The applicant is not expected to memorize the sequence of steps necessary to correct the condition. On the other hand, the applicant should be able to state from memory the flight manual limitation concerning allowable fuel imbalance between pairs of tanks.

(2) Acceptable Standard. An applicant may not be able to give entirely correct answers to some of the questions in an oral test; however, that applicant may still meet an acceptable standard. Inspectors and examiners must base their decisions on whether applicants pass or fail on the soundness of the applicants’ overall command of basic principles. Inspectors and examiners shall avoid commenting on an applicant’s performance until after the oral test is complete.

E. Debriefing. Immediately after the oral test, the applicant will be debriefed on performance and informed of the results of the test.

33. FLIGHT TEST PHASE. FAR 121.403(b)(3) and FAR 135.327(b)(3) require that operators publish “detailed descriptions or pictorial displays of the approved normal, abnormal, and emergency maneuvers, procedures and functions that will be performed during each flight training phase or flight check, indicating those maneuvers, procedures and functions that are to be performed during the in-flight portions of flight training and flight checks.” Operators must use Airline Transport Pilot and Type Rating Practical Test Standard (FAA-S-8081-5), any applicable FSB reports, and the manufacturer’s recommendations. Inspectors and examiners shall use the standards approved by the POI for the operator when conducting flight tests.

A. Purpose. The purpose of the flight test is to evaluate the applicant’s ability to operate safely and effectively in a real-time environment. Inspectors and examiners shall determine whether applicants have achieved an acceptable level of physical manipulation skills, positional orientation abilities, flight management skills, and crew coordination skills. Flight tests can normally be conducted in 2 1/2 hours.

B. Separation of Oral Phase from Flight Test Phase. For all flightcrew airman certificates, the oral and flight test phases should not be conducted simultaneously. The purpose of the oral test phase is to examine an applicant's depth of knowledge while the purpose of the flight test phase is to observe and evaluate an applicant's skills. An inspector's or examiner's presence in the cockpit can affect the normal interaction of the flightcrew. Inspectors and examiners should endeavor to minimize this effect by maintaining a passive role and by not becoming involved in normal crew operation. Questions that require explanations and probe the applicant's depth of knowledge are appropriate during the oral test phase but not during the flight test phase.

C. Normal, Abnormal, and Emergency Procedure Test Events. The events that must be evaluated on each flight test are specified by regulation or determined by the Administrator. The events have been listed on appropriate job aids for the convenience of inspectors and examiners. The regulations require inspectors to evaluate normal, abnormal, and emergency procedures that appear in the operator's manual but are not specifically identified by regulation. Inspectors and examiners shall evaluate on each flight test as many of these events that the inspector or examiner "finds are necessary to determine that the person being checked has an adequate knowledge of, and ability to perform, such procedures . . ." (see FAR 61, Appendix A, VI and VII). Examples of these events include flight instrument and display failures, operations in ice and rain, emergency descent, and emergency ground evacuation. Inspectors shall vary these events on subsequent flight tests so that the effectiveness of the operator's manual and training program can be evaluated.

D. Flight Management and Crew Coordination Skills. Inspectors and examiners shall observe and evaluate crew coordination and flight management skills. The applicant must demonstrate good judgment, continual spatial and situational awareness, and cockpit management throughout the flight test.

E. Briefings. Before the flight simulator segment and aircraft segment of a flight test, inspectors and examiners shall brief applicants on what will be expected of them during the flight test. Before the flight test, inspectors and examiners shall determine by agreement with the applicant whether or not to continue the flight test after a failed event. When other crewmembers are involved, they shall be briefed on their roles. Suggested briefing outlines are included on the job aids. Inspectors and examiners shall avoid commenting on the applicant's performance during the flight test.

F. Debriefings. After the test, the applicant shall be informed of the results and debriefed in a timely manner. If the applicant is unsuccessful, the inspector or examiner shall ensure that the applicant clearly understands specifically what was unsatisfactory about each event that was failed. Inspectors and examiners should use judgment and discretion when inviting other crewmembers to attend these debriefings. It is important that company instructors or check airmen receive direct feedback on their students' performances. Instructors or check airmen who participate in flight tests (as copilots or safety pilots) should usually be invited to attend these debriefings. An inspector or examiner may choose to limit attendance at the debriefing to only the applicant. If an instructor or check airman who participated in the flight test is not at the debriefing, the inspector or examiner should debrief that person at a later time.

G. Termination of Flight Tests Before Completion. When the inspector or examiner determines that an applicant's performance is unsatisfactory, the inspector or examiner may then either terminate the flight test immediately or, with the consent of the applicant, continue with the flight test until the remaining events are completed. Usually, graduates of approved training programs are well prepared. Although a single event is failed, retraining and retesting in all events of the flight test is normally unnecessary. In such cases, it is usually better for the inspector or examiner to continue with the flight test to complete the other events. When the inspector or examiner determines that the entire flight test must be repeated, the flight test should not be continued but should be immediately terminated. Whether the flight test is continued or not after a failure, the inspector or examiner must issue the applicant an FAA Form 8060-5, Notice of Disapproval of Application. Safety pilots shall immediately terminate any maneuver or an entire flight test whenever flight safety is in question.

H. Inconclusive Events. When the inspector or examiner is unable to determine whether the objectives of an event have been met, the inspector or examiner may require the applicant to repeat the event or a portion of the event. This provision has been made in the interest of fairness and does not mean that instruction or practice is permitted during the certification process. Inspectors and examiners shall not repeat completed, failed maneuvers.

NOTE: If the check must be terminated (for mechanical or other reasons) and there are events which still need to be repeated, a Letter of Discontinuance, valid for 60 days, shall be issued listing the specific areas of operation that have been successfully completed (see figure 5.1.2.7.).

35. DOCUMENTATION PHASE. There are documentation requirements that must be completed after each phase of the testing process. Documentation requirements are specified in the chapter applicable to each certificate and are listed on appropriate job aids. After completing all phases of the testing process, the inspector or examiner shall complete a Program Tracking and Reporting Subsystem (PTRS) data sheet. (Paragraph 41 contains instructions for completing the PTRS data sheet.) The inspector or examiner shall collect the required documents and attach them to the completed application form. Inspectors shall forward the certification paperwork through their supervisors to AVN-460. Examiners shall forward the appropriate certification paperwork to the appropriate Certificate-Holding District Office (CHDO).

37. FAA FORM 8060-4, TEMPORARY AIRMAN CERTIFICATE. When the applicant has satisfactorily met all requirements for certification, including the age requirements, the inspector or examiner shall prepare in duplicate a Temporary Airman Certificate, give a copy to the applicant and mail the original to AVN-400. Most of the information that must be entered on this form is self explanatory. There will frequently be differences, however, in the information supplied on the application and in that shown on the superseded certificate. Inspectors and examiners shall ensure that the information entered on the temporary certificate is in agreement with the application form or that the differences are appropriately resolved. The following instructions apply to certain information fields as indicated. See figure 5.1.2.3. for an example of the Temporary Airman Certificate.

A. Certificate No., Space III. The FAA certificate number of the superseded certificate must be entered in this space.

B. Name, Space IV. Enter the applicant's legal name in the normal sequence of first, middle, and last name. The name should appear exactly as it is entered on the application. The applicant's name should be the same as that on the application, temporary certificate, and the superseded certificate unless it has been changed in accordance with FAR 61.25.

C. Address, Space V. Enter the permanent mailing address.

D. Date of Birth. Enter six digits in this space. Use numeric characters, such as 07-09-55 instead of July 9, 1955. Check to see that date of birth is the same as it is on the medical certificate and application. This has been a problem area, which has resulted in having AVN-460 return the certification paperwork for correction.

E. Height. Enter the applicant's height in whole inches. Do not use fractions. For example, 5'9" should be entered as 69.

F. Weight. Enter the applicant's weight in whole pounds.

G. Hair. Spell out the hair color or use an abbreviation that cannot be confused with another color. If the applicant is bald, enter "bald." If the applicant wears a wig or toupee, enter color of hair under the wig or toupee. Indicate bald, if applicable.

H. Eyes. Spell out the color of the eyes, or use an abbreviation that cannot be confused with another color.

I. Sex. Enter "M" for male or "F" for female.

J. Nationality, Space VI. Enter the applicant's country of citizenship.

K. Certificate Name, Space IX. Enter the correct name of the appropriate certificate as follows:

- Airline Transport Pilot
- Flight Engineer
- Flight Navigator
- Aircraft Dispatcher

L. Ratings and Limitations, Space XII. Inspectors or examiners shall ensure that all ratings and limitations are correctly entered. Check these entries against the superseded certificate.

(1) Pilot Category Ratings. The category ratings that may be placed on a pilot certificate are as follows:

- Airplane
- Rotorcraft

(2) Pilot Certificate - Airplane Class Ratings. The airplane class ratings that may be placed on a pilot certificate are as follows:

- Single-Engine Land
- Multiengine Land
- Single-Engine Sea
- Multiengine Sea

(3) Pilot Certificate - Rotorcraft Class Ratings. The rotorcraft class ratings that may be placed on a pilot certificate are as follows:

- Helicopter
- Gyroplane (not applicable to ATP)

(4) *Flight Engineer Certificate - Class Ratings.* The class ratings that may be placed on a flight engineer certificate are as follows:

- Reciprocating
- Turbopropeller
- Turbojet

(5) *Aircraft Type Ratings.* Aircraft type ratings are placed on pilot certificates after class ratings. See figure 5.1.2.4. for authorized airplane type ratings and figure 5.1.2.5. for authorized rotorcraft type ratings. Authorized type ratings may also be obtained from the FSAS MMEL subsystem.

(6) *Private and Commercial Privileges.* When an ATP certificate is issued, the applicant is entitled to the private and commercial level privileges previously held. Inspectors and examiners shall enter the following as appropriate:

- Commercial Privileges: (class and type ratings, as applicable)
- Private Privileges: (class and type ratings, as applicable)

M. Limitations, Space XIII. Any required limitations must be entered in this space.

N. Signatures, Spaces VII and X. The inspector or examiner and the applicant shall sign the certificate in the appropriate spaces.

39. FAA FORM 8060-5, NOTICE OF DISAPPROVAL OF APPLICATION. When an applicant's performance on any phase of the test process is unsatisfactory, inspectors and examiners shall complete FAA Form 8060-5, Notice of Disapproval of Application in duplicate. See figure 5.1.2.3. for an example. Inspectors and examiners shall indicate those events that the applicant failed and that require retesting, or indicate that the entire test must be repeated. If the entire flight test will not be repeated, any events that were not accomplished during the failed flight test must also be indicated. The next inspector or examiner will have only the Notice of Disapproval to determine which events were unsatisfactory or which events have yet to be accomplished. The Notice of Disapproval must be annotated with the date of the oral and simulator tests. This is necessary to maintain a record for computing the 30- and 60-day time limits (see paragraph 17E of this volume). The duplicate copy of the Notice of Disapproval shall be given to the applicant. The original copy shall be attached to the completed application form and forwarded to the appropriate FSDO.

41. COMPLETION OF FAA FORM 8000-36, PTRS DATA SHEET. Inspectors and examiners who conduct airman certification shall complete an FAA Form 8000-36, Program Tracking and Reporting Subsystem Data Sheet, for each activity conducted (see figure 5.1.2.6.). Office managers may have the data sheets overprinted and supplied to examiners. This may be done by simply filling in the applicable fields and reproducing the form on a copy machine. Once the data from the sheet has been entered into the computer, the FSDO may either retain or discard the sheet as desired. The following italicized titles apply to the data fields on the sheet:

A. "SECTION I. Inspector Name Code." A valid inspector name code must be entered on each sheet before the data is entered into the computer. Inspectors conducting certification shall enter their assigned code. Examiners should leave this space blank.

B. "Record ID." The computer generates the entry for this field. Inspectors and examiners shall leave this field blank.

C. "Activity Number." Inspectors shall enter the applicable code, from the 1500 series, in this field. The applicable codes are listed on the job aids. For example, an inspector who has conducted an oral examination for an original issuance of an ATP certificate shall enter code 1510. Examiners shall enter code 1563 in this field for all activities. Data sheets supplied to examiners should be overprinted with this number. See related instructions for examiners concerning the field labeled, "Tracking."

D. "FAR." Inspectors and examiners shall enter in this field the major section of the FAR Part under which certification is being conducted, such as, "61" for pilots, "63" for flight engineers, and "65" for flight dispatchers. This field should be overprinted for sheets supplied to examiners.

E. "NPG." Inspectors and examiners shall leave this field blank unless specific directions for its use are provided.

F. "Status: (COP)." Inspectors and examiners shall enter "C" in this field. This field should be overprinted for forms supplied to examiners.

G. "Callup Date." Enter when appropriate (usually left blank).

H. "Start Date." Enter when appropriate (usually left blank).

I. "Results: (ACEFISTX)." A "C" shall be entered in this field if the test phase has been completed, whether the applicant has succeeded or failed. If the test phase has been terminated with a failure, the test

phase is complete and a "C" shall be entered in this field. When a test phase is terminated before completion and the applicant's performance is satisfactory up to the point of termination, a "T" shall be entered in the "Results" field. In this case, a short explanation should be entered in the "Comment Text" field in Section IV, such as "Flight test terminated due to malfunction of simulator visual system."

J. "Pass/Fail (P/F)." An entry must always be made in this field. An "F" shall be entered in this field when the test phase is unsatisfactory. A "P" shall be entered in all other cases, whether or not the phase is complete.

K. "Completion Date." The date of the event must always be entered in this field.

L. "Designator." The airline or operator code must be entered in this field. This field should be preprinted when appropriate.

M. "Airman Certf#." Inspectors shall enter either the applicant's airman certificate number or "999999999" if the applicant does not yet have a certificate. Examiners shall enter their own airman certificate number (not the applicant's certificate number).

N. "Airman Name/Other." Inspectors shall enter the applicant's name. Designated examiners shall enter their own name (not the applicant's name) in this field. See the instructions for "SECTION II - PERSONNEL" for related information and guidance.

O. "Aircraft Reg #: N." Enter the aircraft N-number, if applicable. Leave this field blank for simulator, oral, and other test phases.

P. "Make-Model-Series." Make an appropriate entry for all test phases. This field should be preprinted when appropriate.

Q. "Loc/Departure Point." Enter the three-character or four-character location identifier for all activities. If the location has no identifier, use the nearest appropriate one. This field should be preprinted when appropriate.

R. "Arrival Point." This field is optional. It should be used when applicable, but may be left blank.

S. "Flight #." This field is optional. It should be used when applicable, but may be left blank.

T. "Investigation #." This field should not be used. A slash or N/A should be placed in this field on overprinted forms.

U. "Tracking." Examiners shall enter the appropriate activity code from the job aid and FAR in this

field. For example, an examiner who has conducted an oral examination for an original issuance of an ATP certificate shall enter code 1510. An examiner who has conducted a practical test for a dispatcher certificate shall enter code 1524.

V. "Miscellaneous." When an examiner conducts a phase of a test and is observed doing so by an FAA inspector, "OBSVD" shall be entered in this field. The inspector's name should be entered in the "Comment Text" field. On other occasions, the use of this field is optional.

W. *All Other Fields in Section I.* The remaining fields in this section are provided for regional and/or district office use, special programs, and future requirements. In the absence of any guidance, these fields should be left blank.

X. "SECTION II - PERSONNEL (unlimited)."

(1) When an examiner completes the data sheet, the applicant's name shall be entered under "Personnel Name." "APPL" shall be entered under "Position." The applicant's certificate number (ATP, FE, or FD) shall be entered under "Remarks." In the event of an original issuance of a certificate, enter "pending" under certificate number.

(2) When a recommendation is required for a test phase, the name of the recommending instructor shall be entered under "Personnel Name." "RI" shall be entered under "Position." The instructor's certificate number (ATP, FE, or FD) shall be entered under "Remarks." When a recommendation is not required for the applicant, the name of the instructor or supervisor who has certified that the applicant is competent shall be entered in the same manner.

Y. "SECTION III - EQUIPMENT." Entries in the fields in this section are optional.

Z. "SECTION IV - COMMENT SECTION (unlimited)." Both inspectors and examiners are encouraged to make entries in this field. A topic such as the reasons and circumstances surrounding the failure of an applicant should be commented upon; however, comments should not be limited to this type of topic. A blank line should be left between each separate comment. Inspectors should code their comments. To assist in the standardization of coding, examiners should leave the coding blank. The reviewing inspector should code the examiner's remarks.

43. DISTRICT OFFICE RESPONSIBILITIES. District offices shall make the PTRS data entries for both inspectors and examiners and either retain or discard the data sheet, as appropriate. District offices

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shall review completed certification paperwork for accuracy and completeness and forward the certification paperwork to AVN-460 at the following address:

Airmen Certification Branch, AVN-460
P.O. Box 25082
Oklahoma City, Oklahoma 73125

44.-50. RESERVED.

FIGURE 5.1.2.1.
FAA FORM 8710-1, AIRMAN CERTIFICATE AND/OR RATING APPLICATION
(FRONT)

TYPE OR PRINT ALL ENTRIES IN INK

Form Approved OMB No: 2120-0021

Airman Certificate and/or Rating Application
US Department of Transportation Federal Aviation Administration
I Application Information
A. Name (Last, First, Middle) B. SSN (US Only) C. Date of Birth Mo. Day Year D. Place of Birth
E. Address (Please See Instructions Before Completing) F. Nationality (Citizenship) Specify G. Do you read, speak and understand English?
II Certificate or Rating Applied For on Basis of:
III Record of Pilot time (Do not write in the shaded areas.)
IV Have you failed a test for this certificate or rating?
V Applicant's Certification
FAA Use Only

FAA Form 8710-1 (7-92) Supersedes Previous Edition

**FIGURE 5.1.2.2.
FAA FORM 8400-3, APPLICATION FOR AIRMAN CERTIFICATE AND/OR RATING
(FRONT)**

Form Approved
OMB No. 2120-0007

Application For An Airman Certificate and/or Rating															
U.S. Department of Transportation Federal Aviation Administration															
<input type="checkbox"/> Flight Engineer <input type="checkbox"/> Reciprocating Engine Powered <input type="checkbox"/> Turbopropeller Powered <input type="checkbox"/> Turbojet Powered				<input type="checkbox"/> Flight Navigator <input type="checkbox"/> Control Tower Operator <input type="checkbox"/> VFR Tower Rating <input type="checkbox"/> Non-Radar Approach Control Tower Rating				<input type="checkbox"/> Aircraft Dispatcher <input type="checkbox"/> Reissuance of Certificate <input type="checkbox"/> Additional Rating							
1. TYPE OF AIRCRAFT TO BE USED				2. TIME IN THIS AIRCRAFT				3. NAME OF EMPLOYER							
4. Applicant Identification															
A. NAME (First-Middle-Last)						K. PERMANENT MAILING ADDRESS (Include Zip Code)									
B. SOCIAL SECURITY NO			C. DATE OF BIRTH		D. HEIGHT	E. WEIGHT		TELEPHONE NO.							
F. HAIR		G. EYES	H. SEX	I. NATIONALITY											
J. PLACE OF BIRTH															
5. Certificates Held by Applicant															
A. <input type="checkbox"/> Pilot <input type="checkbox"/> Airline Transport <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Commercial <input type="checkbox"/> Private				B. <input type="checkbox"/> Flight Navigator C. <input type="checkbox"/> Control Tower Operator D. <input type="checkbox"/> Flight Engineer				E. <input type="checkbox"/> Ground Instructor F. <input type="checkbox"/> Aircraft Dispatcher G. <input type="checkbox"/> Mechanic							
6. Applicant's Certification I certify that I meet all pertinent requirements of the Regulations for the certificate or rating applied for <div style="display: flex; justify-content: space-between; width: 100%;"> _____ _____ </div> <div style="display: flex; justify-content: space-between; width: 100%;"> Date Applicant's Signature </div>															
Instructor's Recommendation 7. I consider the above applicant ready to take the test for which he/she is applying:															
A. <input type="checkbox"/> Oral Test				or				C. <input type="checkbox"/> Practical Test Aircraft Dispatcher Only							
B. <input type="checkbox"/> Flight Test															
D. Date		Instructor's Signature			Instructor's Certificate No. And Expiration Date			Grade and Certificate No.							
E. Date		Instructor's Signature			Instructor's Certificate No. And Expiration Date			Grade and Certificate No.							
8. Evaluation Record															
		Inspector	Examiner	Signature					Date						
Oral															
Practical Test Aircraft Dispatcher															
Practical Test Control Tower Operator															
Simulator Check															
Aircraft Flight Check															
9. Inspector's Record															
<input type="checkbox"/> Temporary Airman Certificate Issued				<input type="checkbox"/> Notice of Disapproval of Application Issued				<input type="checkbox"/> Examiner's Action Accepted							
DATE		INSPECTOR'S SIGNATURE						FAA OFFICE							
CP	REG	OFFICE	COM	ISS	ACT	EMP	TRNG	M	T	DIS	CLASS	SEX	RATING	STATE	COUNTY
												<input type="checkbox"/> Do Not Micro		<input type="checkbox"/> IFO Mailing	
												<input type="checkbox"/> Special Mailing		<input type="checkbox"/> Correspondence	
												<input type="checkbox"/> Airmail			

FAA FORM 8400-3 (5-84)

FIGURE 5.1.2.2.—Continued
FAA FORM 8400-3, APPLICATION FOR AIRMAN CERTIFICATE AND/OR RATING
(BACK)

10. Practical Test Report									
Grading Legend (All applicable items must be graded S or U)				S—Satisfactory					
Explain in "Remarks" all items which are not graded.				U—Unsatisfactory					
Item No.	A. Flight Engineer		Grade		Item No.	C. Aircraft Dispatcher		Grade	
	Examiner	Inspector	Examiner	Inspector		Examiner	Inspector		
1	Equipment Examination (Oral)				1	Aircraft			
2	Preflight Inspection				2	Air Routes and Airports			
3	Normal Operating Procedures				3	Altimeters			
4	Abnormal Operating Procedures				4	Weather Analysis			
5	Performance Data and Cruise Control				5	Airman's Information Manual			
6	Trouble Shooting				6	Dispatch and Assistance			
7	Emergency Procedures				7	Emergency Procedures			
8	Forms and Records				Item No.	D. Control Tower Operator		Grade	
9	Post Flight							Examiner	Inspector
10	Crew Coordination								
11	Judgement								
Item No.	B. Flight Navigator		Grade		VFR TOWER RATING				
	Examiner	Inspector	Examiner	Inspector	1	The Control Tower			
					2	The Airport			
					3	The Control Zone			
					4	Notice to Airmen			
1	Equipment (Oral)				5	Weather Facilities and Procedures			
2	Equipment Check				6	A Demonstration of Ability to Control Air Traffic Under VFR			
3	Preflight Training				NON-RADAR APPROACH CONTROL TOWER RATING				
4	Normal Navigation Procedures				1	Air Traffic Control Facilities			
5	Knowledge of Navigation Methods				2	Air Navigation Facilities			
6	Co-ordination of Navigational Methods				3	Use of Airman's Information Manual			
7	Emergency Procedures				4	Holding Procedures			
8	Co-ordination of Duties				5	Approach Procedures			
9	Crew Co-ordination				6	Missed Approach Facilities			
10	Judgement				7	Alternate Airports			
11. Route Of Flight Check					8	Search and Rescue Procedures			
From	To	Hours		9	A Demonstration of Ability to Control Air Traffic Under IFR				
		Day	Night						
				10	Airport Identification				
Remarks									

**FIGURE 5.1.2.3.
FAA FORM 8060-4, TEMPORARY AIRMAN CERTIFICATE**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION						III. CERTIFICATE NO.
ii. TEMPORARY AIRMAN CERTIFICATE						
THIS CERTIFIES THAT IV.						
V.						
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY VI.
IN.						
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of						
RATINGS AND LIMITATIONS XII.						
XIII.						
THIS IS <input type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE				DATE OF SUPERSEDED AIRMAN CERTIFICATE		
BY DIRECTION OF THE ADMINISTRATOR					EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.	
X. DATE OF ISSUANCE		X. SIGNATURE OF EXAMINER OR INSPECTOR			DATE DESIGNATION EXPIRES	
VII. AIRMAN'S SIGNATURE						
FAA Form 8060-4 (8-78) USE PREVIOUS EDITION						

FAA FORM 8060-5, NOTICE OF DISAPPROVAL OF APPLICATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION		NOTE PRESENT THIS FORM UPON APPLICATION FOR REEXAMINATION
NOTICE OF DISAPPROVAL OF APPLICATION		CERTIFICATE OR RATING SOUGHT
NAME AND ADDRESS OF APPLICANT		
On the date shown, you failed the examination indicated below:		
<input type="checkbox"/> FLIGHT <input type="checkbox"/> ORAL <input type="checkbox"/> PRACTICAL		
AIRCRAFT USED (Make and Model)	FLT. TIME RECORDED IN LOGBOOK	
	PILOT-IN-COMM. OR SOLO	INSTRUMENT DUAL
UPON REAPPLICATION YOU WILL BE REEXAMINED ON THE FOLLOWING:		
I have personally tested this applicant and deem his performance unsatisfactory for the issuance of the certificate or rating sought.		
DATE OF EXAMINATION	SIGNATURE OF EXAMINER OR INSPECTOR	DESIGNATION OR OFFICE NO.
FAA Form 8060-5 (4-82)		

**FIGURE 5.1.2.4.
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Aero Commander Division North America Rockwell Corp.	(See Isreal Aircraft)		
Aerospatiale, France	SN 601 Corvette		SN-601
Aerospatiale/Aeritalia, France	ATR-42, ATR-72		ATR-42, ATR-72
Armstrong Whitworth Aircraft, Ltd., UK	Argosy AW 650	Armstrong Whitworth AW-650	AW-650
Avions Dassault, General Aeronautique Marcel, Dassault, France	Mystere 10 Falcon		DA-10
	Mystere 20 Falcon, Fan Jet	GAMD/SUD-20	DA-20
	Falcon 50 (Tri-jet) Falcon 900		DA-50
	Fan Jet Model 200		DA-200
Beech Aircraft Corp.	(See Raytheon)		
Boeing Co., USA	B-17	Boeing B-17	B-17
	247-D	Boeing 247	B-247
	314, B-314	Boeing 314	B-314
	S-307, SA-307, B-307	Boeing 307	B-307
	377, C-97, YC-97	Boeing 377	B-377
	707, 720, C-135, E3-A, E6-A/B C-18B, EC-18B, EC-18D	Boeing 707/720	B-707, B-720
	727	Boeing 727	B-727
	737/100/200/300/400/500, T-43	Boeing 737	B-737
	747, E-4, 747SP	Boeing 747	B-747
	B-747-400		B-747-4
	757, 767		B-757, B-767
Breguet, France	Fauvette 905A		BG-905
Bristol Aircraft Ltd., UK	Britannia 305		BR-305
British Aerospace/Taiwanese Aerospace Corp.	BAE-146-70/85/100/115 Series AVR-146J	BAE-146	BAE-146, AVR-146
British Aerospace Corporation	BAE-ATP		BAE-ATP
	HP.137, MK.1 Jetstream Series 200 Jetstream 3101 Jetstream 3201		BA-3100
	Jetstream 4100		BA-4100
	Concorde SST		CONCRD
British Aircraft Corp., UK	BAC 1-11	BAC-1-11	BA-111

**FIGURE 5.1.2.4.—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Bushmaster Aircraft	Bushmaster 2000		BU-2000
Canadair, Ltd., Canada	CL-44 (Yukon)	Canadair	CL-44
	CL-215		CL-21
	CL-600 (Challenger) CL-601, CL-601-3A		CL-600
	CL600-2B19 (Regional Jet)		CL-65
Cessna Aircraft Corp., USA	Cessna 500, 501, 550, 551, 552, T-47, S550, 560		CE-500
	CE-525		CE-525
	CE-525 (single pilot)		CE-525S
	Citation III, Model 650 Citation VI, VII		CE-650
Chase (also Roberts Aircraft Co.), USA	YC-122	Chase YC-122	YC-122
Consolidated Vultee Aircraft	(See General Dynamics Corp.)		
Convair	(See General Dynamics Corp.)		
Construções Aeronáuticas S.A.	CASA (Model) C-212-CB		CA-212
	C-235		CN-235
Curtiss-Wright Corp., USA	Commando CW-20 C-46A, D, E, F, R	Curtis-Wright C-46	CW-46
Dart Aircraft Corp.	(See General Dynamics Corp.)		
deHavilland Aircraft of Canada Ltd., Canada	Caribou 4A USAF C-7A, Army CV-2	deHavilland Caribou DH-4	DH-4
	DHC-7		DHC-7
	DHC-8		DHC-8
Dee Howard Co., USA	Howard 500	Howard 500	HW-500
Dornier, Deutsch Aerospace	Dornier 228-101, -201, -212		DO-228
	Dornier-328-100		DO-328
Empresa Brasileira de Aeronáutica, Brazil	EMB-110P1, P2, P3		EMB-110
	EMB-120		EMB-120
Fairchild Aircraft Corp., USA and Fokker, The Netherlands	Fokker F-27 MK100, MK500 Fairchild F-27A/B/F/FH	Fairchild F-27/227	F-27
	C-119C, FA-C119C		FA-119C
	C-123		FA-C123
	C-82A		C-82A

FIGURE 5.1.2.4.—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Fairchild Aircraft Corp.—Continued	SA 226-TC, SA-227-AC, AT, TT SA-227-DC C-26A, C-26B SA-227-CC		SA-227
Fokker, Netherlands	Fellowship F-28 (Models 1000 & 4000)		FK-28
	Fokker 28 MK 0100 Fokker 28 MK 0070		FK-100
	F-50		FK-50
Ford Motor Corp., USA	Tri-Motor 4-AT 5-AT, FO-5	Ford 5	FO-5
General Dynamics Corp., USA	PB2Y, PB2Y-5	Consolidated-Vultee PB2Y	CV-PB2Y
	PB4Y-2, QP-4B	Consolidated-Vultee P4Y	CV-P4Y
	PBY-5, 28-4, 28-5, 28-5ACF, 28-5AMC, OA-10, OA-10A	Consolidated-Vultee PBY-5	CV-PBY-5
	LB-30, C87A, RB-24, CV-LB30	Consolidated-Vultee LB-30	CV-LB30
	240, 340, 440, T-29 C-131	Convair 240/340/440	CV-240, CV-340, CV-440
	22, 22M (880) (990)	Convair 880/990	CV-880, CV-990
	Napier-Eland Mark I, Mark II, Allison Propjet	Napier-Eland Convair Mark I/II	CV-N1, CV-N2
	Allison 340, 440, 580, CV-A340, CV-A440	Allison 340/440	CV-A340, CV-A440
	Dart Convair 240, 340, 440	Convair 600/640	CV-600, CV-640
Groupeement d'Interet Economique Airbus Industrie, France	A-300B Airbus		A-300
	A-300-600R, A-310		A-310
	A-320 Airbus		A-320
	A-330 Airbus		A-330
	A-340 Airbus		A-340
Grumman Aircraft Engineering Corp., USA	TBF, TBM AF-2S (Ref. T.O.AR-36)	Grumman TBF	G-TBM
	G-64 Albatross, GSA16		G-111
	G-73 Turbo Mallard (Frakes Conversion)	FS-73T	G-73T
	G-73 Mallard	Grumman G-73	G-73
	S2F/C1A		G-S2

**FIGURE 5.1.2.4.—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Gulfstream Aerospace Corporation, USA	G-159 Gulfstream VC-4A, TC-4C	Grumman G-159	G-159
	G-1159 Gulfstream	Grumman G-1159	G-1159
	G-1159C		G-IV
Hamburger Flugzeugbau G.M.B.H., Germany	Hansa Jet 320		HF-320
Handley Page Aircraft Co., Ltd., UK	Herald 300	Handley Page 300	HP-300
Hawker Siddeley Aviation Ltd., UK (Also see Raytheon Aircraft Corp.)	DH-106, Comet 4C	deHavilland 4C	HS-106
	DH-114 Heron	Hawker Siddeley 114	HS-114
	Hawker Siddeley 748		HS-748
Howard Aero Corp.	(See Dee Howard Co.)		
Israel Aircraft Ltd., Israel	Westwind 1124, Commodore Jet AC-1121, CJ-1123		IA-JET
	Astra IAI-1125		IA-1125
	ARAVA IA 101B		IA-101
Learjet Corp.	23, 24, 25, 28, 29, 31, 35, 36, 55, C21-A	LR-23, LR-24, LR-25, LR-28, LR-29, LR-35, LR-36, LR-50	LR-JET
	60		LR-60
Lockheed Aircraft Corp., USA	Lightning P-38	Lockheed P-38	L-P38
	B-34, PV-1, PV-2	Lockheed B-34	L-B34
	Series 14	Lockheed 14	L-14
	18, C-57, C-60, R-50, Learstar	Lockheed 18	L-18
	P2V-7, SP-2E/H (Restricted), LP2V-5F		L-P2V
	Constellation 049, 149, 649, 749, 1049, 1649	Lockheed Constellation	L-1049
	Electra 188, P-3	Lockheed 188	L-188
	Jetstar, C-140, Jetstar II, 1329-25	Lockheed 1329	L-1329
	L-382-B/E/F/G C-130A/B/E/H	Lockheed 382	L-382
	300, C-141	Lockheed 300	L-300
	L-1011 Tristar		L-1011
	T-33		T-33
Martin-Marietta Corp., USA	B-26 Marauder	Martin B-26C	M-B26

**FIGURE 5.1.2.4.—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Martin-Marietta—Continued	PBM-5, C-162	Martin PBM-5	M-PBM-5
	Mariner 202/404	Martin 202/404	M-202, M-404
McDonnell Douglas Aircraft Corp., USA	AD-4N		AD-4N
	A-20	Douglas A-20	DC-A20
	A-24, SBD	Douglas A-24	DC-A24
	B-26	Douglas B-26	DC-B26
	B-18	Douglas B-18	DC-B18
	B-23, UC-67	Douglas B-23	DC-B23
	DC-2, C-32, C-34, C-39, C-42	Douglas DC-2	DC-2
	DC-3, C-47, C-117	Douglas DC-3	DC-3
	Super DC-3, C-117D	Douglas DC-3S	DC-3S
	DC-3 (Turboprop)		DC-3TP
	DC-4, C-54	Douglas DC-4	DC-4
	DC-6, DC-7, C-118	Douglas DC-6, DC-7	DC-6, DC-7
	DC-8	Douglas DC-8	DC-8
	DC-9, -10, -30 DC-9-50, C-9 DC-9-80, MD-80, MD-90	Douglas DC-9	DC-9
	DC-10, KC-10		DC-10
MD-11		MD-11	
Mitsubishi Aircraft International, Inc.	(See Raytheon Aircraft)		
Morane-Saulnier, France	MS760	Morane-Saulnier MS-760	MS-760
Nihon Aeroplane Manufacturing Co., Ltd., Japan	YS-11	NAMC YS-11	YS-11
Nord Aviation	262A Super Broussard, ND262/262FM Mohawk 298	Nord 262 ND 262/262FM	ND-262
North American Rockwell Corp., USA	B-25 Mitchell	North American	N-B25
	NA-265 Sabreliner T-39	North American NA-265	N-265
Northrop Corp., USA	P-61 Black Widow	Northrop P-61	NH-P61
Piaggio, Italy	Piaggio-Douglas 808	Piaggio Douglas PD-808	P-808
Piper Aircraft, USA	PA-42-720 (Restricted)		PA-42R

**FIGURE 5.1.2.5
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—ROTORCRAFT**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Raytheon Aircraft Corp. (Formerly Beech Aircraft Corp. & Raytheon Hawker Corporate Jets) Wichita, KS	BE-200T/200TC, RC-12K, RC-12P, RC-12H, RC-12G (By Serial No.) (restricted)		BE-200
	BE-300, BE-350, BE-300LW, BE-B300		BE-300
	BE-300FF, BE-300F		BE-300F
	BE1900, BE1900C, BE1900D, C-12J (Restricted)		BE-1900
	BE-2000 Starship		BE-2000
	BE-2000S (single pilot)		BE-2000S
	Diamond I, MU-300, MU-300-10, BE400, BE400(A)(T)	MU-300	MU-300, BE-400
	BAE-125-1000		BAE-125
	DH-125, BH-125, HS-125 Series (except -1000)	Hawker Siddeley 125	HS-125
SAAB-Fairchild International, S-58188 Linkoping, Sweden	SAAB-Fairchild 340		SF-340
Short Brothers and Harland Ltd., Northern Ireland (UK)	SD3-30, SD3-60 Variant 200	SD3-30	SD-3
Sikorsky Aircraft Division of United Aircraft Corp., USA	VS-44AC-32, C-34	Sikorsky VS-44	SK-44
	S-43 Series	Sikorsky S-43	SK-43
Sud Aviation, France	SE Caravelle I, II, VIR	SUD 210	S-210
Vickers-Armstrong British Aircraft Corp., IJK	700 & 800 Series	Vickers Viscount	VC-700, VC-800

**FIGURE 5.1.2.5. (Continued)
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—ROTORCRAFT**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Bell USA	BH-214ST		BH-14ST
Boeing Vertol, USA	107-II, H-46 Kawasaki, KV107-II	Vertol 107 II	BV-107
	114, CH-47A, B, and C Series BV-234 (CH-47D)		BV-114 or BV-234
	BV-44, H-21	Vertol 44	BV-44
Sikorsky, USA	H-37 Series		SK-56
	S-58 Series, H-34 Series	Sikorsky S-58, S-58IT	SK-58
	S-61 Series, H-3 Series	Sikorsky S-61	SK-61
	S-64 Series, CH-54A Series	Sikorsky S-64	SK-64
	HH-53, CH-53A	Sikorsky S-65	SK-65
Sud Aviation, USA	SA321F		S-321
	SA330F, SA-332 AS-330		S-330

The following applies to helicopters weighing 12,500 pounds or less on which type ratings are issued to holders of airline transport pilot certificates only:

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Aerospatiale, France	SA 341/342 Gazelle SA 360		SA-341
	AS 350 Astar		AS-350
	SA 355 Twinstar		AS-355
	SA-360C Dauphine (SE)		SA-360
	SA 365 Dauphine (ME)		SA-365
	SA 365 Dolphin (HH-65)		SA-365
Bell, USA	47 Series H-13 Series	Bell 47	BH-47
	204-B, UHI-B, -D, H205B	Bell 204	BH-204
	206A, 206B	Bell 206	BH-206
	212/412 Series	Bell 212	BH-212
	214 Series (Except ST)		BH-214
	214ST		BH-214 ST

**FIGURE 5.1.2.5.—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—ROTORCRAFT**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Bell, USA—Continued	222 Series		BH-222
	412		BH-412
Brantley, USA	B-2 (YH03BR)	Brantley B-2	BY-2
	B-305	Brantley B-305	BY-305
Construzioni Aeronautiche Giovanni Agusta, Italy	A109 Agusta		A-109
Enstrom, USA	F-28	Enstrom F-28	EN-28
Hiller, USA	UH-12 Series, H-23 Series	Hiller UH-12	HH-12
Fairchild, USA	FH-1100	FH-1100	FA-1100
Hughes, USA (Schweizer)	300, 269 Series	Hughes 269A	HU-269
	500, 369 Series	Hughes 500	HU-369
Kaman, USA	K-190A	Kaman K-190A	KM-190
	K-225	Kaman K-225	KM-225
	K-240, HTK-1	Kaman K-240	KM-240
	K-600		KM-600
Lockheed, USA	Lockheed California 286	Lockheed California 286	L-286
McDonnell Douglas	Notar MD-500 369-E, 369FF		MD-500N, HU-369
Messerschmitt Bolkow GmbH (West Germany)	BO-105A		BO-105
	BK-117-A1		BK-117
Omega, USA	12D1A	Omega 12D1	OM-12
Piasecki, USA	HRP-1, HRP-2	Piasecki HRP	PI-HRP
Robinson Helicopter	R-22		R-22
	R-44		R-44
Scheutzwow, USA	Model B		SC
Sikorsky, USA	R-4B	Sikorsky R-4B	SK-4
	R-5A, YR-6A R-6A, HOS-1	Sikorsky R-5A	SK-5
	S-51	Sikorsky S-51	SK-51
	S-52 Series	Sikorsky S-52	SK-52
	S-55, H-19 Series	Sikorsky S-55	SK-55
	S-62A, HH-52A	Sikorsky S-62	SK-62
	S-76		SK-76
Silvercraft, USA	SPA-SH4		SI-4

**FIGURE 5.1.2.5.—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—ROTORCRAFT**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Sud Aviation (Aerospatiale)	SE 3130, SE 313B, SE 3160, SA 316B, SA 3180, SA 318B, SA 318C, SA 315B	Sud Alouette II/III	S-3130
	SO 1221	Sud Djinn	S-1221
Westland Helicopters, Inc., Yeoville, England	W-30		WH-30

FIGURE 5.1.2.7.
SAMPLE LETTER OF DISCONTINUANCE

FAA Letterhead

[*date*]

Applicant's name and address

Dear [*applicant's name*]

On this date you successfully completed the oral portion of the practical test for a [*indicate grade*] certificate with an [*indicate category*] category and [*indicate class*] class rating. The practical test was discontinued because of [*indicate reason*].

If application is made by [*indicate date 60 days from date of letter*], this letter may be used to show the following portions of the practical test which have been completed satisfactorily.

- *Indicate pilot operations completed on the test*

After [*indicate expiration date*] you must repeat the entire practical test.

This letter does not extend the expiration date as shown on the written test results, medical certificate, or required endorsements.

Sincerely,

[*signed by the inspector conducting the practical test*]

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