

## CHAPTER 2. AIRLINE TRANSPORT PILOT CERTIFICATES

### SECTION 1. APPLICATION PHASE-AIRPLANES AND HELICOPTERS

**51. APPLICABILITY.** This chapter contains specific direction, guidance, and procedures for the conduct of airline transport pilot (ATP) certification and for the addition of category, class, and type ratings to ATP certificates. The direction and guidance in chapter 1 is general and applies to ATP certification as well as other types of airman certifications covered in this volume. To avoid unnecessary repetition, the material in chapter 1 is not repeated in this chapter.

**53. ELIGIBILITY FOR THE ATP WRITTEN (KNOWLEDGE) TEST.** Test examiners administer aeronautical knowledge tests in written form or by computer. Since these tests can be administered by both means, they will be referred to as knowledge tests. Before an applicant may take the ATP knowledge examination, however, an inspector must establish that the applicant is eligible for the requested certification in either the airplane or rotorcraft category. Except for age, applicants must meet all eligibility requirements before being authorized to the ATP knowledge test or being issued a Federal Aviation Administration (FAA) Form 8060-7, "Airman's Authorization for Written Test." Inspectors should use either the job aid entitled, "ATP-Knowledge Qualifications Job Aid-Airplane" or ATP-Knowledge Qualifications Job Aid-Helicopter," as applicable, to complete this task (see figures 5.2.1.1. and 5.2.1.2. at the end of this section). These job aids are available on the district office Job Aid Disk. The eligibility requirements for the ATP certificate are printed in an abbreviated form on the job aid. The following is an expanded discussion of the eligibility requirements.

A. An applicant must submit documentary evidence to show at least one of the following acceptable pilot qualifications:

- An FAA commercial pilot certificate
- A commercial or ATP certificate (without limitation) issued by an International Civil Aviation Organization (ICAO) country
- Evidence of United States (U.S.) military pilot qualification within the past 12 calendar

months (such as aeronautical orders or flight time logs)

B. An applicant must process a current first class medical certificate.

C. An applicant must be a high school graduate or the equivalent. For example, proof of passing a high school equivalency test meets this requirement. A record of successful professional pilot employment is also an acceptable equivalent.

D. An applicant must be able to read, write, and understand the English language. The applicant must be able to speak English with out having an accent or an impediment of speech that is so extreme that it would interfere with two-way radio conversation. If there is doubt about an applicant's ability to read, the inspector shall have the applicant read aloud a short paragraph from an appropriate source, such as an airport operating manual. If there is doubt about the applicant's ability to write in English, the inspector shall read a short statement and have the applicant write it in English. If on the basis of these tests, the inspector has reason to believe the applicant is not able to read, write, understand, or clearly speak the English language, the inspector shall not issue a knowledge test authorization. Instead, the inspector shall refer the matter to the immediate supervisor who shall make a final determination of whether the applicant meets the English language requirement.

E. An applicant must be of good moral character. The inspector shall ask an applicant if the applicant has been convicted of a felony. If the applicant's answer is affirmative, the inspector should make further inquiry about the nature and disposition of the conviction. If an inspector has reason to believe an applicant does not qualify for an ATP because of questionable moral character, the inspector shall not issue a knowledge test authorization. Instead, the inspector shall refer the matter to the immediate supervisor for resolution. The supervisor may need to consult with regional counsel for a determination concerning whether the applicant meets the moral character eligibility requirement.

F. An applicant must have accumulated the flight experience required for the appropriate category rating before taking the knowledge examination. Each applicant must submit logbooks or other equivalent documents for an inspector to verify the flight experience. See paragraphs 55 and 59 for the experience requirements for the airplane and rotorcraft categories, respectively.

G. When an inspector has verified that the applicant meets the eligibility requirements, the applicant is entitled to take the knowledge test. If the applicant plans to take the knowledge test at a different location or at a later date, the inspector shall complete FAA Form 8060-7. The original FAA Form 8060-7 shall be given to the applicant with instructions to present it to the person conducting the knowledge test. The expiration date on the form will be the same date that the applicant's current first class medical expires. See figure 5.2.1.3. for an example of FAA Form 8060-7. If appropriate, the inspector should remind the applicant that proof of age will be required before issuance of the certificate. It is unnecessary to retain the copies of the FAA Form 8060-7 after a record of its issuance has been made in the Program Tracking and Reporting Subsystem (PTRS).

H. *Prerequisites for the ATP Rotorcraft Knowledge Examination.* Prerequisites for the ATP rotorcraft knowledge examination are defined in Federal Aviation Regulations (FAR) Part 61. Accordingly, issuance of FAA Form 8060-7 applicants for the ATP rotorcraft knowledge test is not required.

**55. FLIGHT EXPERIENCE REQUIREMENTS FOR THE AIRPLANE CATEGORY.** Each applicant for an ATP certificate in an airplane category rating must meet each of the following seven experience requirements.

A. *Total Pilot Flight Hours.* A minimum of 1,500 total pilot flight hours must have been accumulated by the applicant. The following types of flight experience may be credited toward the total pilot flight hour requirement:

- All pilot-in-command (PIC) hours
- All dual instruction received by the applicant
- All flight time acquired as a second-in-command (SIC) in aircraft requiring at least two pilots by the approved airplane flight manual (AFM), airworthiness certificate, or in FAR Part 121 or 135 operations
- For commercial pilots, up to 500 hours of flight engineer (FE) time acquired in FAR Part 121 operations (The FE time must have been acquired in an airplane requiring an FE. While

acquiring these hours, the applicant must have held a commercial pilot certificate and been participating as a pilot or FE in a FAR Part 121 approved pilot training program. FE time may be credited at a rate of 1 hour of pilot time for each 3 hours of FE time. For example, if the applicant has accumulated 300 hours of FE time, 100 hours may be credited toward the 1,500 total pilot hour requirement.)

B. *Hours as PIC.* The applicant must have accumulated at least 250 hours as PIC. SIC hours acquired while performing the duties of PIC under the supervision of a qualified PIC may be credited toward this requirement.

C. *Hours of Cross-Country.* At least 500 flight hours must have been accumulated as a pilot in cross-country flight. Cross-country time is that time acquired during flight from a departure point to a destination point that is not the same as the departure point. It is also time acquired in a flight that is cross-country in nature even though the departure and destination points are the same (such as forestry patrol).

D. *Hours of PIC Cross-Country.* At least 100 flight hours must have been accumulated as PIC while conducting cross-country flight. SIC hours while performing the duties of PIC under the supervision of a qualified PIC may be credited toward this requirement.

E. *Hours at Night.* At least 100 hours must have been accumulated as a pilot at night. An applicant who has made over 20 night landings may thereafter substitute one additional night takeoff and landing to a full stop for 1 hour of nighttime.

F. *Hours as PIC at Night.* At least 25 hours must have been accumulated as a PIC at night. SIC hours while performing the duties of PIC under the supervision of a qualified PIC may be credited toward this requirement.

G. *Instrument Hours.* At least 75 hours must have been accumulated as a pilot in actual or simulated instrument conditions. Fifty hours of this time must have been in actual flight.

**57. ICAO RESTRICTIONS.** The flight time requirements for an ATP certificate with an airplane category rating are more restrictive under the ICAO standards than those under FAR Part 61. An applicant may meet the requirements described in paragraph 55 of this section and be eligible for a U.S. ATP certificate, but not meet the ICAO requirements. In this case, an ICAO restriction must be placed on the applicant's ATP certificate. A determination of whether an applicant meets the ICAO requirements does not have

to be made until the temporary certificate is issued. It is convenient for inspectors to make the ICAO determination, however, when the determination of eligibility for the knowledge test is being made. An inspector who makes the determination of eligibility for a knowledge test should also determine if an ICAO restriction is required. Information concerning the ICAO determination should be entered on the ATP-Knowledge Qualifications Job Aid and given to the applicant to present to the inspector issuing the temporary certificate. Inspectors shall indicate on the ATP-Knowledge Qualifications Job Aid whether any ICAO restriction is required. The inspector shall date and sign the job aid, and give it to the applicant. The inspector shall explain the ICAO restrictions and inform the applicant that the job aid should be presented to the inspector or examiner who completes the certification and issues the temporary certificate. If the applicant fails to present the signed job aid, the applicant's logbooks will have to resubmitted before a temporary certificate can be issued. There are two circumstances in which an ICAO restriction must be added to an applicant's ATP certificate:

A. The first circumstance requiring an ICAO restriction is when the applicant uses SIC or FE time to meet the 1,500 total pilot hour requirement. The restriction is required when the total of the applicant's PIC time (see paragraph 55A, first bullet) and 50 percent of the SIC time (see paragraph 55A, third bullet) does not exceed 1,200 hours. In this case, the restriction placed on the certificate must be, "Holder does not meet the pilot flight experience requirements of ICAO." The following is an example of how to compute whether this restriction is required:

FAA	ICAO
PIC = 800 hrs	800 hrs
SIC = 700 hrs X 50% =	350 hrs
<hr/> 1,500	<hr/> 1,150
(ICAO restriction required)	

B. The second circumstance requiring an ICAO restriction is when an applicant has less than 150 actual PIC hours. In this case, the restriction placed on the certificate must be, "Holder does not meet the PIC flight experience requirement of ICAO." See paragraph 55B.

**59. FLIGHT EXPERIENCE REQUIREMENTS FOR THE ROTORCRAFT CATEGORY.** Each applicant for an ATP certificate in the rotorcraft category must meet each of the following seven experience requirements.

A. *Total Pilot Flight Hours.* A minimum of 1200 total pilot flight hours must have been accumulated by the applicant. The following types of flight experience may be credited toward the total pilot flight hour requirement:

- All hours
- All dual instruction received by the applicant
- For commercial pilots, all flight time acquired as an SIC in aircraft requiring at least two pilots by the approved flight manual, airworthiness certificate, or in FAR Part 121 or 135 operations

B. *Hours of Cross-Country.* At least 500 flight hours must have been accumulated as a pilot in cross-country flight. Cross-country time is time acquired during flight from a departure point to a destination point that is not the same as the departure point. It is also time acquired in flight that is cross-country in nature even though the departure and destination points are the same (such as forestry patrol).

C. *Hours at Night.* At least 100 hours must have been accumulated as a pilot at night, 15 of which must have been in a helicopter.

D. *Hours of flight time in Helicopters.* At least 200 flight hours must have been accumulated in a helicopter. SIC hours accumulated while performing the duties of PIC under the supervision of a qualified PIC may be credited toward this requirement.

E. *Hours as PIC in a Helicopter.* At least 75 hours must have been accumulated as PIC in a helicopter. SIC hours acquired while performing the duties of PIC in a helicopter under supervision of qualified PIC may be credited toward this requirement.

F. *Instrument Hours.* At least 75 hours must have been accumulated as a pilot in actual or simulated instrument conditions. Fifty hours of time must have been in actual flight and at least 25 hours as PIC in a helicopter. SIC hours acquired while performing the duties of PIC under supervision of a qualified PIC may be credited toward this requirement.

**61. EXPERIENCE VERIFICATION FOR ORAL AND FLIGHT TESTS.** Each applicant's flight experience and other general eligibility requirements must be verified during application for the knowledge test. Therefore, inspectors conducting oral

and flight tests may accept AC Form 8080-2, "Airman Written Test Report" (or computer-generated airman knowledge test report) showing ATP knowledge test results as proof that an applicant meets the flight time general requirements for the certificate and category rating sought. The additional items that must be verified before each step in the certification process are listed on the ATP oral and flight test job aids. The inspector who completes the flight test may accept a completed "ATP-Knowledge Qualifications Job Aid-Airplane" (with an inspector's signature) as proof that the applicant meets the ICAO requirements. If an applicant for an ATP certificate with an airplane category rating fails to produce the job aid, the inspector must review the applicant's logbooks before an unrestricted certificate may be issued. If the applicant fails to produce either the job aid or the logbooks, the inspector shall not issue a temporary certificate unless both ICAO restrictions are placed on the certificate. The ICAO restrictions do not apply to the rotorcraft category.

**63. ELIGIBILITY REQUIREMENTS COMMON TO BOTH THE ORAL AND FLIGHT TEST PHASES.** Inspectors and examiners conducting oral and flight tests must establish that applicant's have met all specialized requirements for each phase of the test process. The requirements for each phase are listed on the applicable job aids. The following requirements are common to both the oral and flight test phases:

*A. Medical.* An applicant must present a current first class medical certificate for an original ATP certificate. For an additional category, class, or type rating an applicant must present a medical certificate valid for at least third class privileges.

*B. Application.* An applicant must present a completed and signed ATP application form, FAA Form 8710-1, "Airman Certificate and/or Rating Application."

*C. Notice of Disapproval.* If an applicant has previously failed a test phase, the applicant must present a copy of the FAA Form 8060-5, "Notice of Disapproval of Application." If the applicant fails to produce this form, the inspector or examiner will not have a record of previously accomplished phases and the entire test must be repeated.

*D. Knowledge Test Results.* An applicant for an original issuance of an ATP certificate or for the addition of a category rating to an ATP certificate must produce the original AC Form 8080-2, showing satisfactory results. Inspectors and examiners shall not accept expired test reports unless the applicant provides written evidence permitting extension of the

eligibility period (see paragraph 65). When satisfactory evidence is presented, the inspector or examiner shall place the following statement on AC Form 8080-2: "The period of validity of this form has been extended in accordance with the applicable provisions of FAR § 61.39(b)." The inspector or examiner shall date and sign the form.

*E. Instructor Recommendation.* An applicant who has failed a phase of a test within the past 30 days must have an instructor's recommendation to retake the test (FAR § 61.49). If an applicant has failed a phase of the test more than once, the applicant must wait 30 days from the last failure before retaking that phase of the test. The Air Transport Association of America (ATA), however, has an exemption to the 30-day waiting period for those employees of a member airline trained in that airline's training program. Such employees do not need to wait the 30 days before retaking the test.

*FYI: An instructor in a FAR Part 121 or FAR Part 135 approved training program is an airman who has completed the operator's instructor or check airman training program and has been designated as an instructor or approved as a check airman. An instructor qualified under a FAR Part 121 or FAR Part 135 program may not exercise any of the privileges of a flight instructor certificate, unless that instructor also holds that certificate. For example, an instructor in a FAR Part 121 program who does not hold a flight instructor certificate may not recommend the retesting of an ATP applicant who has not been trained in a FAR Part 121 program. This privilege is limited to an airman who holds a flight instructor certificate. The same instructor, however, may recommend retesting of an ATP applicant who has been trained in an approved FAR Part 121 program.*

## **65. EXTENDING VALIDITY PERIODS OF ATP KNOWLEDGE TEST RESULTS-FAR § 61.39(b).**

Inspectors and examiners shall not accept expired knowledge test reports except under the following conditions:

*A. FAR Parts 121 and 135 Flightcrew.* Flight crewmembers employed by FAR Part 121 operators or FAR Part 135 commuter operators in either airplanes or helicopters must meet the following requirements to extend the validity date of the knowledge test:

(1) An applicant must have been employed by a U.S. air carrier operating under FAR Part 121 or as a commuter air carrier under FAR Part 135 within the period ending 24 calendar months after the month in which the applicant passed the first of any required knowledge test.

(2) An applicant for an oral or flight test must be currently employed as a flight crewmember by a FAR Part 121 operator or a FAR Part 135 commuter operator. An applicant is not required to have been continuously employed in a qualifying position, provided the applicant meets the requirements of this subparagraph and the preceding subparagraph.

*FYI: Employment by a FAR Part 135 on-demand operator does not qualify an applicant for an extension.*

(3) An applicant must be participating in a training program that includes a recurrent training curriculum and must have completed initial, transition, or upgrade training, as appropriate, in accordance with FAR Part 121 or FAR Part 135.

*B. Military Pilots.* An applicant who participates as a pilot in the flight training program of a scheduled military air transportation service must meet the following requirements:

(1) Within the period ending 24 calendar months after the month in which the applicant passed the first of any required knowledge tests, the applicant participated as a *pilot* in a pilot training program of a U.S. scheduled military air transportation service, such as the U.S. Air Force Air Mobility Command (AMC).

(2) The applicant must be currently participating in the military program.

*C. Extending Validity Period of Airman Knowledge Test.* If an applicant qualifies for extension of the ATP knowledge test validity period in accordance with FAR § 61.39(b), the following will be stamped or typed on the "Airman Written Test Report" (or computer-generated airman knowledge test report): "The validity period of this form is extended in accordance with the applicable provisions of FAR § 61.39(b)." Following this statement, the authorizing inspector shall sign, date, and show current Flight Standards District Office (FSDO) assignment.

## 67. SPECIFIC ELIGIBILITY REQUIREMENTS FOR THE ORAL TEST . Applicants

must present their training records or a written statement from a company official as proof that the following eligibility requirements for the oral test have been met:

- All approved ground training hours have been completed
- The approved ground training curriculum segment has been completed
- An instructor has certified that the applicant has acquired the necessary knowledge for the oral test (See FAR § 121.401(c) and FAR § 135.323(c).

**69. SPECIFIC ELIGIBILITY REQUIREMENTS FOR THE FLIGHT TEST.** Applicants must present their training records or a written statement from a company official as proof that the following eligibility requirements for the flight test have been met:

*A. Training Events.* The training records or the written statement must show that the applicant has successfully completed all the flight training events required by the approved flight training curriculum segment.

*B. Training Hours.* The training records or the written statement must show that the applicant has completed the number of flight training hours specified in the approved flight training curriculum segment. An applicant may qualify for the flight test with less than the specified number of flight training hours, provided an instructor certifies that the applicant's proficiency is satisfactory before the flight test. If an applicant has previously failed any segment of a flight test, all approved flight training hours must be completed before retesting, and an instructor must certify that the applicant is proficient in the items failed.

*C. Aircraft Training.* All flight training must be completed before any segment of a flight test in an aircraft may be conducted. When a flight test is conducted in two segments (a combination of flight simulator and aircraft) the flight training specifically required in an aircraft (see figure 5.2.4.1.) must be completed before the aircraft segment of the flight test. Aircraft training is not required before the flight simulator or flight training device segment of the test.

## 70.-74. RESERVED

**FLIGHT 5.2.1.1.**  
**ATP-KNOWLEDGE QUALIFICATIONS JOB AID-AIRPLANE**

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APPLICANT NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

**REQUIREMENTS FOR KNOWLEDGE EXAMINATION**

- A. Commercial pilot certificate (or acceptable equivalent)
- B. Current first class medical certificate
- C. High school graduation or equivalent experience
- D. Read, write, and understand the English language
- E. Good moral character

**FLIGHT EXPERIENCE**

- 1,500 total hours  
 ICAO Restriction required?:  Yes  No  
 "Holder does not meet the pilot flight experience requirements of ICAO."
- 250 total PIC hours:  
 ICAO Restriction required?:  Yes  No  
 "Holder does not meet the PIC flight experience requirements of ICAO."
- 100 PIC cross-country (May use SIC acting  
 25 PIC at night as PIC under supervision)
- 500 total cross-country
- 100 total hours at night (May substitute landings)
- 75 total hours instrument

**ELIGIBILITY ESTABLISHED**

- Complete FAA Form 8060-7 in duplicate and give to applicant. (Expires with current first class medical privileges)
- Mark ICAO restrictions, sign, and give to applicant.
- Complete PTRS, Code 1576.

**INSTRUCTIONS TO THE APPLICANT**

1. Present FAA Form 8060-7 to person administering knowledge test.
2. Save this job aid and present to the inspector or examiner conducting the flight test. If this job aid is lost, bring proof of experience to the flight test. If proof of experience is not presented at the test, an ICAO restriction must be placed on the certificate.

INSPECTOR SIGNATURE: \_\_\_\_\_

DISTRICT OFFICE: \_\_\_\_\_

**FIGURE 5.2.1.2.**  
**ATP-KNOWLEDGE QUALIFICATION JOB AID-HELICOPTER**

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APPLICANT NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

**REQUIREMENTS FOR KNOWLEDGE EXAMINATION**

- A. Commercial pilot certificate (or acceptable equivalent)
- B. Current first class medical certificate
- C. High school graduation or equivalent experience
- D. Read, write, and understand the English language
- E. Good moral character

**FLIGHT EXPERIENCE**

- 1,200 total hours
- 500 hours cross-country
- 100 hours at night (15 hours must have been in a helicopter)
- 200 hours in a helicopter
- 75 PIC hours in a helicopter (may credit supervised SIC)
- 75 total hours instrument (50 hours must have been in flight and 25 hours as PIC in a helicopter)

**ELIGIBILITY ESTABLISHED**

- Complete FAA Form 8060-7 and give to applicant (expires in 6 months).
- Complete PTRS, Code 1576.

**INSTRUCTIONS TO THE APPLICANT**

FAA Form 8060-7 is not required for the ATP rotorcraft knowledge test.

FIGURE 5.2.1.3.  
FAA FORM 8060-7, "AIRMAN'S AUTHORIZATION FOR WRITTEN TEST"

*U.S. GPO:1992-0-668-873  TYPE OR PRINT (USE BALL POINT PEN) FAA Form 8060-7 (2-69)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		DATE _____	
	AIRMAN'S AUTHORIZATION FOR WRITTEN TEST		EXP. DATE _____	
	NAME (Typed or Printed)	WHOSE SIGNATURE IS		
	ADDRESS _____			
	_____ <i>have been reviewed and he is considered eligible to take the Federal Aviation Administration written test for:</i>			
	SIGNATURE AND TITLE OF INSPECTOR		OFFICE SYMBOL	
AIRMAN: It is recommended that you contact in advance the particular Air Carrier District Office, General Aviation District Office, Flight Service Station, or General Aviation Inspector for an appointment for the examination and other pertinent information.				

[PAGES 5-45 THROUGH 5-50 RESERVED]