

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.225

National Policy

Effective Date:
7/10/13

Cancellation Date:
7/10/14

SUBJ: Pilot Certification and Qualification Requirements for Air Carrier Operations

1. Purpose of This Notice. This notice outlines the regulatory and guidance changes related to the Pilot Certification and Qualification Requirements for Air Carrier Operations final rule. This rule has modified the certification requirements for an airline transport pilot (ATP) certificate with an airplane category multiengine class rating and the requirements to serve as a pilot for a Title 14 of the Code of Federal Regulations (14 CFR) part 119 certificate holder authorized to conduct operations under 14 CFR part 121.

2. Audience. The primary audience for this notice is principal operations inspectors (POI) responsible for the approval and surveillance of part 121 and 14 CFR part 135 air carriers, POIs responsible for the approval and surveillance of 14 CFR part 141 Pilot Schools, and Training Center Program Managers (TCPM) responsible for the approval and surveillance of 14 CFR part 142 training centers. The secondary audience includes other Flight Standards Service (AFS) personnel in certificate-holding district offices (CHDO), Federal Aviation Administration (FAA) branches and divisions in the regions, and headquarters (HQ) AFS personnel. This information would also be helpful to General Aviation (GA) airman designees.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Applicability. This notice applies to all part 121, 135, and part 141 certificate holder POIs, and part 142 TCPMs.

5. Background.

a. Advanced Notice of Proposed Rulemaking (ANPRM). In February 2010, as a response to the Colgan Air accident in February 2009, the FAA published an ANPRM, seeking input on whether current eligibility, training, and qualification requirements for commercial pilots were adequate. As a result of the comments received to the ANPRM, the FAA chartered the First Officer Qualification (FOQ) Aviation Rulemaking Committee (ARC) in July 2010.

b. FOQ ARC. Closely following the first meetings of the FOQ ARC, the Airline Safety and Federal Aviation Administration Extension Act of 2010 (Public Law (PL) 111-216), was signed into law on August 1, 2010. While the FOQ ARC continued to respond to the questions the FAA had asked in the charter, the FAA asked that their recommendations take into consideration the new statutory requirements for part 121 pilots and the modifications required for the ATP certificate. The FOQ ARC provided its final report with recommendations to the FAA in September 2010.

c. Notice of Proposed Rulemaking (NPRM). The FAA published an NPRM for comment to address PL 111-216, §§ 216 and 217 on February 29, 2012. The comment period closed on April 30, 2012, with more than 550 comments received. The FAA reviewed and considered these comments and published a final rule in July 2013.

6. Discussion. This final rule modifies the requirements for pilots who fly in part 121 air carrier operations and changes the requirements for all pilots seeking an ATP certificate with an airplane category multiengine class rating or an ATP certificate obtained concurrently with an airplane type rating. Those most affected by these changes will be pilots applying for an ATP certificate with an airplane category multiengine class rating or an ATP certificate concurrently with an airplane type rating. The changed requirements will also affect anyone wanting to serve as pilot in command (PIC) in part 121 air carrier operations and anyone wanting to serve as PIC in 14 CFR part 91 subpart K (part 91K) operations or part 135 operations, as defined by part 91 § 91.1053(a)(2)(i) or part 135, § 135.243(a)(1).¹ Those wanting to serve as second in command (SIC) in part 121 air carrier operations will also be affected by this final rule. Certificate holders approved under part 121, 135, 141, or 142 will be affected if they choose to offer the ATP Certification Training Program (CTP). Institutions of higher education may also be affected if they apply for the authority to certify their graduates of a degree program with an aviation major for an ATP certificate with reduced aeronautical experience.

7. Summaries of Requirements.

a. Final Rule Provisions.

(1) All pilots operating under part 121 will be required to hold an ATP certificate in the airplane category with a multiengine class rating beginning August 1, 2013.

(2) All pilots seeking an ATP certificate with a multiengine class rating will be required to complete the ATP CTP prior to taking the knowledge test beginning August 1, 2014. This training includes academic and flight simulation training device (FSTD) training.

(3) All SICs in part 121 operations must have an aircraft type rating for the aircraft to be flown. This requirement takes effect for all new-hire pilots beginning August 1, 2013. For those pilots employed at a part 121 air carrier as of July 31, 2013, they have until January 1, 2016 to comply.

(4) A minimum of 50 hours of flight time in the class of airplane (e.g., multiengine) is an aeronautical experience requirement for the ATP certificate beginning August 1, 2013.

¹ These operations currently require the PIC to hold an ATP certificate.

(5) Established a restricted privileges ATP certificate enabling pilots who meet the established criteria to operate as an SIC in part 121 operations. This certificate option is available immediately upon publication of the final rule (July 15, 2013).

(6) A minimum of 1,000 hours in air carrier operations is required prior to serving as a PIC in part 121 operations beginning August 1, 2013.

b. Previous Requirements vs. Final Rule Requirements. A general summary of the previous pilot certification requirements versus the pilot certification requirements as defined by this final rule are included in the tables.

Table 1. Serve as an SIC (First Officer) in Part 121 Operations

Previous Requirements	Requirements in Final Rule
Hold: (1) At least a commercial pilot certificate with an appropriate category and class rating; (2) An instrument rating; and (3) At least a second-class medical certificate.	Hold: (1) An ATP certificate with appropriate aircraft type rating OR—An ATP certificate with restricted privileges and an appropriate aircraft type rating; and (2) At least a second-class medical certificate. (Refer to part 121, § 121.436, and 14 CFR part 61, § 61.23.)

Table 2. Serve as SIC in a Flag or Supplemental Operation Requiring Three or More Pilots

Previous Requirements	Requirements in Final Rule
Hold: (1) An ATP certificate with appropriate aircraft type rating; and (2) A first-class medical certificate.	Hold: (1) An ATP certificate ² with appropriate aircraft type rating; and (2) A first-class medical certificate. (Refer to §§ 121.436 and 61.23.)

Table 3. Serve as PIC in Part 121 Operations

Previous Requirements	Requirements in Final Rule
(1) Have at least 1,500 hours of total time as a pilot; (2) Hold an ATP certificate with appropriate aircraft type rating; and (3) Hold a first-class medical certificate.	(1) Meet all of the previous requirements; and (2) Have a minimum of 1,000 flight hours in air carrier operations as an SIC in part 121 operations, a PIC in operations under either § 135.243(a)(1) or § 91.1053(a)(2)(i), or any combination of these. ³ (Refer to § 121.436.)

² In this scenario a pilot must hold an ATP certificate issued per the requirements of 14 CFR part 61, § 61.159. An ATP certificate issued per the reduced flight hours in § 61.160 is not sufficient.

³ In addition, military PIC time (up to 500 hours) in a multiengine turbine-powered, fixed-wing airplane in an operation requiring more than one pilot may also be credited towards the 1,000 hours.

Table 4. Receive an ATP Certificate With an Airplane Category and Multiengine Class Rating

Previous Requirements	Requirements in Final Rule
(1) Be at least 23 years old; (2) Hold a commercial pilot certificate with instrument rating; (3) Pass the ATP knowledge test and practical test; and (4) Have at least 1,500 hours total time as a pilot.	(1) Meet all of the previous requirements; (2) Prior to taking the ATP knowledge test, successfully complete an ATP CTP ⁴ ; and (3) Have a minimum of 50 hours in class of airplane. (Refer to §§ 61.153, 61.156, and 61.159.)

Table 5. Receive an ATP Certificate With Restricted Privileges (Restricted to Serving as SIC in Part 121 Operations—Multiengine Class Rating Only)

Previous Requirements	Requirements in Final Rule
None.	(1) Be at least 21 years old; (2) Hold a commercial pilot certificate with instrument rating; (3) Prior to taking the ATP knowledge test successfully complete an ATP CTP ⁵ ; (4) Pass the ATP knowledge test and practical test; and (5) Meet the aeronautical experience requirements of § 61.160. A pilot may be eligible if he or she was a military-trained pilot; a graduate of a four-year bachelor degree program with an aviation major; a graduate of a two-year associate degree program with an aviation major; or has 1,500 hours total time as a pilot. (Refer to §§ 61.153 and 61.160.)

8. Regulatory Text Changes. The Pilot Certification and Qualification Requirements for Air Carrier Operations final rule modifies parts 61, 121, 135, 141, and 142. This paragraph will highlight those regulations that are new and those regulations that have changed as a result of this final rule.

a. New Regulation Sections Created by This Final Rule.

(1) Section 61.156. After July 31, 2014, a person who applies for the knowledge test for an ATP certificate with an airplane category multiengine class rating must present a graduation certificate from an authorized training provider under part 121, 135, 141, or 142, certifying that the applicant has completed the ATP CTP. The requirements for the ATP CTP include at least 30 hours of classroom instruction and at least 10 hours of training in a FSTD. For additional information refer to advisory circular (AC) 61-138, Airline Transport Pilot Certification Training Program.

⁴ This requirement takes effect after July 31, 2014.

⁵ This requirement takes effect after July 31, 2014.

(2) Section 61.160. Sets the requirements for a restricted privileges ATP certificate in the airplane category with a multiengine class rating. This regulation allows:

(a) Military pilots to apply for an ATP certificate with an airplane category multiengine class rating or an ATP certificate concurrently with an airplane type rating with a minimum of 750 hours of total time as a pilot;

(b) A graduate from an institution of higher education who holds a bachelor's degree with an aviation major and has completed at least 60 semester credit hours of aviation coursework and obtained the commercial pilot certificate and instrument rating from an associated part 141 pilot school to apply with 1,000 hours of total time as a pilot (refer to AC 61-139, Institution of Higher Education's Application for Authority to Certify its Graduates for an Airline Transport Pilot Certificate with Reduced Aeronautical Experience, for additional information);

(c) A graduate from an institution of higher education who holds a bachelor's degree or an associate's degree with an aviation major and has completed at least 30 semester credit hours of aviation coursework and obtained the commercial pilot certificate and instrument rating from an associated part 141 pilot school may apply with 1,250 hours of total time as a pilot (refer to AC 61-139); and

(d) A person who applies for an ATP certificate with restricted privileges may apply if he or she is at least 21 years of age and has at least 200 hours of cross-country flight time, provided that person also has 1,500 hours total time as a pilot and otherwise meets the aeronautical experience requirements of § 61.159.

(3) Section 61.169. An institution of higher education that is accredited, as defined in § 61.1, may apply for a letter of authorization (LOA) for the purpose of certifying its graduates for an ATP certificate under the academic and aeronautical experience requirements in § 61.160.

(4) Section 121.410. A part 121 certificate holder may obtain approval to establish and implement a training program to satisfy the requirements of § 61.156. The training program must be separate from the required air carrier training program. There are specific qualification and training requirements for instructors who will teach in a training program approved to meet the requirements of § 61.156. A certificate holder may not issue a graduation certificate to a student unless that student has completed all of the curriculum requirements of the course.

(5) Section 121.435. The FAA has removed the certification requirements in § 121.437. The new § 121.435 contains the existing certification requirements for part 121 pilots. These requirements will be in effect until July 31, 2013. After that date, the requirements of § 121.436 will apply.

(6) Section 121.436. This section establishes the PIC and SIC certificate requirements for pilots flying in part 121 operations. The PIC, or SIC of an aircraft in a flag or supplemental operation that requires three or more pilots, must hold an ATP certificate not subject to the limitations in § 61.167 and hold an appropriate aircraft type rating for the aircraft being flown. In addition, prior to serving as PIC, a pilot must have 1,000 hours of air carrier experience. An SIC (other than previously described) must hold an ATP certificate and an appropriate aircraft type

rating for the aircraft being flown. A SIC type rating obtained under § 61.55 does not satisfy the requirements of this section.

Note: Compliance with the requirements of this section is required by August 1, 2013. However, for those pilots who are employed as an SIC in part 121 operations on July 31, 2013, compliance with the type rating requirement is not required until January 1, 2016.

(7) **Section 135.336.** The provisions of § 135.336 mirror those of §121.410, discussed above.

(8) **Section 142.54.** Establishes specific qualification and training requirements for instructors who will teach in a training program approved to meet the requirements of § 61.156. A certificate holder may not issue a graduation certificate to a student unless that student has completed all of the curriculum requirements of the course.

b. Regulation Sections Changed by This Final Rule.

(1) **Section 61.1.** Terms and definitions for “accredited,” “institution of higher education,” and “nationally recognized accrediting agency” were added. The definitions for “flight simulator” and “flight training device” were deleted. The definition of “authorized instructor” was amended.

(2) **Section 61.23.** Requires only those pilots exercising the PIC privileges of an ATP certificate and SIC privileges in flag and supplemental operations requiring three or more pilots to hold a first-class medical certificate. An SIC in part 121 operations may continue to hold a second-class medical certificate.

(3) **Section 61.35.** To take the knowledge test for the ATP certificate with an airplane category multiengine class rating the applicant must be 18 years of age and, after July 31, 2014, present a graduation certificate for the ATP CTP specified in § 61.156.

(4) **Section 61.39.** Sets a new expiration date for the knowledge test taken after July 31, 2014, for those applicants who wish to obtain an ATP certificate with an airplane category multiengine class rating. It also revises when an expired knowledge test can be used.

(5) **Section 61.55.** Section 61.55(e) has been revised to remove the ability for a pilot to receive an SIC pilot type rating through completion of a part 121 air carrier training program.

(6) **Section 61.57.** Section 61.57(e)(2) was modified. Sections 121.437 and 121.439 were deleted and §§ 121.435 and 121.436 were added.

(7) **Section 61.71.** Section 61.71(b) was modified to show that the ATP CTP specified in § 61.156 is also a requirement for the ATP certificate with an airplane category multiengine class rating. Additionally, the regulation has been modified to make clear that a person may be considered, and is not automatically assumed to have met the requirements of part 61, to meet the aeronautical experience, aeronautical knowledge, and areas of operation requirements of

part 61 under the terms of a Bilateral Aviation Safety Agreement (BASA) and associated Implementation Procedures for Licensing (IPL).

(8) Section 61.153. Revised to include the minimum age as 21 to receive an ATP certificate with an airplane category multiengine class rating under § 61.160. After July 31, 2014, an applicant seeking an ATP certificate with an airplane category multiengine class rating must complete the ATP CTP prior to applying for the knowledge test.

(9) Section 61.155. Adds the content of the ATP CTP (§ 61.156) as a new aeronautical knowledge area. This requirement is applicable after July 31, 2014, for an ATP certificate with an airplane category multiengine class rating or airplane type rating.

Note: An applicant for an ATP certificate in the airplane category with a multiengine class rating who successfully completes the ATP-Airplane Knowledge Test on or before July 31, 2014, must successfully complete the practical test within 24 months from the month in which the knowledge test was successfully completed. If the applicant fails to successfully complete the practical test within 24 months, he or she must complete the ATP CTP and retake the knowledge test prior to applying for the practical test.

(10) Section 61.157. A person who applies for an aircraft type rating to be added to an ATP certificate or an aircraft type rating concurrently with an ATP certificate, and who is an employee of a certificate holder operating under part 121 or part 135, does not need to comply with the requirements of § 61.157(b) if the applicant presents a training record that shows completion of that certificate holder's approved training program for the aircraft type rating.

(11) Section 61.159.

(a) Adds a requirement for 50 hours of flight time in the class of aircraft for the rating sought. A maximum of 25 hours of training in a full flight simulator (FFS) representing a multiengine airplane may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in part 121, 135, 141, or 142. A flight training device (FTD) or Aviation Training Device (ATD) may not be used to satisfy this requirement.

(b) Modifies paragraph (a)(5) to allow 100 hours of the 1,500 hours of aeronautical experience to be accomplished in an FFS or FTD that represents an airplane in an approved course of training under parts 121 and 135 or at a part 141 pilot school. Previously, this provision was limited to time obtained at a part 142 training center.

(12) Section 61.165. After July 31, 2014, adds the successful completion of the ATP CTP as a requirement for an ATP certificate with an airplane category and a multiengine class rating.

(13) Section 61.167. Revised to include the limitations of an ATP certificate obtained under § 61.160. In addition, in order for a person who holds an ATP certificate to instruct under the provisions of § 61.167 they must have met the aeronautical experience requirements of § 61.159 and be at least 23 years of age.

(14) Section 121.409. Except for the ATP CTP approved to satisfy the requirements of § 61.156, a course of training in an airplane simulator may be included for use as provided in § 121.441 if that course meets the requirements of § 121.409.

(15) Section 121.419. Revised the initial ground training requirements and reduced the minimum programmed hours of instruction for pilots in part 121 operations who have completed the ATP CTP.

(16) Section 121.437. Removed. Requirements are now in §§ 121.435 and 121.436.

(17) Section 121.543. Clarifies that the relieving pilot cannot be subject to the limitation of § 61.167.

(18) Section 135.341. Deviation authority does not extend to the training provided under § 135.341(c).

(19) Section 141.11. Added the ATP CTP as a special preparation course that a part 141 pilot school may be authorized to conduct.

(20) Section 141.26. A pilot school that provides flight training for an institution of higher education that holds an LOA under § 61.169 must have a training agreement with that institution of higher education.

(21) Section 141.33. Establishes specific qualification and training requirements for instructors who will teach in a training program approved to meet the requirements of § 61.156.

(22) Section 141, Appendix K. An approved ATP CTP must include the academic and FSTD training specified in § 61.156. Training in a flight simulator or FTD that meets the requirements of § 141.41(a) or (b) may not be credited toward the requirements of the ATP CTP.

(23) Section 142.1. Added part 65 and removed part 127 from § 142.1(a). Updated § 142.1(b)(2) to replace “SFAR 58” with “subpart Y or part 121 of this chapter.”

(24) Section 142.3. Revised the definition of “course” and “flight training equipment.”

(25) Section 142.49. Changed “while occupying a required crewmember seat” to “while serving as a required crewmember.”

(26) Section 142.55. Replaced “part 187” with “part 183” in § 142.55(a)(2) and replaced “SFAR 58” with “subpart Y of part 121 of this chapter” in § 142.55(d).

9. FAA Policy Changes. The following FAA orders have been revised to reflect the regulatory changes made in the final rule. These orders can be found at http://www.faa.gov/regulations_policies/orders_notices/.

Note: Revisions to these orders will publish along with the final rule publication or shortly thereafter.

a. FAA Order 8900.1, Flight Standards Information Management System (FSIMS).

The Volume, Chapter, Sections of FAA Order 8900.1 that were changed and a brief description of the changes are listed below. FAA Order 8900.1 can also be found at <http://fsims.avs.faa.gov>.

(1) **V2 C9 S1.** This section adds the ATP CTP to the list of special preparation courses for part 141 pilot schools. The use of training devices at part 141 pilot schools has also been revised.

(2) **V3 C18 S3 and S4.** These sections incorporate the description of the new operations specifications (OpSpecs) and LOAs associated with ATP CTP approval and granting an institution of higher education authority to add a certifying statement to a student's transcript or other document, which is required for a person applying for an ATP certificate with restricted privileges in accordance with § 61.160 (b), (c), or (d).

(3) **V3 C19 S5.** This section updates the listing of required ground training modules for a part 121 air carrier.

(4) **V3 C19 S7.** This section updates the certificates required for flightcrew members in part 121 operations and adds information about the part 121 PIC minimum flight experience requirements.

(5) **V3 C53 S1.** A definition of "Institution of Higher Education" was added to this section.

(6) **V3 C53 S2.** This section revises the use of training devices in a training course outline (TCO) at a part 141 pilot school. It also adds the ATP CTP under special preparation courses. A new TCO checklist was also incorporated.

(7) **V3 C62 S1.** This new section describes the ATP CTP approval process for part 121, 135, and 142 certificate holders. Both the initial and final approval will be facilitated by the Web-based Operations Safety System (WebOPSS) and only with the concurrence of the Air Transportation Division (AFS-200).

(8) **V3 C62 S2.** This new section describes the ATP CTP approval process for a part 141 school. Both the initial and final approval will be facilitated by WebOPSS and only with the concurrence of the General Aviation and Commercial Division (AFS-800).

(9) **V5 C1 S3.** FAA Form 8710-1, Airmen Certificate and/or Rating Application, and the associated instructions were updated to reflect the ATP certificate with restricted privileges and add a place to record time in class.

(10) **V5 C1 S4.** This section outlines the validity period for the ATP knowledge test.

(11) **V5 C2 S5.** This section has been updated to clarify that a practical test for an ATP certificate in an FSTD can only be accomplished at part of a part 142 training program or an air carrier's approved training program. Additional changes include procedures for issuing an SIC type rating and removing the supervised operating experience limitation from a pilot type rating or certificate.

(12) **V5 C2 S13.** This section was updated to reflect that both a restricted and unrestricted ATP certificate meet the prerequisites for the gold seal instructor certificate.

(13) **V5 C2 S18.** This section clarifies that Integrated Airmen Certification and/or Rating Application (IACRA) cannot be utilized at present for the ATP certificate with restricted privileges. A paper-based FAA Form 8710-1 will need to be used.

(14) **V5 C2 S19.** This section was modified to highlight that an inspector conducting a practical test for a type rating issued concurrently with an ATP certificate must follow Volume 5, Chapter 2, Section 18, or Volume 5, Chapter 3, Section 1, as applicable, in addition to the guidance listed in this section.

(15) **V5 C3 S1.** This section lists the requirements to take the practical test for an ATP, including the practical test for an ATP certificate with an airplane category multiengine rating with restricted privileges.

(16) **V5 C3 S3.** This section was modified to include a discussion of the considerations for air carriers employing SICs without an ATP certificate or aircraft type rating that choose to provide the training and checking required for the issuance of the ATP certificate or type rating.

(17) **V5 C3 S4.** This section also was modified to include a discussion of the considerations for air carriers employing SICs without an ATP certificate or aircraft type rating that choose to provide the training and checking required for the issuance of the ATP certificate or type rating.

(18) **V5 C3 S7.** This section was modified to include the Program Tracking and Reporting Subsystem (PTRS) codes for original certification and an additional category or class rating. This section now includes instructions on completing FAA Form 8060-4, Temporary Airman Certificate, and FAA Form 8060-5, Notice of Disapproval of Application.

(19) **V6 C2 S9.** This section was modified to include that an inspector conducting a cockpit en route inspection should ensure that the flightcrew members possess the certificates as updated in this section. For example, after August 1, 2013, SICs in part 121 operations must have an ATP certificate and may require a type rating.

b. FAA Order 8900.2, General Aviation Airman Designee Handbook. Several sections of FAA Order 8900.2 that provided instructions that were duplicative of information in FAA Order 8900.1 were removed. Designees are directed to FAA Order 8900.1 for guidance and procedures associated with the areas identified below.

- Verification of an applicant's identity;
- Filling out FAA Form 8710-1;
- Tasks associated with conducting an ATP certification, including additional category/class ratings at the ATP certificate level; and
- Procedures for issuing a SIC pilot type rating.

c. FAA Order 8080.6, Conduct of Airman Knowledge Tests. This order was revised to capture the newly developed ATP Multiengine (ATM) and ATP Single Engine (ATS) Exams,

which will be available beginning August 1, 2014. This revision also indicates the requirements that must be met by an applicant for the ATM exam, which includes presenting a graduation certificate that shows completion of an ATP CTP described in § 61.156. This revision also specifies that an ATM is valid for 60 calendar-months.

d. FAA Order 8710.1, Crediting of SIC Pilot Time. This order has been cancelled.

10. FAA Forms. These forms are available at <http://www.faa.gov/forms>.

a. FAA Form 8700-1, Institution of Higher Education's Application for Authority to Certify its Graduates for an Airline Transport Pilot Certificate with Reduced Aeronautical Experience. The FAA has created this new application for institutions of higher education seeking the authority under § 61.169 to certify its graduates for an ATP certificate under the academic and aeronautical experience requirements in § 61.160. Completed applications should be submitted to InstitutionalAuthorityApp@faa.gov.

b. FAA Form 8710-1, Airman Certificate and/or Rating Application. This form and the instructions have been revised to reflect the ATP certificate with restricted privileges. IACRA does not currently support this certificate; therefore a paper form must be used for issuance of an ATP certificate with an airplane category multiengine class rating with restricted privileges.

11. ACs. The FAA has developed two new ACs and modified an existing AC as a result of the final rule. The ACs can be found at http://www.faa.gov/regulations_policies/advisory_circulars.

Note: These ACs will be published along with the final rule publication or shortly thereafter.

a. AC 61-138, Airline Transport Pilot Certification Training Program. This AC provides information and courseware guidelines to authorized providers to aid in the development of a training program which meets the requirements of § 61.156.

b. AC 61-139, Institution of Higher Education's Application for Authority to Certify its Graduates for an Airline Transport Pilot Certificate with Reduced Aeronautical Experience. This AC provides application instructions for institutions of higher education on how to obtain authority to certify students who graduate from their degree program with an aviation major. When applying for a restricted privileges ATP certificate, a graduate will need to provide a certifying statement from an institution of higher education that has received the authority that indicates they have completed the applicable requirements of § 61.160(b), (c), or (d).

c. AC 61-65E CHG 1, Certification: Pilots and Flight and Ground Instructors. This AC has been revised to provide guidance for those persons seeking an ATP certificate with an airplane category and a multiengine class rating. The revision includes the requirement that, after July 31, 2014, all persons seeking an ATP certificate with a multiengine class rating will be required to present a graduation certificate certifying the completion of an ATP CTP when applying for the ATP knowledge test. The revision includes a sample endorsement for completion of the ATP CTP and a sample certifying statement an institution of higher education may provide to its graduates for meeting the appropriate requirements in § 61.160.

12. Job Aids. The new and revised job aids can be found at <http://www.faa.gov/pilots/training/atp/>.

a. The Airline Transport Pilot (ATP)—Airplane Multiengine Applicant Qualifications Job Aid for Applicants Engaged in Operations Under 14 CFR Part 121, 125, 135, or 91K.

This job aid provides a checklist of all the requirements for a practical test for an ATP certificate with an airplane category multiengine rating under the listed rule parts. The job aid includes the general eligibility and aeronautical experience requirements, the eligibility requirements to take the oral and flight portion of the practical test and practical test decision trees to help inspectors with the practical test requirements that are dependent on the July 31, 2014, date. This job aid can also be found in FAA Order 8900.1, Volume 5, Chapter 3, Section 1. The job aid for the multiengine ATP certificate under parts 61 and 141 can be found in FAA Order 8900.1, Volume 5, Chapter 2, Section 18.

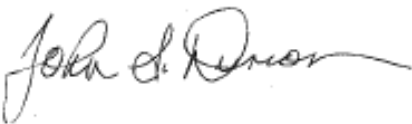
b. The Airline Transport Pilot (ATP)—Helicopter Applicant Qualifications Job Aid for Applicants Engaged in Operations Under 14 CFR Part 135 or 91K.

This job aid provides a checklist of all the requirements for a practical test for an ATP certificate with helicopter class rating. The job aid includes the general eligibility and aeronautical experience requirements, as well as, the eligibility requirements to take the oral and flight portion of the practical test. This job aid can also be found in FAA Order 8900.1, Volume 5, Chapter 3, Section 1.

c. The Airline Transport Pilot Certification Training Program Approval Job Aid. This job aid contains all of the instructor, academic, FSTD, and evaluation elements that a course must contain in order to meet the requirements of § 61.156.

13. Revised Job Task Analysis (JTA). Minor revisions were made to the GA JTA O3.4.50, Designate/Renew a Training Center Evaluator under 14 CFR Part 142, and O3.1.6, Certificate an Airline Transport Pilot under 14 CFR Part 61, to incorporate changes associated to the issuance of an ATP certificate. These JTAs will be available at the time of final rule publication or shortly thereafter at <http://fsims.avs.faa.gov>.

14. Disposition. We will not incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to AFS-200 at 202-267-8166.

for 

John M. Allen
Director, Flight Standards Service

Appendix A. Frequently Asked Questions.

1. When does the requirement for all second in commands (SIC) in part 121 operations to have an airline transport pilot (ATP) certificate take effect?

August 1, 2013. In accordance with the Airline Safety and Federal Aviation Administration Extension Act of 2010, the FAA was mandated to conduct rulemaking to ensure all pilot flightcrew members who are authorized to operate in part 121 operations have obtained an ATP certificate issued under part 61 by August 2, 2013.

2. Is there a provision to grandfather SICs presently employed at a part 121 air carrier who do not have an ATP certificate?

No. There is no latitude in the Airline Safety and Federal and Aviation Administration Extension Act of 2010 to permit a pilot with a commercial pilot certificate who is flying in part 121 today to continue flying beyond the date of the self-enacting ATP provision without having obtained an ATP certificate. Accordingly, the FAA has removed the current certification requirements in § 121.437 and added new §§ 121.435 and 121.436. New § 121.435 contains the existing certification requirements for part 121 pilots; they will be in effect until July 31, 2013. After that date, the requirements of § 121.436 will apply. (Refer to § 121.436.)

3. Does the final rule change the requirements to act as an SIC for a part 121 air carrier?

Yes. SICs in part 121 operations must now hold an ATP certificate with appropriate aircraft type rating, OR an ATP certificate with restricted privileges and an appropriate aircraft type rating. (Refer to § 121.436.)

4. When must an SIC in part 121 operations possess a type rating?

New-hire SICs employed after July 31, 2013 must possess an aircraft type rating before serving in part 121 operations. However, those pilots who are employed at an air carrier as of July 31, 2013 may continue to operate without an aircraft type rating until January 1, 2016, when an aircraft type rating will be required for all part 121 SICs. (Refer to § 121.436.)

5. Does the current SIC pilot type rating meet the requirement for an SIC in part 121 operations to possess an aircraft type rating?

No. The SIC pilot type rating obtained under § 61.55 does not satisfy the requirements of this section. Section 61.55(e) has been modified to remove part 121. In addition, § 121.436(b) clarifies that the SIC pilot type rating issued under part 61 does not meet the SIC aircraft type rating requirements for part 121 SICs. (Refer to §§ 61.55(e) and 121.436(b).)

6. What is an ATP certificate with restricted privileges?

An ATP certificate with restricted privileges can be issued to applicants who meet the applicable requirements of the new § 61.160. This will enable a pilot to serve as an SIC in part 121 operations. Pilots with an ATP certificate with restricted privileges may not act as pilot in command (PIC) in any operation that requires an ATP certificate (all part 121 operations and operations conducted under § 135.243(a)(1) and § 91.1053(a)(2)(i)) or serve as SIC in flag or supplemental operations that require three or more pilots. (Refer to §§ 61.153 and 61.160.)

A military pilot may apply for an ATP certificate with an airplane category multiengine class rating or an ATP certificate concurrently with an airplane type rating with a minimum of 750 hours of total time as a pilot.

A graduate from an institution of higher education who holds a bachelor's degree with an aviation major and has completed at least 60 semester credit hours of aviation coursework and obtained the commercial pilot certificate and instrument rating from an associated part 141 pilot school may apply with 1,000 hours of total time as a pilot. Similarly, a graduate from an institution of higher education who holds a bachelor's degree or an associate's degree with an aviation major and has completed at least 30 semester credit hours of aviation coursework and obtained the commercial pilot certificate and instrument rating from an associated part 141 pilot school may apply with 1,250 hours of total time as a pilot.

A person who applies for an ATP certificate with restricted privileges may apply if he or she is at least 21 years of age and has at least 200 hours of cross-country flight time. This includes a person who has 1,500 hours total time as a pilot and otherwise meets the aeronautical experience requirements of § 61.159.

7. Can an SIC presently employed at a part 121 air carrier who has less than 1,500 hours qualify for an ATP certificate with restricted privileges?

Yes. Provided they are at least 21 years old; hold a commercial pilot certificate with instrument rating; prior to taking the ATP knowledge test (after July 31, 2014) successfully complete an ATP CTP; pass the ATP knowledge test and practical test; and meet the eligibility and aeronautical experience requirements of the new § 61.160. (Refer to § 121.436.)

8. How can a part 121 air carrier issue ATP certificates and/or type ratings to SICs through its training program?

The part 121 air carrier will have to initiate a change to their approved training programs to provide ATP certificates (and type ratings) to SICs who hold only commercial pilot certificates. The air carrier must work with their principal operations inspector (POI) to make this change.

9. Does the final rule change the requirement to act as PIC for a part 121 air carrier?

Yes. The final rule adds a requirement that all PICs in part 121 operations have at least 1,000 hours of air carrier operational experience. To be PIC in part 121 operations the pilot must have an ATP certificate issued per the requirements of § 61.159, hold a first-class medical certificate, and have a minimum of 1,000 flight hours in air carrier operations as an SIC in part 121 operations, a PIC in operations under either § 135.243(a)(1) or § 91.1053(a)(2)(i) operations, or any combination of these. In addition, military PIC time (up to 500 hours) in a multiengine turbine-powered, fixed-wing airplane in an operation requiring more than one pilot may be counted towards the 1,000 hours. (Refer to § 121.436.)

10. Does the rule change the certificate requirements to act as PIC or SIC under rule parts other than part 121?

No.

11. Will an SIC in part 121 operations need to have a first class medical certificate in the final rule?

No. To serve as an SIC in part 121 operations a pilot must have an ATP certificate with an appropriate aircraft type rating or an ATP certificate with restricted privileges and an appropriate aircraft type rating and at least a second-class medical certificate. An SIC in flag or supplemental operations requiring three or more pilots will continue to have to hold a first-class medical certificate. (Refer to §§ 121.436 and 61.23.)

12. Does the final rule change the requirements to get an ATP certificate?

Yes. For all ATP certificates in the airplane category with a multiengine class rating, applicants must complete an ATP CTP prior to taking the knowledge test (after July 31, 2014). The ATP CTP contains academic and flight training requirements. The final rule also adds a requirement that the applicant have a minimum of 50 hours in class of airplane.

13. When is an applicant for an ATP certificate required to complete the ATP CTP?

An applicant for an ATP certificate in the airplane category with a multiengine class rating must complete the ATP CTP if the applicant is taking the knowledge test after July 31, 2014. An ATP applicant taking the practical test or knowledge test on or before July 31, 2014, is not required to complete the ATP CTP. Knowledge test results completed on or before July 31, 2014, are valid for 24 calendar-months; after July 31, 2014, the results are valid for 60 calendar-months.

14. Will a graduate of a degree program in an aviation major be eligible for a restricted privileges ATP certificate if he or she graduated prior to publication of the final rule?

Yes, provided the college or university meets the established requirements and the graduate completed the applicable coursework requirements of § 61.160. Colleges and

universities that wish to receive authority from the FAA to certify graduates for an ATP certificate with reduced aeronautical experience must submit an application, as described in AC 61-139. In addition to offering aviation courses (identified as those designed to enhance and improve the knowledge and skills of a person seeking a career as a professional pilot), the college or university must also have a part 141 pilot school certificate or have an agreement with a part 141 pilot school to conduct flight training. Depending on the degree program review, an institution of higher education may be granted this authority for students who graduated up to five years ago. An applicant for the ATP certificate with restricted privileges, who wishes to use this provision of the rule, should contact the institution of higher education from which he or she graduated to obtain the certifying statement on their transcript or other approved document. Additionally, as the institutions of higher education are granted this authority, the General Aviation and Commercial Division (AFS-800), will add to the list of institutions on its website.

15. Can an SIC currently employed at a part 121 air carrier who has less than 1,500 hours apply for an ATP certificate with restricted privileges on the basis of an aviation degree?

Yes. An SIC presently employed in part 121 operations, who wishes to take advantage of the ATP certificate with restricted privileges based on a degree program with an aviation major, must obtain a transcript with a certifying statement from the institution of higher education from which he or she graduated indicating which paragraph of § 61.160 is applicable. In order for an institution of higher education to place the certifying statement on a student's transcript, the Administrator must have granted the institution of higher education this authority.