

ATP ACS Webinar Questions & Answers

June 13, 2019

Question	Webinar Answer	Follow-up/Additional
<p>What is the timeline for this webinar to be available? What is the timeline for the 8900 changes?</p>	<p>None</p>	<p>FAA Order 8900.1 changes to support the ATP/type rating ACS and related subjects will be published within the next several months.</p>
<p>As was added for 121/135 & type Ratings ATP a few years ago - does one of the approaches to a stall using the autopilot still required?</p>	<p>Yes, one of them should be induced by commands to the autopilot, if installed. Ref. Appendix 7, AOO V.</p>	<p>FAA expects one to be induced by commands to the autopilot, but has not specifically required it. Pilots should be familiar with the airplane and the autopilot installed. If it were to exceed an operating limitation, for example, to perform a stall entry this way, inducing one by commands to the autopilot would not be appropriate.</p>
<p>At the end - during questions - can you restate the statements about instrument reference - what maneuvers etc. Example I believe he said AOA's 4 thru 7 but then said Steep turns were visual. Also the reference, I believe in Appendix 7. I just want to assure that I heard correctly and also to place additional emphasis. Thanks</p>	<p>The presentation will be available afterwards. There is a way to send in specific questions if it is not clear after reading through the ACS. Robert will be going through Q&A's later</p>	<p>Reference Appendix 7, page A-21. We have identified the tasks in Areas of Operation IV through VII as tasks to be performed by reference to instruments. In the case of steep turns, for a VFR type rating only, the task may be performed visually (A-24).</p>
<p>Reference the Instrument reference question - a word search on "Solely by Reference to instruments" shows only in APP 7 and Steep turns.</p>	<p>None</p>	<p>Reference Appendix 7, page A-21. We have identified the tasks Operation IV through VII as tasks to be performed by reference instruments. In the case of steep turns, for a VFR type rating one may be performed visually (A-24).</p>

Question	Webinar Answer	Follow-up/Additional
<p>Why was the definition for "satisfactory knowledge" taken out (i.e. 70% etc.)? What is the new standard?</p>	<p>None</p>	<p>FAA removed reference to the 70% satisfactory knowledge because it was not consistent with any other standard – PTS or ACS. The only place this was written was in the ATP/Type rating PTS.</p> <p>Regardless of the practical test being conducted, the standard for evaluating satisfactory knowledge should be consistent and we are evaluating whether or not more guidance is needed in this area for evaluators.</p> <p>Absent additional guidance, evaluators will need to be satisfied the applicant knows enough through oral questioning and evaluators for all other practical tests have been successfully doing that. ATP and type rating evaluators will now be doing it under the same guidance as everyone else and, theoretically, how an evaluator determines success should not really change.</p>

Question	Webinar Answer	Follow-up/Additional
<p>Why was the "Task vs Simulation Device Credit" chart removed?</p>	<p>We will respond to this question after the meeting, and it will be sent out to everyone who attended the meeting.</p>	<p>If a flight simulation training device is to be used for any or all of the practical test, it must meet the criteria of section 61.64. More specifically, it must represent the category, class, and type for the rating sought <u>and</u> it must be qualified in accordance with part 60 <u>and</u> part of an approved training and checking program under parts 121, 135, 141, or 142. This is one reason you will no longer find the "Task vs. Simulation Device Credit" table in the ACS. An evaluator will not need to review the tasks and minimum level of device for a practical test because that decision will already have been made as part of an approved program.</p> <p>The FAA recognizes that information is helpful to training program development, but the ACS is not the appropriate place for the information and the PTS tables are no longer accurate. In addition, the minimum level of device for a given task depends on whether it's adequate for introducing a task, training a task fully, or checking a task. What rule part the pilot operates under also can make a difference on what is acceptable. Given all of these factors the FAA is working to develop better guidance in this area and its starting with updating the task tables found in part 121, appendices E and F. That proposed rule change is expected to publish for comment later this year.</p> <p>If you have specific questions, contact your FAA office or email afs630comments@faa.gov and they will assist in routing your questions.</p>

June 14, 2019

Question	Webinar Answer	Follow-up/Additional
<p>manually flown without assistance from pilot monitoring on steep turns. Can the PM adjust power when directed by PF?</p>	<p>Thank you, we will research this question and the response will be included in the post webinar email to all participants.</p>	<p>In appendix 7 it specifically states the maneuver must be performed "without intervention" from the pilot monitoring. That means no assistance with power or providing callouts if any deviations from altitude and airspeed are occurring. The pilot flying does have the discretion to use any available tools (except the autopilot and autothrottles) that may be installed for assistance when performing the maneuver.</p>

Question	Webinar Answer	Follow-up/Additional
<p>REDUCING RISK ELEMENTS One of the most important CHANGE MANAGEMENT would be to require/mandatory that all pilots must review the entire accident incident history of the aircraft they will fly first the first time... and since mechanical problems lead to accidents ... pilots who fly that aircraft must be told of mechanical issues [including correcting STPs .</p>	<p>We have written down your concern. Thank you for relaying your comments.</p>	<p>FAA will not mandate that every pilot review the accident/incident history of an aircraft that pilot will fly. However, it would be prudent for a pilot to be familiar with any accidents involving the subject aircraft and the determinations of probable cause and contributing factors to assist in managing any identified risks and in decision making.</p>
<p>If a pilot does not know the history of the accidents of the aircraft they will fly for the first time are they more likely to repeat that accident?</p>	<p>usually DPE's will know the history but history is not a required knowledge task</p>	<p>This is more of a research question. I'm not certain FAA has an answer with any kind of statistical significance that a pilot is more likely to repeat an accident if they are not familiar with the accident history of an aircraft.</p>
<p>Will ACS or ? be required to cover accidents history of the aircraft they will fly for the first time?</p>	<p>There is not a requirement to cover the history of an aircraft's accidents. The ACS covers standards to test by, not what should be taught</p>	<p>The ACS will not include a knowledge element that specifically requires knowledge of accident history for the airplane brought to the test.</p>
<p>Can the PM call "10 degrees" to rollout.</p>	<p>Thank you, we will research this question and the response will be included in the post webinar email to all participants.</p>	<p>No. Steep turns must be performed without intervention from the pilot monitoring.</p>
<p>By what date will the questions missed on the Knowledge Test Report be displayed in the ACS format ? Without this we are gaining only half of the benefit of change to ACS from PTS!</p>	<p>We totally understand and PSI is working steadily to accomplish this as soon as they can.</p>	<p>We anticipate ACS codes being printed on an AKTR in 2020.</p>
<p>Can we get a copy of this power point on your site or sent to us?</p>	<p>the presentation will be made available on our website</p>	
<p>Hi. After the webinar is over will there be a link to re-watch it again? Thank you.</p>	<p>Yes, we plan to post a recorded ATP/Type Rating Airplane ACS webinar on our website. When it is available, it should be at this link. https://www.faa.gov/training_testing/testing/acs/</p>	
<p>Establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°, as specified by the evaluator.</p>	<p>as previously answered</p>	

Question	Webinar Answer	Follow-up/Additional
<p>Just said that AOO IV - VII was simulated/actual instrument. However the Steep Turn Task says -</p> <p>Establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°, as specified by the evaluator.</p>	<p>We will go into this a little deeper after the webinar in the Q&A section, which you will be provided a copy.</p>	<p>Steep turns must be performed solely by reference to instruments in simulated or actual instrument conditions. The only exception is for a VFR only type rating.</p>
<p>A Letter of Discontinuance is given for reasons other than unsatisfactory performance. Mr. Terry added a description that indicated that this would be for reasons outside the control of the applicant or evaluator. Please clarify.</p>	<p>Appendix 5 in the ACS should clarify what is appropriate. Thank you</p>	<p>It is possible that the information was misinterpreted. As noted during the webinar, please refer to appendix 5.</p>
<p>Would you mind repeating the App. 8 info?</p>	<p>None</p>	<p>If you have further questions concerning the content of appendix 8, please email afs630comments@faa.gov.</p>
<p>Safe to assume that a view limiting device is NOT required when conducting a practical test concurrent with a type rating in a Level-D FFS?</p>	<p>Yes, a view limiting device is not required for a practical test when it is accomplished completely in a Level-D FFS. Thank you</p>	<p>That is true provided the visuals are appropriately set for the tasks.</p>
<p>Does implementation of the ACS have any implications for Part 90 & 135 Operators recurrent training?</p>	<p>Thank you, we will research this question and the response will be included in the post webinar email to all participants.</p>	<p>There are checks such as the one required by section 61.58 and others required for part 135 that will now use the ACS instead of the PTS.</p>
<p>There are several references to AMEL and AMES. What about the student taking an ASEL?</p>	<p>Thank you, if a task or element is labeled AMEL and AMES, it is not applicable to a single engine applicant.</p>	<p>All tasks apply to ASEL applicants unless otherwise noted. Reference pages 1-2 at the beginning of the ACS for a description of when these category and class references are used. You may also refer to the ATP Task Table found in Appendix 5 for a complete list of required tasks for an ATP ASEL.</p>
<p>Does the ATP ACS pertain to the student taking an ATP in a Cessna 172 for a ASEL ATP?</p>	<p>Thank you, yes a single engine airplane ATP applicant would use this ACS.</p>	
<p>Is there a different ATP written test for single vs multiengine? It was said that the single engine test expires in 24 months</p>	<p>yes, there are different knowledge tests for the single vs multiengine aircraft.</p>	<p>See appendix 1 for more information on the knowledge tests.</p>
<p>Is this webinar strongly recommended for student pilots in lieu of attaining their initial private pilot's license or is this too much information too soon?</p>	<p>A student pilot may benefit from attending this webinar, since the Private Pilot Airplane knowledge test and practical test is also based on an ACS. Thank you</p>	<p>This webinar may be helpful in understanding how to use the ACS, but the primary focus is on the construct of the ATP/Type Rating ACS and would not specifically help a student pilot prepare for a private pilot certificate.</p>

Question	Webinar Answer	Follow-up/Additional
<p>The pervious ATP PTS AOO I, Task A ,was an "Equipment Examination"</p> <p>Are we still required to cover all systems during the oral portion of the exam, or just a select few as with the Commercial Pilot ACS?</p> <p>The appendix states at least one Knowledge item and one Risk Management item, but Skills S1 (AA.I.A.S1) states "Explain and describe the operation of the airplane systems and components using the correct terminology". I see this as a requirement to test all systems?</p>	<p>Thank you, we will research this question and the response will be included in the post webinar email you will receive.</p>	<p>Task A, Operation of Systems, incorporates the PTS "Equipment Examination". As you pointed out, the first skill element coupled with the lead in statement requires the explanation cover the systems and components of the airplane brought to the test. Although the task element does not specifically say "all" systems, the expectation is a majority of the systems will be covered. The evaluator can use the list of possible airplane systems and components found in the Knowledge section of the Task, but that is not an all-inclusive list.</p>
<p>Why we are adding a requirement for an ILS approach to be flown "with reference to backup or partial panel instrumentation or navigation display", when there is already a requirement to do this on a non-precision approach?</p>	<p>Thank you, we will also research this question and the response will be included in the post webinar email you will receive.</p>	<p>The ATP/Type Rating PTS had this expectation for both a precision and a nonprecision approach albeit they were not worded exactly the same. We maintained that same expectation in the ACS.</p>
<p>Are all tasks required to be evaluated?</p>	<p>Thank you, the ACS specifies which Areas of Operations, Tasks, and Elements are required. The practical test will vary depending on the airplane presented, and the purpose of the practical test.</p>	<p>Reference the task tables found in Appendix 5.</p>
<p>the term "will" and "must" denotes mandatory. The term "may" is discretionary. What about the term "should"? Is it mandatory or discretionary?</p>	<p>None</p>	<p>Should indicates an expectation but not a requirement.</p>
<p>Engine out approaches should be VMC, IMC, ? example, on B747 2 engine out?</p>	<p>None</p>	<p>All instrument approaches, including those with powerplant failures must be conducted in simulated or actual instrument conditions.</p>
<p>The steep turn task mentions manufacturer recommended speed or, if none exists, no faster than V_A - the appendix does not offer any additional guidance. This would be a big change to how that task is handled in simulators. Will future ACS changes include more detail regarding task guidance for items tested or checked in Sims versus aircraft</p>	<p>None</p>	<p>Appendix 8 provides additional information about conducting practical tests in a full flight simulator (FFS). The speed used for conducting steep turns in a specific airplane should be the same regardless of whether the practical test is conducted in an airplane or simulator. If there are more specific questions about performing a particular task (i.e., steep turns) in a FFS, please send those to afs630comments@faa.gov.</p>

June 26, 2019

Question	Webinar Answer	Follow-up/Additional
Will the changes to FAA Order 8900.1 be published on the 28th?	The guidance update to the Order will not release this week. Every section dealing with the ATP did not require an update, but there are some that do and we hope to release those later this summer.	FAA Order 8900.1 changes to support the ATP/type rating ACS and related subjects will be published within the next several months.
Are all Emergency Operations Skills listed required to be tested?	AOO VII, Task A lists several emergencies and the evaluator may choose an emergency (one). However, all the Tasks in that section apply to the class of airplane supplied for the test and are evaluated. There is relevant information in the appendices that detail situations that affect emergency simulations and when they are required.	The evaluator must choose at least one emergency procedure in Task A, but has the discretion to do more.
Where figures were removed from supplement, have the associated questions or topics been deleted or is the data now given in the question? (e.g. Hazmat, questions with flight plans)	A mix of both situations. In some cases, figures were removed from the supplement, and the topic is no longer tested. In some cases, information from a figure no longer in the supplement was integrated into the questions.	
As a follow up to the question about removed figures, do you have any specific guidance regarding types of questions where either type of change may have occurred?	None	The FAA has been publishing a “What’s New” document quarterly on the Airman Testing website providing those kinds of updates. We specifically identify if topic areas are no longer tested and advise when new topic areas have been added.
With respect to the course reversal requirement and the GPS approach, most TAAs consist of a 90 degree turn to join the final approach course. Where is the intent to not use such a TAA written?	We will provide this explanation in the Q&A that will be provided to the attendees at a later date. Thank you for your patience.	The intent of a course reversal is to do just that, reverse course. Performing a 90 degree turn to a final approach course does not satisfy the intent of what needs to be evaluated. In the ACS FAA clarified this point and provided additional guidance for what GPS-based approaches would be acceptable.

Question	Webinar Answer	Follow-up/Additional
<p>135.297(c)(1) requires a PIC to take an instrument PROF check that includes procedures and maneuvers for an ATP certificate in the particular type of airplane, if appropriate. In this case 135 operators would need to follow the ACS.</p>	<p>The ACS is the standard for the issuance of an ATP certificate (or adding an airplane category or class rating) or adding a type rating. To meet part 61 requirements, a 135 air carrier would not necessarily have to use the ACS. For operating privileges like the 61.58 check and the .297 check, the 8900.1 Order guidance will need to better address how to use the ACS for those purposes. This is one of our focus areas for guidance development.</p>	<p>In addition to the information provided during the webinar, it is important to emphasize that a 135 operator should be following its approved training and checking program. It likely has all of the tasks and maneuvers found in the ACS and they are to be performed to the same standard, but specifically using the ACS document is not required.</p>
<p>So far this appears to be a pilot's study course for manned aircraft.</p>	<p>The webinar is about the ATP Airplane ACS, which will be effective 6/28. It is for manned aircraft only.</p>	
<p>With all of the added tasks, which should be covered in the ATP-CTP course evaluations and ATP knowledge test, how will the oral exam not be doubled in time?</p>	<p>We find that the exam time has maybe increased but by very little. It is just like the other exams in that you are required one knowledge task and one risk task.</p>	<p>By adding the knowledge standard, additional tasks were added to Area of Operation I for pilots seeking an ATP certificate or added airplane category or class rating to the ATP certificate. Only two of the tasks are specific to content covered in the ATP CTP, which is a prerequisite to the knowledge test. Each of these task areas has always been knowledge tested in accordance with part 61, it was just never captured in the standard. Testing these areas during the ATP oral may cause the length of the oral to increase, but we do not expect the increase to be significant. There should not be an increase in the time to conduct an oral for the type rating only practical tests.</p>
<p>Are the air carrier specific tasks and procedures and high altitude aerodynamics required to be completed when the practical exam is completed in a light multiengine aircraft?</p>	<p>Yes. These are primarily knowledge-based tasks and apply to all multiengine applicants regardless of the size of the multiengine brought to the test.</p>	

Question	Webinar Answer	Follow-up/Additional
<p>In one of Your Screen shots (Copied from the ACS) mentioned on a Circling Appr that the Applicant must stay within the charted distance (I.E. - "D" 2 miles) however this is only advisory for Whether You should even start the Appr. and once the Pilot has Visual reference at or above Mins this becomes a visual Appr in effect so I do not believe this is regulation Considerationthis is hotly debated amongst us Checkers Your thoughts ???would be greatly appreciatedgreat Presentation !!!</p>	<p>Thank you for your question. We will address this in the Q&A that all attendees will receive at a later date.</p>	<p>In the landing from a circling approach task, the element you are referring to is S1: "Keep the airport environment in sight and remain within the circling approach radius applicable to the approach category to a position from which a stabilized descent to landing can be made."</p> <p>The Instrument Procedures Handbook states: "Circling approaches conducted at faster-than-normal, straight-in approach speeds also require a pilot to consider the larger circling approach area, since published circling minimums provide obstacle clearance only within the appropriate area of protection and is based on the approach category speed... A minimum of 300 feet of obstacle clearance is provided in the circling segment. Pilots should remain at or above the circling altitude until the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent and using normal maneuvers."</p> <p>While the circle-to-land maneuver is a visual maneuver, it is not assured that all obstacles will be visible to the pilot during the maneuver. Since the pilot must ensure the safety of the flight is never in doubt, he or she must maintain the appropriate obstacle clearance while circling until in a position to execute a normal descent to landing. To maintain obstacle clearance while circling, the pilot must ensure the aircraft remains <u>at or above</u> the minimum circling altitude and within the appropriate circling radius for the approach category flown. It is an acceptable technique for an applicant to circle using a higher approach category minimum, if such minimums are published and the weather permits. We also acknowledge that there are circumstances outside of the applicant's control where ATC may direct the airplane such that the pilot may not be able to remain inside the circling radius, and the evaluator can take that into consideration when determining whether the task was completed. At the appropriate time, the applicant should demonstrate understanding of the situation, understand the specific conditions which cause flight to extend outside of the circling radius, and explain how the risk from obstacles was mitigated.</p>

Question	Webinar Answer	Follow-up/Additional
Will the new ACS impact air carriers who utilize AQP for training and evaluation?	In most cases it should not. We will be addressing impact to air carrier training programs specifically towards the end of the presentation.	Please review the webinar that will be placed on line. If there are further questions, please email afs630comments@faa.gov .
There seems to be that sections were cut and pasted. For example Stall Prevention V. C Landing Configuration Stall Prevention Skills AA.V.C.S4 refers to bank angle of 15-30 degrees (this Skill is in all 3 Approach to the stall exercises)	Putting together the ATP ACS was a very complex process. Many things look similar but each task was gone over and scrutinized extensively.	Performing one approach to stall with a bank angle is expected. Because we do not specify which stall, we note the standard for a bank in each stall. It only applies, however, if the task is to be performed with a bank.

July 24, 2019

Question	Webinar Answer	Follow-up/Additional
I want to make sure I clearly understand that the requirements for all of the elements, tasks, and written test review ONLY apply to a Commercial upgrading to an ATP applicant. If the student already has an ATP, but is just getting an added type rating, all of this does not apply.	None	Please refer to the Task Table in the appendices on page A-13. This table applies to initial ATP applicants as well as applicants seeking to add the airplane category to an existing ATP certificate and applicants seeking to add a class rating to an existing ATP certificate. If the applicant is only seeking a type rating, the Task Table on page A-14 should be referenced.