

## CHAPTER 13. CONDUCT A PILOT TYPE RATING CERTIFICATION

### SECTION 1. BACKGROUND

**1. OBJECTIVE.** The objective of the task is to determine that the applicant meets the requirements for a type rating under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.63(d). Completion of this task results in the issuance of a temporary airman certificate, a notice of disapproval of application, or a letter of discontinuance.

**2. GENERAL.** An aircraft type rating may be added to a private, commercial pilot, or airline transport pilot (ATP) certificate. However, type rating practical tests are conducted to a single standard for all certificate levels. Regardless of the grade of certificate held, an applicant must meet the standards for a type rating in the appropriate ATP and aircraft type rating practical test standards (PTS). All type ratings within category and class held on a superseded certificate or issued under the military competency provisions of 14 CFR part 61, § 61.73(d)(3) are carried forward to the new certificate level without further testing. Type ratings limited to visual flight rules (VFR) also may be upgraded to the ATP level without further testing. A type rating for a single-place (single pilot station) airplane may not be upgraded to the ATP level.

*A. Flight Instructor Recommendation.* The Instructor's Recommendation section on Federal Aviation Administration (FAA) Form 87101, Airman Certificate and/or Rating Application, does not need to be signed for initial application for a type rating. However, an instructor's recommendation is required for a retest.

*B. Flight Instructor Endorsement for Training Received.* An applicant for a type rating must have an endorsement certifying accomplishment of the required training.

(1) If the applicant is applying for a type rating to be added to an ATP certificate or for the original issuance of an ATP certificate in an airplane requiring a type rating, that applicant must have an endorsement in their logbook or training records from an authorized instructor certifying satisfactory completion of the training required by § 61.157(b).

(2) If the applicant is applying for a type rating to be placed on a private or commercial pilot certificate, the airman must have an endorsement in their logbook or training records from an authorized instructor certifying satisfactory completion of the training required by § 61.63(d).

#### *C. Logbook Endorsements.*

(1) If a type rating is to be added to an applicant's existing private or commercial pilot certificate or original issued private or commercial pilot certificate in an aircraft requiring a type rating, that applicant must have an endorsement in the applicant's logbook or training record from an authorized instructor certifying that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot certificate (i.e., private pilot or commercial pilot certificate level, as appropriate) for the aircraft category, class, or type rating sought.

(2) An applicant for a type rating to be added to an existing private or commercial pilot certificate or for the original issuance of a private or commercial pilot certificate in an aircraft requiring a type rating must have an endorsement in the person's logbook or training record from an authorized instructor that the applicant has been found proficient in the appropriate areas of operations (as listed in § 61.157(e)) required for the issuance of an ATP certificate for the aircraft category, class, or type rating sought.

(3) Review the applicant's logbook/training record to ensure that it has the appropriate solo flight endorsement(s), if applicable.

(4) If an applicant fails a practical test, he or she may reapply after receiving the necessary training and logbook endorsement from an authorized instructor.

*D. Evaluator's Record.* The section noted as Evaluator's Record (Use for ATP Certificate and/or Type Ratings) on FAA Form 8710-1 must be signed and dated by the examiner on the appropriate lines for each test segment conducted. The examiner must complete

the Designated Examiner or Airman Representative Report section on FAA Form 8710-1.

*E. Medical Certificate.* The applicant must hold at least a current third-class medical certificate if the practical test is being conducted in an aircraft.

*F. Type Ratings Issued.* The examiner shall enter the appropriate type rating, as shown in Advisory Circular (AC) 61-89, Pilot Certificates: Aircraft Type Ratings, on the temporary certificate issued to the applicant.

*G. Type Rating Limited to VFR.* A type rating bearing the limitation "VFR ONLY" may be added to an existing ATP certificate under the provisions of § 61.63(d)(5). However, this option is available only for those aircraft, such as certain types of vintage airplanes, which require a pilot type rating and are not capable of demonstrating instrument procedures. This paragraph applies to type ratings being added to an ATP certificate only. There is no provision for taking an initial practical test for an ATP certificate in an airplane which would allow a VFR limitation.

*H. Amphibian Aircraft.* An amphibian type rating shall bear the limitation "LIMITED TO LAND" or "LIMITED TO SEA," as appropriate, unless the applicant demonstrates proficiency in both land and sea operations.

**3. PILOT TYPE RATING THAT MAY BE PERFORMED AS EITHER A SINGLE PILOT OR WITH A SECOND-IN-COMMAND (SIC).** Practical tests for pilot type ratings that may be performed as either a single pilot or with an SIC in accordance with (IAW) § 61.43(b).

*A. General.* This policy guidance shows how to record whether the pilot type rating practical test was performed as a single pilot, or with an SIC crewmember.

(1) In a previous version of this order, the FAA had established policy that clarified the intent of § 91.531(a) and (b) for allowing practical tests for some pilot type ratings to be performed as either a single pilot or with an SIC.

(2) This policy addresses performing pilot type rating practical tests as a single-pilot crew composition or with an SIC pilot crewmember in certain large airplanes that were certificated under SFAR 41, in which the

airplane's type certificate authorizes single-pilot operations. Although SFAR 41 expired on September 13, 1983, there are still many large airplanes that were certificated under SFAR 41 in active service (i.e., per § 91.531(a)(1)).

(3) This policy also addresses performing pilot type rating practical tests as a single-pilot crew composition or with an SIC pilot crewmember in certain turbojet airplanes where the airplane's type certificate (TC) authorizes single-pilot operations (i.e., per § 91.531(a)(2)).

(4) This policy also addresses performing pilot type rating practical tests as a single-pilot crew composition or with an SIC pilot crewmember in certain commuter category airplanes that have a passenger seating configuration, excluding pilot seats, of nine seats or less where the airplane's TC authorized single-pilot operations (i.e., per § 91.531(a)(3)).

(5) This policy addresses performing pilot type rating practical tests as a single-pilot crew composition or with an SIC pilot crewmember where the FAA may issue a letter of authorization for authorizing single-pilot operations if that airplane is designed for and type certificated with only one pilot station (i.e., per § 91.531(b)).

(6) To date, the FAA permits applicants to perform pilot type rating practical tests as a single pilot or with an SIC in the following airplanes:

(a) Cessna 501.

(b) Cessna 525.

(c) Cessna 551.

(d) Raytheon 390.

(e) Beech 300 that are certificated under SFAR 41 and the Beech B300 and B300C that are certificated in the commuter category.

(f) Beech 1900 and Beech 1900C that are certificated under SFAR 41 and the Beech 1900D that is certificated in the commuter category.

(g) Empresa Brasileira de Aeronautica EMB 110 that is certificated under SFAR 41.

(h) Beech 2000.

(i) Fairchild Aircraft Corporation SA-227CC, SA-227DC, and other Fairchild commuter category airplanes on that same TC.

(j) Certain large airplanes that were certificated under SFAR 41 and have a TC that authorizes single-pilot operations.

(k) Certain turbojet airplanes with a TC that authorizes single-pilot operations.

(l) Certain commuter category airplanes that have a TC that authorizes single-pilot operations.

(7) This policy addresses performing pilot type rating practical tests as a single-pilot crew composition or with an SIC pilot crewmember where the FAA has issued grants of exemption from §§ 91.9(a) and 91.531(a) to some training providers that give single-pilot training. If an applicant obtains a pilot type rating by accomplishing one of these approved single-pilot training programs and a pilot type rating practical test, that applicant will be issued a letter of authorization for single-pilot operations by the training provider. To date, the following training providers hold this kind of grant of exemption for the listed airplanes authorized under their grant of exemption:

(a) Cessna Aircraft Company for its Cessna 550, Cessna S550, Cessna 552, and Cessna 560;

(b) Fairchild Aircraft Corporation for its commuter category airplanes SA-227CC, SA-227DC, and other Fairchild commuter category airplanes on that same type certificate provided the airplane is configured with nine seats or fewer;

(c) Sierra Industries, Inc. for the Cessna 500 series airplanes for serial Nos. 0001 through 0349 only that are equipped with Supplemental Type Certificate (STC) No. SA-8176SW or STC No. SA-09377SC and either STC No. SA-2172NM or STC No. SA-645NW;

(d) M. Shannon and Associates for the Cessna 500, Cessna 550, and Cessna S550; and

(e) Pan Am International Flight Academy for the Cessna 550, Cessna S550, Cessna 552, and Cessna 560.

(8) When the airplane's type certificate data sheet (TCDS) specifically requires the crew composition to be a single pilot, an applicant for that pilot type rating must perform the practical test as a single pilot. The applicant must be tested on all of the applicable PTS's areas of operation and tasks as a single pilot. This requires the pilot to demonstrate, without assistance, the required PTS's area of operations and tasks as a single pilot.

(9) Where the FAA has provided for either a single-pilot crew composition or an SIC, the applicant may elect to either use an SIC or perform as a single pilot during the practical test. The FAA has several ways of noting whether the practical test was performed as a single pilot or with an SIC. This provision is provided for IAW §§ 61.43(b) and 91.531.

(10) Questions about what airplanes may be operated with a single-pilot crew composition or with an SIC pilot crew composition may be directed to the FAA's General Aviation and Commercial Division, AFS-800; 800 Independence Avenue SW., Washington, DC 20591 (telephone: (202) 2673844).

#### *B. Cessna 500 Series Airplanes.*

(1) *Cessna 501 or Cessna 551.* An applicant for a CE-500 pilot type rating who accomplishes the practical test in a Cessna 501 or Cessna 551 may elect to accomplish the practical test as a single pilot or with an SIC pilot crewmember.

(a) An applicant for a CE-500 pilot type rating who was tested as a single pilot in a Cessna 501 is entitled to act as a single pilot-in-command (PIC) in the Cessna 501. After the applicant satisfactorily accomplishes the practical test as a single pilot in a Cessna 501, the examiner shall issue the applicant a CE-500 pilot type rating on the pilot certificate, and record the results of the practical test in the applicant's logbook as: "Satisfactorily accomplished the CE-500 pilot type rating as a single pilot in a Cessna 501."

(b) An applicant for a CE-500 pilot type rating who was tested in a Cessna 501 where an SIC crewmember was used shall be issued a CE-500 pilot

type rating with the limitation “Second-in-Command Required” (see Figure 13-1). The examiner shall record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the CE-500 pilot type rating in a Cessna 501 with an SIC pilot crewmember.”

(c) An applicant for a CE-500 pilot type rating who was tested as a single pilot in a Cessna 551 is entitled to act as a single pilot PIC in the Cessna 551. After the applicant satisfactorily accomplishes the practical test as a single pilot in the Cessna 551, the examiner shall issue the applicant a CE-500 pilot type rating on the pilot certificate, and record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the CE-500 pilot type rating as a single pilot in a Cessna 551.”

(d) An applicant for a CE-500 pilot type rating who was tested in a Cessna 551 where an SIC crewmember was used shall be issued a CE-500 pilot type rating with the limitation “Second-in-Command Required” (see Figure 13-1). The examiner shall record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the CE-500 pilot type rating in a Cessna 551 with an SIC pilot crewmember.”

(e) A Cessna 501 or Cessna 551 where a PIC and SIC crewmember are used may be used to satisfy the requirements of a § 61.58 PIC proficiency check for any series of Cessna 500 (i.e., Cessna 500, Cessna 550, Cessna S550, Cessna 552, or Cessna 560) requiring an SIC.

(f) An applicant who obtains a pilot type rating as a single pilot in a Cessna 501 and 551 may serve as the PIC or SIC pilot crewmember in the Cessna 500, Cessna 550, Cessna S550, or Cessna 560, as appropriate.

(2) *Cessna 500, Cessna 550, Cessna S550, Cessna 552, or Cessna 560.* An applicant for a “CE-500” pilot type rating who accomplishes the practical test in a Cessna 500, Cessna 550, Cessna S550, Cessna 552, or Cessna 560, as appropriate, may elect to accomplish the practical test as a single pilot if the person accomplished an approved single-pilot training program that was given by a training provider under a grant of exemption. The applicant may instead use the services of an SIC pilot crewmember.

(a) An applicant who satisfactorily accomplishes an approved single-pilot training course, successfully completes the CE-500 pilot type rating practical test in the Cessna 500, Cessna 550, Cessna S550, Cessna 552, or Cessna 560 as a single pilot, and uses a training provider who holds a grant of exemption from § 91.531 may operate as a single-pilot PIC in the Cessna 500, Cessna 550, Cessna S550, Cessna 552, or Cessna 560, as appropriate. The examiner shall issue the CE-500 pilot type rating on the applicant’s pilot certificate. The examiner shall record the results of the practical test in the pilot’s logbook as “Satisfactorily accomplished the CE-500 pilot type rating training as a single pilot in an [*appropriate Cessna model*].” The applicant must receive a letter of authorization for single-pilot operations from the training provider. IAW the training provider’s grant of exemption, the pilot is also required to continue to receive the training provider’s recurrent single-pilot training and comply with the provisions of that training provider’s grant of exemption every 12 calendar-months to be reissued a letter of authorization for single-pilot operations.

(b) An applicant who satisfactorily accomplishes a CE-500 pilot type rating practical test in a Cessna 500, Cessna 550, Cessna S550, Cessna 552, or Cessna 560, as appropriate, and uses the services of an SIC pilot crewmember, shall be issued a CE-500 pilot type rating. The examiner shall record the results of the practical test in the applicant’s logbook as “Satisfactorily accomplished the CE-500 pilot type rating with an SIC crewmember in a [Cessna 500] [Cessna 550] [Cessna S550] [Cessna 552] [Cessna 560].” Since the Cessna 500, Cessna 550, Cessna S550, Cessna 552, and Cessna 560 type certification require an SIC crewmember, the applicant’s pilot certificate and CE-500 airplane type rating need not contain the limitation “Second-in-Command Required.”

**NOTE: The successful completion of a certification practical test in any of the Cessna 500 models listed in subparagraph B(1) or (2) will qualify the applicant for a CE-500 pilot type rating.**

*C. Cessna 525 Series Airplanes.* An applicant who satisfactorily accomplishes the practical test in a Cessna 525 as a single pilot will receive a CE-525S pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the CE-525S

pilot type rating as a single pilot in a Cessna 525.” The CE-525S pilot type rating indicates that the person accomplished the pilot type rating practical test as a single pilot. An applicant with a CE-525S pilot type rating is entitled to operate the Cessna 525 as either a single-pilot PIC or with an SIC.

(1) An applicant who satisfactorily accomplishes the practical test in a Cessna 525 where an SIC crewmember was used will receive a CE-525 pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the CE-525 pilot type rating with an SIC pilot crewmember in a Cessna 525.” The CE-525 pilot type rating on a pilot certificate indicates that the person accomplished the practical test with the use of an SIC pilot crewmember.

(2) A Cessna 525 series airplane may be used to satisfy the requirements of the § 61.58 PIC proficiency check for the Cessna 525 series airplane.

(3) An applicant who holds a CE-525S pilot type rating may serve as either the PIC or SIC pilot crewmember in the Cessna 525 series of airplane.

*D. Beech 2000 Airplanes.* An applicant who satisfactorily accomplishes the practical test in a Beech 2000 as a single pilot will receive a BE-2000S pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-2000S pilot type rating as a single pilot in a Beech 2000.” The BE-2000S pilot type rating on a pilot certificate indicates that the person accomplished the pilot type rating practical test as a single pilot. An applicant with a BE-2000S pilot type rating is entitled to operate the Beech 2000 as a single-pilot PIC or with an SIC.

(1) An applicant who satisfactorily accomplishes the practical test in a Beech 2000 where an SIC crewmember was used will receive a BE-2000 pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-2000 pilot type rating with an SIC pilot crewmember in a Beech 2000.” The BE-2000 pilot type rating on a pilot certificate indicates that the person accomplished the practical test with the use of an SIC pilot crewmember.

(2) A Beech 2000 may be used to satisfy the requirements of the § 61.58 PIC proficiency check for the Beech 2000.

(3) An applicant who obtains a pilot type rating as a single pilot in a Beech 2000 may serve as either the PIC or the SIC in the Beech 2000 series of airplane.

*E. Raytheon 390 Airplanes.* An applicant who satisfactorily accomplishes the practical test in a Raytheon 390 as a single pilot will receive an RA-390S pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the RA-390S pilot type rating as a single pilot in a RA-390S.” The RA-390S pilot type rating on a pilot certificate indicates that the person accomplished the pilot type rating practical test as a single pilot. An applicant with a RA-390S pilot type rating is entitled to operate the Raytheon 390 as a single-pilot PIC or with an SIC.

(1) An applicant who satisfactorily accomplishes the practical test in a Raytheon 390 where an SIC crewmember was used will receive an RA-390 pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the RA-390 pilot type rating with an SIC pilot crewmember in a Raytheon 390.” The RA-390 pilot type rating on a pilot certificate indicates that the person accomplished the practical test with the use of an SIC pilot crewmember.

(2) A Raytheon 390 may be used to satisfy the requirements of the § 61.58 PIC proficiency check for the Raytheon 390.

(3) An applicant who obtains a pilot type rating as a single pilot in a Raytheon 390 may serve as either the PIC or the SIC in the Raytheon 390 series of airplane.

*F. Beech 1900 and 1900C Series of Airplane that was Certified Under SFAR 41.* An applicant who satisfactorily accomplishes a practical test in a Beech 1900 as a single pilot will receive a “BE-1900” pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-1900 pilot type rating as a single pilot in a Beech 1900.”

(1) An applicant who satisfactorily accomplishes a practical test in a Beech 1900 or 1900C with an SIC crewmember will receive a “BE-1900” pilot type rating issued by the examiner. The examiner shall record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-1900 pilot type rating with an SIC pilot crewmember in a Beech 1900C.” The applicant’s “BE-1900” pilot type rating will be issued with the limitation “BE-1900 Second-in-Command Required” (see Figure 13-1).

(2) An applicant who satisfactorily accomplishes a practical test in a Beech 1900D as a single pilot will receive a BE-1900 pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-1900 pilot type rating as a single pilot in a Beech 1900D.”

(3) An applicant who satisfactorily accomplishes a practical test in a Beech 1900D with an SIC crewmember will receive a “BE-1900” pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-1900 pilot type rating with an SIC pilot crewmember in a Beech 1900D.” The applicant’s “BE-1900” pilot type rating will be issued with the limitation “BE-1900 Second-in-Command Required.”

(4) Any Beech 1900C or D series of airplane may be used to satisfy the requirements of the § 61.58 PIC proficiency check for any series of Beech 1900 airplane that requires an SIC pilot crewmember.

(5) An applicant who obtains a “BE-1900” pilot type rating as a single pilot in any Beech 1900 series of airplane may serve as either the PIC or SIC in any Beech 1900C or D series of airplane.

*G. Beech 300 Airplane that was Certified Under SFAR 41.* An applicant who satisfactorily accomplishes a practical test in a Beech 300 as a single pilot will receive a BE-300 pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-300 pilot type rating as a single pilot in a Beech 300.”

(1) An applicant who satisfactorily accomplishes a practical test in a Beech 300 with an SIC crewmember

will receive a “BE-300” pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the BE-300 pilot type rating with an SIC pilot crewmember in a Beech 300.” The applicant’s “BE-300” pilot type rating will be issued with the limitation “BE-300 Second-in-Command Required.”

(2) A Beech 300 may be used to satisfy the requirements of the § 61.58 PIC proficiency check for any series of Beech 300 that requires an SIC pilot crewmember.

(3) An applicant who obtains a BE-300 pilot type rating as a single pilot may serve as either the PIC or SIC in the Beech 300 series of airplane.

*H. Fairchild Aircraft Corporation’s SA-227CC and SA-227DC.* This section also applies to other Fairchild commuter category airplanes on the same type certificate that have a passenger seating configuration, excluding pilot seats, of nine seats or fewer, and have a TC that authorizes single-pilot operations.

(1) An applicant who satisfactorily accomplishes an approved single-pilot training program and a practical test as a single pilot in a Fairchild Aircraft Corporation SA-227CC, SA-227DC, or other Fairchild commuter category airplanes as detailed above, will receive an SA-227 pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the SA-227 pilot type rating as a single pilot.” The applicant must receive a letter of authorization for single-pilot operations from the training provider. IAW the training provider’s grant of exemption, the pilot is also required to continue to receive the training provider’s recurrent single-pilot training and comply with the provisions of that training provider’s grant of exemption every 12 calendar-months in order to be reissued a letter of authorization for single-pilot operations.

(2) An applicant who satisfactorily accomplishes a practical test with an SIC crewmember in a Fairchild Aircraft Corporation SA-227 will receive an SA-227 pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant’s logbook as: “Satisfactorily accomplished the SA-227 pilot type rating with an SIC pilot crewmember in a Fairchild Aircraft Corporation SA-227.” The SA-227CC, SA-227DC, and other Fairchild commuter

category airplanes on the same TCDS require an SIC crewmember, so there is no need to list an SIC limitation on the applicant's pilot certificate.

*I. Large Airplanes that were Certificated Under SFAR 41.* An applicant for a pilot type rating in an airplane certificated under SFAR 41 may elect to accomplish the practical test as a single pilot or with an SIC pilot crewmember. An applicant who holds a pilot type rating in a large airplane that was certificated under SFAR 41, and who was tested in that airplane as a single pilot, is entitled to act as a single pilot PIC in that airplane.

(1) Examples of some large airplanes that were certificated under SFAR 41 and where the pilot type rating practical test may be performed as either a single pilot or with an SIC are: Beech 300, Beech 1900C and 1900D, and Embraer 110.

(2) An applicant who satisfactorily accomplishes a practical test as a single pilot in a large airplane that was certificated under SFAR 41 will receive a pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant's logbook as: "Satisfactorily accomplished the [*appropriate pilot type rating*] as a single pilot." The applicant's pilot certificate will be issued with the appropriate pilot type rating.

(3) An applicant who satisfactorily accomplishes a practical test with an SIC crewmember in a large airplane that was certificated under SFAR 41 will receive a pilot type rating issued by the examiner. The examiner will record the results of the practical test in the applicant's logbook as "Satisfactorily accomplished the [*appropriate pilot type rating*] with an SIC pilot crewmember." The applicant's pilot type rating will be issued with the limitation "Second-in-Command Required" (see Figure 13-1).

(4) A large airplane certificated under SFAR 41 that requires an SIC pilot crewmember may be used to satisfy the requirements of the § 61.58 PIC proficiency check.

(5) An applicant who obtains a pilot type rating as a single pilot in a large airplane that was certificated under SFAR 41 may serve as either the PIC or SIC in that airplane.

*J. Removal of the "Second-In-Command Required" Limitation From a Pilot Type Rating on the Pilot Certificate.* To remove the limitation, it is not necessary to complete the entire practical test as a single pilot.

(1) All areas of operations/tasks approved for a flight simulator may be accomplished in that flight simulator for the purpose of removing the "Second-In-Command Required" limitation. However, this does not change any flight simulator requirements for the original issuance of the pilot type rating.

(2) Satisfactory completion of an approved single-pilot training program and end-of-course test of that approved single-pilot training program meet the requirements for removal of the "Second-in-Command Required" limitation.

(3) The following tasks must be accomplished on the practical test as a single pilot in order to remove the "Second-in-Command Required" limitation:

(a) Normal and crosswind takeoffs.

(b) Powerplant failure on takeoff.

(c) Maneuvering to a landing with a simulated powerplant failure.

(d) One precision or nonprecision approach with a landing.

(e) Specific flight characteristics.

(f) Normal and abnormal procedures.

(g) Emergency procedures.

**[THIS PAGE INTENTIONALLY LEFT BLANK]**

## SECTION 2. PROCEDURES

### 1. PREREQUISITES AND COORDINATION REQUIREMENTS.

*A. Prerequisites.* This task requires knowledge of part 61, familiarity with the ATP and Aircraft Type Rating PTS, and designation as an ATPE in the category, class, and type of aircraft for which the rating is sought.

*B. Coordination.* This task requires coordination with the supervising Flight Standards District Office (FSDO).

### 2. REFERENCES, FORMS, AND JOB AIDS.

#### *A. References.*

- Title 14 Parts 61, 91, and 141
- FAA-S-8081-5, Airline Transport Pilot Practical Test Standards for airplanes, or FAA-S-8081-20, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Helicopter, as appropriate
- FAA-S-8081-12, Commercial Pilot Practical Test Standards for Airplane, or FAA-S-8081-16, Commercial Pilot Practical Test Standards for Rotorcraft/Helicopter/Gyroplane, if applicable
- FAA-S-8081-14, Private Pilot Practical Test Standards for Airplane, or FAA-S-8081-15, Private Pilot Practical Test Standards for Rotorcraft/Helicopter/ Gyroplane, if applicable

#### *B. Forms.*

- FAA Form 8060-4, Temporary Airman Certificate
- FAA Form 8060-5, Notice of Disapproval of Application
- FAA Form 8710-1, Airman Certificate and/or Rating Application

#### *C. Job Aids.*

- Figure 13-1, Second-in-Command Limitation

### 3. PROCEDURES.

*A. Schedule Appointment.* Advise the applicant to bring the following documents and records to the appointment:

(1) FAA Form 8710-1 must be completed in ink or typewritten and signed by the applicant. Per 14 CFR § 61.39(a)(7), the applicant must complete Section III, Record of Pilot Time. As a special emphasis item, the examiner must review the applicant's aeronautical experience recorded on FAA Form 8710-1 and in the applicant's logbook/training record to ensure compliance with the appropriate aeronautical experience requirements for the certificate and/or rating sought.

(a) In Section III on FAA Form 8710-1, Record of Pilot Time, the applicant must list at least the aeronautical experience required for the airmen certificate and rating sought. Graduates of part 141 pilot schools or part 142 training centers must provide their aeronautical experience in Section III even though the graduation certificate is evidence of having completed the course of training.

(b) If aeronautical experience has no bearing on the airman certification action being sought, it is not necessary for an applicant to complete Section III. For example, flight instructor renewal applications, flight instructor reinstatement applications, ground instructor qualification applications, and pilot type rating applications would be examples for which aeronautical experience would not have a bearing on the airmen certification action; thus, the applicant would not be required to complete Section III of the application. However, all applicants are encouraged to complete Section III because it remains on file with the FAA and can be used to substantiate past aeronautical experience in the case of a lost logbook.

(2) A private pilot, commercial pilot, or ATP certificate, appropriate to pilot certification and rating sought;

(3) At least a current third-class medical certificate and a Statement of Demonstrated Ability (SODA), if applicable;

(4) A knowledge test report for the pilot certification level and rating sought, if applicable;

(5) An FAA-approved pilot school graduation certificate, if applicable;

(6) The applicant must present a pilot logbook or other acceptable and reliable record(s) as evidence of having met the required aeronautical experience for the certificate and rating sought that substantiates the aeronautical experience shown on FAA Form 8710-1;

(7) The aircraft maintenance records;

(8) The aircraft airworthiness certificate;

(9) The aircraft registration;

(10) The FCC aircraft station license, if applicable; and

(11) An acceptable form of photo identification.

*B. Applicant Arrives for Appointment.* Collect and review the documents and records listed in paragraphs 3A(1) through (11).

*C. Review Application.* Verify that the information on FAA Form 8710-1 is accurate, legible, and complete.

(1) In Section I, ensure that the applicant has checked "Additional Aircraft Rating" and "Private," "Commercial," or "ATP," as appropriate to the pilot certification level and rating sought. Ensure that the applicant has checked any other applicable boxes.

(2) Ensure that the remainder of the applicant's FAA Form 8710-1 is completed IAW the instructions attached to the application and the information in this order (see chapter 5, section 1, paragraph 22).

(3) If the applicant is applying for a private or commercial certificate in conjunction with the type rating, ensure that the flight instructor has signed an endorsement within 60 days preceding the date of the practical test.

*D. Verify Applicant's Identity.* Inspect acceptable forms of identification to establish the applicant's identity IAW the procedures described in this order (see chapter 5, section 1, paragraph 20).

(1) Compare the identification with the personal information provided on FAA Form 8710-1.

(2) When the applicant's identity is verified, continue with the practical test.

(3) If the applicant's identity cannot be verified because of lack of identification or inadequate identification, explain what types of identification are acceptable. Advise the applicant to return with appropriate identification.

(4) If the applicant's identity appears to be different from the information supplied on his or her FAA Form 8710-1, or it appears that an attempt at falsification has been made, discontinue the application process and immediately report the matter to the FSDO.

*E. Establish Eligibility.* Determine that the applicant meets the type rating requirements of § 61.63(d)(1) through (7).

(1) If the applicant cannot read, speak, write, or understand English, then the pilot/instructor certification process should be terminated unless the reason is because of a medical disability. If the reason for the applicant not being able to read, speak, write, and understand English is because of a medical disability (meaning a hearing impairment or speech impairment that is medically substantiated by a certified medical physician), then an operating limitation may be placed on the person's pilot/instructor certificate. A medical disability of this kind may require an operating limitation be placed on the person's pilot certificate that prohibits the pilot from operating in airspace that requires the use of communication radios. However, as a matter of clarification, this limitation would not necessarily prohibit a pilot from operating in airspace that requires the use of communication radios if the pilot has received prior authorization from the jurisdictional air traffic facility where the flight is being conducted, and the pilot is able to receive instructions from that air traffic facility via light signals or some other form of electronic means of communication.

(2) Determine that the applicant meets the required prerequisite eligibility, aeronautical knowledge, and aeronautical experience/training requirements for the pilot certification level and rating sought.

(3) Verify that the applicant holds at least a current third-class medical certificate.

(4) Inspect the medical certificate to ensure that it does not bear any limitation that would make a special medical flight test necessary.

(5) Check the record of flight time in Section III on FAA Form 8710-1 to determine that the applicant has the minimum flight experience required for the type rating/grade of pilot certificate sought.

(6) If the applicant is applying for a test on the basis of graduation from an approved pilot school, inspect the applicant's graduation certificate to ensure that it is dated within the 60 days preceding the date of the practical test.

(7) Examine the applicant's logbook and/or other reliable record(s) to verify that all aeronautical knowledge, aeronautical experience, and required instructor endorsements are recorded per the instructions in this order (see section 1, paragraph 3C).

(8) If the applicant is upgrading a certificate or concurrently obtaining an instrument rating, examine the knowledge test report or test report from an approved school with knowledge test authority, as applicable.

(9) If the applicant has checked the "Yes" box of Section IV on FAA Form 8710-1, verify that the applicant meets the requirements of § 61.49.

**F. Aircraft Requirements.** The applicant will review the aircraft maintenance records, logbooks, airworthiness certificate, and aircraft registration for the purpose of demonstrating aeronautical knowledge about how to determine whether an aircraft is airworthy and suitable for flight. Ensure that a type rating is required for the aircraft. Determine whether the aircraft's type certification data sheet (TCDS) establishes single pilot or has a provision for an SIC as the crew composition.

**G. Discrepancies.** If a discrepancy that cannot be immediately corrected exists in any of the documents, return the applicant's FAA Form 8710-1 and all

documents to the applicant.

(1) Inform the applicant of the reasons for ineligibility and explain how the applicant may correct the discrepancies.

(2) Reschedule the appointment if requested to do so.

**H. Conduct the Practical Test.** After determining that the applicant is eligible and meets all prerequisites for the type rating/certificate sought, accept the applicant's FAA Form 8710-1 and conduct the practical test IAW the guidance in the appropriate ATP and Aircraft Type Rating PTS and chapter 5. If the practical test is not completed for reasons other than unsatisfactory performance, issue a letter of discontinuance to the applicant (see chapter 5, section 2, paragraph 3C, and Figure 5-2).

**I. Unsatisfactory Performance.** If the applicant did not meet the applicable standards for the certificate sought, inform the applicant of the reasons for the unsatisfactory performance.

(1) Prepare FAA Form 8060-5, Notice of Disapproval of Application, IAW the guidance in this order (see chapter 5, section 1, paragraph 27).

(2) Sign, date, and check the appropriate boxes on the form. Give the applicant a copy of the notice of disapproval and retain the original for the certification file.

(3) Retain the applicant's FAA Form 8710-1 and return all other submitted documents to the applicant.

(4) The examiner should sign an entry in the applicant's records after the practical test. That entry must show the type of test, the duration of the flight portion, the unsatisfactory outcome of the test, and the examiner's designation number.

**J. Satisfactory Performance.** When the applicant has satisfactorily met all requirements for the type rating/certificate sought, prepare FAA Form 8060-4, Temporary Airman Certificate, IAW the guidance in this order (see chapter 5, section 1, paragraph 25).

(1) Enter all previous category, class, and type ratings held by the applicant.

(2) Enter the type rating under the appropriate airman privileges.

(3) Enter any required operating limitations such as “CVPBY5 LIMITED TO SEA” or “NB25 VFR ONLY.”

(4) For type ratings in aircraft whose TCDS require single-pilot competency but allow for an SIC, if the test was demonstrated with an SIC, enter the limitation “SECOND-IN-COMMAND REQUIRED” (see Figure 13-1).

(5) Verify that all information on the form is correct. Sign the certificate and direct the airman to sign line VII of the form.

(6) Retain the original for the file and give the applicant the copy of the temporary certificate.

(7) The examiner should sign an entry in the applicant’s records after the practical test. That entry

must show the type of test, the duration of the flight portion, the successful outcome of the test, and the examiner’s designation number.

*K. Complete the Certification File.* Complete the certification file IAW the guidance in this order (see chapter 5, section 1, paragraph 23).

(1) Mail the completed certification file to the supervising FSDO no later than five days after the completion of the test.

(2) IACRA certification files may be sent directly to AFS-760.

**4. TASK OUTCOMES.** Completion of this task results in the issuance of a temporary airman certificate, a notice of disapproval of application, or a letter of discontinuance.

**5. FUTURE ACTIVITIES.** The applicant may return for another type rating or an upgraded certificate.



**[THIS PAGE INTENTIONALLY LEFT BLANK]**