

*See Part 61 of F.A.R.*

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# Airline Transport Pilot Rating

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## Introductory Note

This manual contains in a consolidated form (1) Civil Air Regulations Part 21, Airline Transport Pilot Rating, dated October 20, 1956, Amendments 21-1 and 21-2, and the editorial changes required by Special Regulation SR-430 effective December 31, 1958; and (2) the rules, policies, and interpretations issued by the Administrator of the Federal Aviation Agency in application to the various sections of the regulations.

FAA *rules* are supplementary regulations issued pursuant to authority expressly conferred on the Administrator in the Civil Air Regulations. Such rules are mandatory and must be complied with.

FAA *policies* provide detailed technical information on recommended methods of complying with the Civil Air Regulations. Such policies are for the guidance of the public and are not mandatory in nature.

FAA *interpretations* define or explain words and phrases of the Civil Air Regulations. Such interpretations are for the guidance of the public and will be followed by the Agency in determining compliance with the regulations.

This manual is arranged to give the number, title, and text of each section of the regulations followed by any rules, policies, or interpretations applicable to that section of the regulations. These rules, policies, or interpretations of the Administrator are identified by consecutive dash numbers appended to the regulation section number.

This manual supersedes Civil Aeronautics Manual 21, dated October 15, 1956, and all supplements thereto. As amendments and other pertinent materials pertaining to Part 21 are issued, they will be included in this manual.

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# Airline Transport Pilot Rating

**21.1 Provision for issuance.** Pursuant to the provisions of the Federal Aviation Act of 1958, as amended, empowering the Administrator of the Federal Aviation Agency to issue airman certificates specifying the capacity in which the holders thereof are authorized to serve as airmen in connection with aircraft, and requiring the Administrator to prescribe such reasonable rules and regulations governing practices, methods, and procedures as he may find necessary to provide adequately for safety in air commerce, airline transport pilots will be rated as to competence in accordance with the provisions of the regulations in this part.

**21.5 Definitions.** As used in this part, terms are defined as follows:

**Category.** A category is a broad classification of aircraft with distinct configuration and operating characteristics such as airplane, rotorcraft, or glider.

**Class.** A class is a classification of aircraft within a category differentiating between single-engine and multiengine and land and water configurations.

**Flight time.** Flight time is the total time from the moment the aircraft first moves under its own power for the purpose of flight until the moment it comes to rest at the end of the flight (block to block).

**Maximum certificated takeoff weight.** Maximum certificated takeoff weight is the maximum takeoff weight authorized by the terms of the aircraft airworthiness certificate.

**Night.** Night is the time between the ending of evening civil twilight and the beginning of morning civil twilight as published in the American Air Almanac converted to local time for the locality concerned.

**Note:** The American Air Almanac containing the ending of evening twilight and the beginning of morning twilight tables may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Information is also available concerning such tables in the offices of the Federal Aviation Agency or the United States Weather Bureau.

**Pilot-in-command.** A pilot-in-command is the pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

**Solo flight time.** Solo flight time is flight time during which the pilot is the sole occupant of the aircraft.

**Type.** Type is a specific classification of aircraft having the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

## Minimum Requirements

**21.9 Eligibility.** To be eligible for an airline transport pilot competency rating, an applicant shall comply with the minimum requirements set forth in sections 21.10–21.18.

**21.10 Age.** 23 years is the minimum age for the issuance of an airline transport pilot rating.

**21.11 Character.** Applicant shall be of good moral character.

**21.12 Citizenship.** An applicant for a pilot certificate with an airline transport pilot rating may be a citizen of any country or a person without nationality.

**21.13 Education.**

(a) Applicant shall be able to read, write, and understand the English language, and shall be able to speak the English language without accent or impediment of speech which would interfere with two-way radio conversation; and

(b) Shall be a high school graduate or what is deemed by the Administrator to be its equivalent from the applicant's showing of general experience and aeronautical experience, knowledge, and skill.

**21.14 Physical condition.** Applicant shall meet the physical standards of the First Class prescribed in Part 29 of this subchapter.

**21.15 Aeronautical knowledge.** Applicant shall be familiar with and shall accomplish a satisfactory written examination on:

(a) The provisions of Parts 1, 21, 27, 40, and 60 of this subchapter, together with such parts

of the provisions of Part 4a and 4b of this subchapter as are pertinent to the operations of air carrier aircraft.

(b) The fundamentals of air navigation and the use of formulas and of instruments and other navigational aids, both in aircraft and on the ground, which are deemed necessary for the navigation of aircraft by instruments.

(c) The general system of weather collection and dissemination.

(d) Weather map, weather forecast, and weather sequence abbreviations, symbols, and nomenclature.

(e) Elementary meteorology, including modern knowledge of the cyclones as associated with fronts.

(f) Cloud forms.

(g) Department of Commerce Weather Bureau Circular N, Instructions for Airway Meteorological Service, and all amendments thereto.

(h) Weather conditions, including icing conditions and upper-air winds, affecting aeronautical activities.

(i) Air navigation facilities in use on the civil airways, including rotating beacons, course lights, radio ranges, and radio marker beacons.

(j) Data obtained from airplane weather observations and meteorological data reported from observations made by pilots engaged in air carrier flights.

(k) The influence of terrain upon meteorological conditions and developments, and the relation thereof to air carrier flight operations.

(l) Radio communication procedure as applied to aircraft operation.

(m) The basic principles of loading and weight distribution and its effect on flight characteristics.

21.15-1 *Written examination (FAA policies which apply to sec. 21.15).*

(a) *Eligibility.* The airline transport pilot rating written examination will be given to any person who meets the eligibility requirements of sections 21.9 through 21.14 and 21.16.

(b) *Contents.* The examination consists of four sections: (1) Civil Air Regulations, (2) meteorology, (3) radio navigation, and (4) radio operations and procedures; each of which is graded separately. A minimum grade of 70 percent is required to pass each section.

(c) *Substitution of credit.* An applicant may be credited with the successful completion of the meteorology section of the airline transport pilot rating written examination if he possesses a currently valid flight navigator's certificate or an instrument rating or if, within the last 2 years, he has successfully completed the meteorology section of either the flight navigator or instrument rating examination. An applicant may be credited with successful completion of the radio navigation section of the airline transport pilot examination if he possesses a currently valid flight navigator's certificate or if, within the last 2 years, he has successfully completed the air navigation section of the flight navigator examination. If, however, the applicant has previously taken the airline transport pilot examination and failed to pass these sections, he may not substitute such credit for the written examination.

(d) *Examination procedures.* The examination sections mentioned in paragraph (b) should be completed within the time prescribed on the examination booklet except that the supervising inspector may, at his discretion, allow extra time in special circumstances. The examination may not be started unless sufficient time remains to complete the appropriate sections of the examination.

(Published in 24 F.R. 1021, Feb. 11, 1959, effective Feb. 16, 1959).

(e) *Report of grades.* A report of grades received, Form ACA-578A, will be mailed direct to the applicant. Form ACA-578A will be accepted within a period of 24 months from the date of the examination as evidence of the applicant's having successfully completed the knowledge requirements for an airline transport pilot rating. A Form ACA-578A, acceptable on September 1, 1956, will be accepted by the Administrator until September 1, 1958.

*Exception:* Form ACA-578A will be accepted by the Administrator from an applicant during the applicant's period of employment with an air carrier or operator, provided the applicant has been continuously employed since taking the examination, as a pilot with an air carrier or operator, and during this period of employ-

ment actively participates in a pilot training program conducted by the air carrier or operator.

(Published in 21 F. R. 7370, Sept. 27, 1956, effective Oct. 15, 1956.)

**21.16 Aeronautical experience.** An applicant for an airline transport pilot rating shall hold a valid commercial pilot rating, or equivalent as determined by the Administrator, and shall meet the following aeronautical experience requirements:

(a) Applicant shall have had at least 250 hours of flight time composed of time as pilot-in-command, or time as copilot actually performing the duties and functions of a pilot-in-command under the surveillance of the pilot-in-command, or any combination thereof. Of this time, at least 100 hours shall have been cross-country flight time, and at least 25 hours shall have been night flight time. Flight time shown in fulfillment of the requirements of this paragraph may also be used for the purposes of paragraph (b).

(b) Applicant shall have had at least 1,200 hours of flight time as pilot within the last 8 years, of which

(1) 5 hours shall have been had within 60 days immediately preceding the date of application;

(2) 500 hours shall have been cross-country flight time;

(3) 100 hours shall have been night flight time;

(4) 75 hours shall have been instrument time under actual or simulated instrument conditions of which not less than 50 hours shall have been in actual flight.

(c) An applicant who meets the requirements of paragraph (a) with other than 250 hours of pilot-in-command time shall have his certificate appropriately endorsed by the Administrator in accordance with Article 39 of the Convention on International Civil Aviation. At such time as the holder of a certificate so endorsed submits reliable documentary evidence to the Administrator that he has met the requirements of paragraph (a), taking into account only time as pilot-in-command, he shall be reissued a certificate without such endorsement.

**Note:** By the terms of Article 40 of the Convention on International Civil Aviation, no person having a certificate endorsed in accordance with the foregoing

provision may participate in international navigation as pilot-in-command except with the permission of the State or States whose territory is entered.

**21.16-1 Aeronautical experience (FAA rules which apply to sec. 21.16).**

(a) The following shall be considered to hold the equivalent of a United States Commercial Pilot Rating Certificate:

(1) Pilots of the U. S. armed services whose military experience qualifies them for commercial certificates under section 20.55 (b).

(2) Holders of foreign airline transport pilot or commercial pilot licenses without limitations issued by member states of ICAO.

(b) The holding of the equivalent of a commercial pilot rating shall permit the holder thereof to meet the requirements of sections 21.17 (a) (1) through (7) and 21.18 (b).

(Published in 21 F. R. 7370, Sept. 27, 1956, effective Oct. 15, 1956.)

**21.16-2 Evidence of flight experience (FAA policies which apply to sec. 21.16).**

(a) Flight experience required by section 21.16 should be substantiated by a logbook maintained in accordance with the requirements of section 20.16 of this subchapter.

(Published in 21 F. R. 7370, Sept. 27, 1956, effective Oct. 15, 1956.; amended in 23 F.R. 2097, Mar. 29, 1958, effective Apr. 21, 1958.)

**21.16-3 Copilot experience (FAA policies which apply to sec. 21.16 (a)).** A copilot employed by a certificated air carrier may credit "as copilot actually performing the duties and functions of a pilot-in-command under the surveillance of the pilot-in-command" that time during which he performs all the functions of the pilot-in-command<sup>1</sup> including landings and takeoffs, en route flying, low approaches, and ground functions.

(a) Flight time credited in this manner is subject to the provisions of section 43.44 (b) (2) of this subchapter.

(b) The actual flight time should be recorded and certified by the pilot-in-command under whose supervision the functions were accomplished.

(Published in 21 F. R. 7370, Sept. 27, 1956, effective Oct. 15, 1956.)

<sup>1</sup> An air carrier should determine that a copilot has had sufficient time and experience and has demonstrated his ability to perform efficiently the duties of a copilot before permitting him to perform the functions of a pilot-in-command for the purpose of logging "pilot-in-command time."



### 21.17 Aeronautical skill.

(a) Applicant shall demonstrate satisfactorily his ability to pilot aircraft in normal take-offs, turns, landings, and the following maneuvers (the maneuvers in subparagraphs (6) and (7) of this paragraph shall be performed in an aircraft satisfactory to the examining inspector of the Administrator):

(1) From 3,500 feet, with engine throttled, a 360° turn and a landing in normal landing attitude.

(2) From 2,500 feet, with engine throttled, a 180° turn and a landing in normal landing attitude.

(3) A series of three shallow and three steep figure 8 turns and one 720° steep power turn in each direction. During these maneuvers, the pilot shall not gain or lose more than 200 feet of altitude.

(4) A spiral in one direction from 3,500 feet, or higher, with engine throttled, and a landing in normal landing attitude.

(5) Subparagraphs (1) through (4) of this paragraph shall be applicable when the flight tests are conducted in aircraft of a gross weight in excess of 10,000 pounds; otherwise, the pilot shall be required to demonstrate his aeronautical skill in accordance with section 20.45 of this subchapter.

(6) Emergency maneuvers such as simulated forced landings, spirals, side slips and climbing turns, and recovery from stalls, maneuvers in multiengine equipment with authorized load with one engine inoperative, if rating is sought on such equipment, and such other maneuvers as the examining inspector of the Administrator may deem necessary to demonstrate the competence of the applicant.

(7) A right-hand and a left-hand spin, each of at least two full turns, with not to exceed 10 degrees error.

*Note:* The requirements of subparagraphs (1)-(7) of this paragraph and of section 21.18 (b) may be met by the holding of a valid commercial rating.

(b) Applicant shall accomplish satisfactorily a flight test, solely by instruments, with respect to the following:

(1) Straight level flight for a given period of time.

(2) Moderate banks during 180° and 360° turns in both directions.

(3) Minimum glides and maximum climbs, and approaches to stalled attitudes of flight.

(4) Climbing turns.

(5) Stalls, skids, slips and spirals, and banks in excess of 45°, and recovery from the same.

*Note:* The requirements of subparagraphs (1)-(5) of this paragraph may be met by the holding of a valid instrument rating.

(6) Such other maneuvers as the examining inspector deems necessary.

(7) A practical demonstration, while in flight or under simulated conditions, of estimating arrival time, taking into account speed, wind, and drift.

21.17-1 *Aeronautical skill (FAA policies which apply to sec. 21.17).*

(a) An applicant will satisfactorily demonstrate the following maneuvers to a Flight Operations and Airworthiness Inspector or a designated airline transport pilot examiner by means of a flight check.<sup>2</sup> This flight check may not be taken until the written examination has been satisfactorily completed and the applicant has complied with the requirements of section 21.31.

(b) The following list of maneuvers will be specifically required for airline transport rating in multiengine aircraft:

Equipment examination (oral).

Preflight check.

Taxiing, or sailing and docking.

Runups.

Takeoffs.

Climbs and climbing turns.<sup>3</sup>

Maneuvering at slow speed.

Approaches to stalls.

Airport traffic pattern.

Landing technique.

Crosswind takeoff and landing.

Traffic control procedure.

Steep turns (instruments only).

Timed turns.<sup>3</sup>

Recovery from unusual attitudes.

Use of radio equipment.

Orientation.

Beam bracketing.

<sup>2</sup> The examiner or inspector will determine the order in which the maneuvers are to be accomplished. See appendix A for detailed information relating to the required maneuvers.

<sup>3</sup> Not required if applicant holds instrument rating.

Cone (station) identification.  
 Instrument approach procedures.  
 Missed approach procedures.  
 Use of directional radio.  
 Rapid descent and pull-up.  
 Engine(s) out procedure.  
 Maneuvering with engine(s) out.  
 Maneuvering for landing at weather minimums.  
 Takeoff and landing with engine(s) failure.  
 Emergencies.  
 Smoothness and coordination.  
 Judgment.

(c) The following list of maneuvers will be specifically required for airline transport pilot rating in single-engine aircraft:

Equipment examination (oral).  
 Preflight check.  
 Taxiing, or sailing and docking.  
 Runup.  
 Takeoffs.  
 Climbs and climbing turns.<sup>3</sup>  
 Maneuvering at slow speed.  
 Stalls.  
 Airport traffic pattern.  
 Accuracy approaches and spot landings.  
 Landing technique.  
 Crosswind takeoff and landing.  
 Traffic control procedures.  
 Steep turns (instrument only).  
 Timed turns.<sup>2</sup>  
 Recovery from unusual attitudes.  
 Use of radio equipment.  
 Orientation.  
 Beam bracketing.  
 Cone (station) identification.  
 Instrument approach procedures.  
 Missed approach procedures.  
 Use of directional radio.  
 Rapid descent and pull-up.  
 Maneuvering for landing at weather minimums.  
 Emergencies.  
 Smoothness and coordination.  
 Judgment.

(d) The following list of maneuvers will be specifically required of ATR multiengine pilots who apply for additional type ratings:

Equipment examination (oral).  
 Preflight check.

Taxiing, or sailing and docking.  
 Runups.  
 Takeoffs.  
 Maneuvering at slow speed.  
 Approaches to stalls.  
 Airport traffic pattern.  
 Landing technique.  
 Cross-wind takeoff and landing.  
 Traffic control procedures.  
 Steep turns (instrument only).  
 Recovery from unusual attitudes.  
 Use of radio equipment.  
 Instrument approach procedures.  
 Missed approach procedures.  
 Rapid descent and pull-up.  
 Engine(s) out procedure.  
 Maneuvering with engine(s) out.  
 Maneuvering for landing at weather minimums.  
 Takeoff and landing with engine(s) failure.  
 Emergencies.  
 Smoothness and coordination.  
 Judgment.

(Published in 21 F. R. 7370, Sept. 27, 1956, effective Oct. 15, 1956.)

### 21.18 *Radio skill.*

(a) An applicant shall demonstrate his ability to interpret International Morse Code signals, and shall accomplish a satisfactory flight test in a hooded cockpit with respect to the following:

- (1) Tuning radio.
  - (2) Orientation. Such orientation shall include the use of the radio direction finder with sufficient tests to determine the ability of the pilot to:
    - (i) Home on a radio station.
    - (ii) Determine whether the aircraft is heading toward or away from the station.
    - (iii) Obtain accurate fixes by the use of radio compass.
  - (3) Following radio range.
  - (4) Locating cone of silence.
  - (5) Letting-down-through on the range by the approved instrument approach procedure for the particular airport used in connection with the test.
  - (6) Such other maneuvers as the examining inspector deems necessary.
- (b) Such maneuvers as are necessary to demonstrate competence to satisfactorily pilot

<sup>3</sup> Not required if applicant holds instrument rating.

an aircraft from either control seat. None of the maneuvers provided for in sections 21.17 and this section shall be disregarded, but any such maneuver may be modified by the examining inspector of the Administrator to such extent as may be necessary for reasonable and safe operation of the aircraft used in the particular maneuver. Such inspector will report any such modification to the Administrator in writing.

**21.19 Airline transport pilot certificate (helicopter).** An applicant for an airline transport pilot certificate with a helicopter rating authorizing the piloting of a helicopter under VFR flight rules only shall meet the aeronautical requirements of sections 21.19a through 21.19c in lieu of sections 21.15 through 21.18: *Provided*, That an airline transport pilot certificate with a helicopter category rating and appropriate class and type ratings will be issued to a pilot who has served for at least 100 hours as pilot in command in scheduled air carrier helicopter operations within the 12 months immediately preceding the date of application and who otherwise meets the qualification requirements of this part.

**21.19a Aeronautical knowledge.** Applicant shall be familiar with and shall accomplish a satisfactory written examination on:

(a) Provisions of the Civil Air Regulations pertinent to the air carrier operation of helicopters;

(b) Helicopter design, components, systems, and performance limitations;

(c) Basic principles of loading and weight distribution and their effect on helicopter flight characteristics;

(d) Air traffic control systems and procedures pertinent to the operation of helicopters;

(e) Procedures for the operation of helicopters in potentially hazardous meteorological conditions; and

(f) Theory of flight as applicable to helicopters.

**21.19b Aeronautical experience.** Applicant shall hold a valid commercial pilot certificate or equivalent as determined by the Administrator, and shall have had at least 1,200 hours of flight time as pilot within the last 8 years, of which:

(a) 5 hours shall have been in helicopters within 60 days immediately preceding the date of application;

(b) 500 hours shall have been cross-country flight time;

(c) 100 hours shall have been night flight time, of which at least 15 hours shall have been in helicopters; and

(d) 200 hours shall have been in helicopters, of which 75 hours shall have been as pilot in command of a helicopter, or as copilot actually performing the duties and functions of a pilot in command under the surveillance of a pilot in command, or any combination thereof.

**21.19c Aeronautical skill.** Applicant shall demonstrate to the satisfaction of the Administrator his ability to pilot helicopters. Such demonstration shall include at least the following:

(a) Maneuvers consisting of normal take-offs and landings, cross-wind landings, climbs and climbing turns, steep turns, maneuvering at minimum speed, rapid descent, and quick stops;

(b) Simulated emergency procedures including failure of an engine or other components or systems, fire, ditching, evacuation, and operation of emergency equipment;

(c) Autorotative approaches and landings with simulated one engine inoperative; and

(d) Such other maneuvers as the Administrator may deem necessary to demonstrate the competence of the applicant.

**21.19d Additional category ratings.**

(a) A person holding a valid airline transport pilot certificate with an airplane category rating who applies for a helicopter category rating authorizing the piloting of a helicopter under VFR flight rules only shall:

(1) Comply with the provisions of sections 21.19a and 21.19c; and

(2) Have completed at least 100 hours, including 15 hours at night, of helicopter flight time as pilot in command of a helicopter, or as copilot actively performing the duties and functions of a pilot in command under the surveillance of a pilot in command who holds a valid airline transport pilot certificate with the appropriate helicopter rating, or any combination thereof; or have completed a training

program conducted by a certificated air carrier or other approved agency requiring at least 75 hours of helicopter pilot-in-command, copilot, solo, or dual instruction time, or any combination thereof of which 15 hours shall have been at night.

(b) A person holding a valid airline transport pilot certificate with a helicopter category rating who applies for an airplane category rating shall:

(1) Comply with the provisions of sections 21.15 through 21.18; and

(2) Have completed at least 100 hours, including 15 hours at night, of airplane flight time as pilot in command of an airplane, or as copilot actively performing the duties and functions of a pilot in command under the surveillance of a pilot in command who holds a valid airline transport pilot certificate with the appropriate airplane rating, or any combination thereof; or have completed a training program conducted by a certificated air carrier or other approved agency requiring at least 75 hours of airplane pilot-in-command, copilot, solo, or dual instruction time, or any combination thereof, of which 15 hours shall have been at night.

### Airline Transport Pilot Competency Certificate

**21.20 Aircraft rating.** The aircraft which the applicant is deemed competent to pilot shall be prescribed in his certificate by category and class, and type if the aircraft has a maximum certificated takeoff weight of 12,500 lbs. or more and, in the case of unconventional airplanes, such description as is appropriate to define clearly the competence of the applicant. Competence to pilot aircraft shall be demonstrated in aircraft of the category and class and, if appropriate, the type for which the rating is sought.

21.20-1 *Aircraft rating (FAA policies which apply to sec. 21.20).* Flight test maneuvers as outlined in section 21.17-1 (d) will be used in determining competency of airline transport pilots for aircraft ratings sought by them in accordance with this section.<sup>4</sup>

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

<sup>4</sup> See appendix B for various type ratings.

**21.21 Application.** Application for an airline transport pilot certificate shall be made to the Administrator upon a form supplied for the purpose.

(a) *Application to amend.* When any change in an airline transport pilot competency rating is desired, the applicant shall file a written request therefor with the Administrator upon a form supplied for the purpose.

(b) *Revocation.* No person whose airline transport pilot certificate has been revoked shall apply for or be issued a pilot certificate of any grade or rating for a period of 1 year after the revocation, except as the order of revocation may otherwise provide.

21.21-1 *Application (FAA policies which apply to sec. 21.21).* Application for an Airline Transport Pilot Rating Certificate will be made on Form ACA-342A. This form can be obtained from a representative of the Administrator at any regional, district, or field office. Application must be presented in person to a Flight Operations and Airworthiness Inspector or a designated airline transport pilot examiner.

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

21.21-2 *Application to amend (FAA policies which apply to sec. 21.21 (a)).*

(a) Application for an amendment to the Airline Transport Pilot Rating Certificate will be made in accordance with procedures set forth in section 21.21-1.

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

**21.22 Issuance.** Upon approval of an application duly made, proofs submitted and examinations and tests satisfactorily completed, an airline transport pilot certificate will be issued in an appropriate form.

(a) *Temporary certificate.* Following application made for an airline transport pilot certificate, but prior to approval thereof and issuance of the certificate, a temporary airline transport pilot certificate may be issued by the examining inspector of the Administrator.

(b) *Special ratings.* A special rating, except an instrument rating, will be issued to and renewed for the holder of a valid airline transport pilot certificate pursuant to the provisions

of sections 20.120 and 20.121, and upon the same terms as such rating is issued to and renewed for the holder of a valid commercial pilot certificate.

(c) *Instruction in air transportation service.* Any person holding a valid airline transport pilot rating shall be considered competent to instruct other pilots in air transportation service in aircraft of a category, class, and type specified in the airline transport pilot rating of the instructing pilot. No pilot shall give more than 8 hours of such instruction in any one day nor more than 36 hours in any 7-day period. Such instruction shall be given only in aircraft equipped with fully functioning dual controls.

21.22-1 *Issuance (FAA policies which apply to sec. 21.22 (a)).* After the applicant has satisfactorily completed both the written examination and flight test, he will be issued a temporary certificate, Form FAA-1710T. This certificate may be issued by a Flight Operations and Airworthiness Inspector only. Hence, if the flight test has been given by a designated examiner, the applicant must obtain a properly endorsed Form ACA-342A from him for presentation to a Flight Operations and Airworthiness Inspector who will issue the FAA-1710T. Permanent certificates will be issued from Washington, D. C.

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

21.23 *Display.* An airline transport pilot certificate shall be kept in the personal possession of the pilot at all times when piloting aircraft, and shall be presented for inspection upon the demand of any passenger, or of any authorized official or employee of the Administrator or Board or any State or municipal official charged with the duty of enforcing local laws or regulations involving Federal compliance, or upon the reasonable request of any other person.

#### 21.24 *Duration.*

(a) An airline transport pilot certificate issued to a United States citizen shall remain in effect until surrendered, suspended, revoked, or otherwise terminated by order of the Administrator. A certificate issued to an applicant other than a United States citizen shall remain

in effect for a period no longer than 12 months after the date of issuance, but it may be reissued without further demonstration of technical competence.

(b) A temporary airline transport pilot certificate shall remain in effect for a period no longer than 3 months after the date of issuance.

(c) After revocation, and upon request after suspension, the certificate shall be returned to the Administrator.

(d) Nothing in this section shall be construed to deny or defeat the jurisdiction of the Federal courts, the Administrator, or the Board to impose any authorized sanction, including revocation of the certificate, for a violation of the Act or of the Civil Air Regulations occurring during the effective period of the certificate.

(e) Upon application to the Administrator, a person who on April 30, 1953, held a valid airline transport pilot certificate showing horsepower ratings and who has failed to exchange such certificate may, notwithstanding such failure and without further showing of competence, obtain an airline transport pilot certificate showing the aircraft category and class ratings and any aircraft type ratings for which he was qualified on April 30, 1953: *Provided*, That the holder of such certificate has:

(1) Passed an official rating test, as prescribed by the Administrator, in that type aircraft; or

(2) Successfully accomplished, in that type aircraft, a pilot ground and flight training program acceptable to the Administrator; or

(3) Served as pilot-in-command and sole manipulator of the controls of that type aircraft for at least 10 hours since May 1, 1949, and such aircraft was within his category, class, and horsepower ratings.

Such a person may also reinstate any pilot or other special ratings shown on the expired airline transport pilot certificate.

Note: All airline transport pilot certificates showing horsepower ratings expired May 1, 1953.

21.24-1 *Voluntary surrender of certificate (FAA policies which apply to sec. 21.24 (a)).* The holder of an airline transport pilot certificate may surrender it at any time to a Flight Operations and Airworthiness Inspector for cancellation. Final acceptance of surrender for cancellation is within the discretion of the

Administrator. When a certificate has been accepted for surrender, the pilot must requalify and pass all applicable examinations and tests if he wishes to obtain another airline transport pilot certificate.

(Published in 23 F. R. 2097, Mar. 29, 1958, effective Apr. 21, 1958.)

**21.25 Nontransferability.** An airline pilot certificate is not transferable.

**21.26 Operation during physical deficiency.** A certificated airline transport pilot shall not operate any aircraft during the period of any known physical deficiency or increase in physical deficiency which would render him during that period unable to meet the physical requirements with which he complied in order to secure his certificate.

**21.27 Termination of certificates.** A certificate issued to an applicant other than a United States citizen shall remain in effect for a period no longer than 12 months after the date of issuance; however, it may be reissued without further demonstration of technical competence.

#### **21.28 Reexamination.**

(a) An applicant who has failed any prescribed theoretical examination may apply for reexamination at any time after the expiration of 30 days from the date of such failure or after he has received not less than 5 hours instruction in each subject failed from a person employed by an airline to instruct in such subject or from whichever one of the following persons is appropriate:

- (1) A certificated airline transport pilot;
- (2) A certificated ground instructor rated for the subject;
- (3) A person qualified to instruct in the theory of instrument flight.

(b) An applicant who has failed to pass any prescribed practical examination or test may apply for reexamination only after (1) he has logged at least 5 additional hours of flying solely by instruments and at least 5 additional hours of dual flight instruction with a certificated flight instructor or a certificated airline transport pilot, or (2) he has acquired such part of the above practice or instruction as may, in the opinion of the Administrator, warrant reexamination. Upon meeting the requirements

of this paragraph an applicant for reexamination shall be deemed to meet the 5 hours flight time requirements set forth in section 21.16 (b) (1).

(c) Applicant shall present a statement from the instructor indicating that he has given the required instruction and that he deems the applicant qualified to pass the flight test or that part of the theoretical examination in which such instruction was given, whichever is appropriate.

**21.28-1 Reexamination** (*FAA policies which apply to sec. 21.28 (b)*).

(a) An applicant who has failed any maneuver (or maneuvers) will be issued a Form ACA-666 which will list specifically the maneuvers which he failed. In a reexamination only the maneuvers failed<sup>5</sup> need be repeated.

(b) Form ACA-666 must be submitted to the inspector or examiner prior to reexamination, together with satisfactory evidence that the additional flight time requirements required in section 21.28 (b) have been met.

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

**21.28-2 Instrument flight instruction** (*FAA policies which apply to sec. 21.28 (a) (3)*). An instructor employed by an air carrier or by a certificated flying school to instruct in courses pertinent to the theory of instrument flight will be considered to qualify under this section.

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

**21.29 Change of address.** Within 30 days after any change in the permanent mailing address of a holder of a pilot certificate with an airline transport pilot rating, the holder shall notify the Administrator in writing of such change. Such notice shall be mailed to the Federal Aviation Agency, attention Aircraft and Airmen Records Branch, Washington 25, D.C.

### **Examinations and Tests**

**21.30 General.** The examinations and tests prescribed in the regulations of this part (both for an airline transport pilot certificate and for the ratings issued with respect thereto) will be conducted by an authorized officer or employee of the Administrator or by a properly

<sup>5</sup> The number and relative importance of the maneuvers specified in section 21.17-1 which have been failed will be used as a guide in determining how many hours of flight time are required prior to reexamination.

qualified person designated for the purpose by the Administrator. During the flight tests the air carrier may have a check pilot on board.

**21.31 Physical examination.** In connection with the original issuance of any airline transport pilot certificate the physical examination prescribed shall be accomplished by a medical examiner of the Administrator of Federal Aviation Agency, duly authorized to so examine such pilots, before any practical or theoretical test or other examination will be given, and shall be completed within the 6 months preceding the date of filing application for such pilot certificate.

**21.32 Time and place.** All examinations and tests will be held at such times and places as the Administrator may designate.

**21.33 Aircraft used in tests.** The applicant shall furnish a certificated aircraft for any flight test involved. Each such aircraft, used in any test for an airline transport pilot certificate shall be equipped with dual controls and shall accommodate the applicant and the inspector. Aircraft having only one elevator and aileron control for two seats, or any arrangement whereby all flight and engine controls cannot be handled in a normal or conventional manner from either seat, are not considered as having dual controls for the purpose of flight tests for pilot ratings. Each such aircraft shall have adequate vision for the pilot and check pilot.

**21.33-1 Aircraft used in tests (FAA interpretations which apply to sec. 21.33).**

(a) Aircraft used to accomplish flight tests for airline transport pilot ratings may be (1) properly certificated aircraft of U. S. registry; or (2) at the discretion of the inspector or examiner, aircraft of foreign registry properly certificated by the authorities of the country in which it is registered; or (3) at the discretion of the inspector or examiner, military aircraft on operational status if permission of the appropriate military authority is obtained.

(b) A suitable hood must be provided by the applicant for the aircraft used. The hood must completely exclude from the applicant all outside forward visual reference and yet not unduly restrict the vision of the inspector or examiner.

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

**21.34 Aircraft category rating.** For purposes of specifying the category of aircraft which the applicant is deemed competent to pilot and for convenience in examining and rating the applicant with respect thereto, aircraft are categorized as follows:

- (a) Airplane;
- (b) Autogiro;
- (c) Glider;
- (d) Lighter-than-air aircraft.
- (e) Helicopter.

**21.35 Airplane class and type rating.**

(a) **Airplane class rating.** For purposes of specifying the class of airplane which the applicant is deemed competent to pilot and for convenience in examining and rating the applicant with respect thereto, airplanes are classed as follows:

- (1) Single-engine, land;
- (2) Single-engine, sea;
- (3) Multiengine, land;
- (4) Multiengine, sea;
- (5) Unconventional.

(b) **Type rating.** An aircraft type rating shall be issued for each type of aircraft having a maximum certificated takeoff weight of over 12,500 lbs. A helicopter type rating shall be issued for each type of helicopter.

**21.36 Inspection.** The applicant for an airline transport pilot certificate shall offer full cooperation in respect of any inspection or examination which may be made of said applicant upon proper demand by any authorized representative of the Administrator prior or subsequent to the issuance of such certificate.

**21.37 Standard of performance.** Every practical and theoretical examination and test shall be accomplished to the satisfaction of the Administrator and the minimum passing grade in the subject of examination or test shall be 70 percent. Each flight maneuver will be graded separately. Other examinations will be graded as a whole.

**21.38 Reports.** The person giving any examination or test in behalf of the Administrator will report the result thereof upon an appropriate form to the Administrator and all data collected incident to such examination or test will be considered as of a confidential nature by such persons and by all employees of the Federal Aviation Agency.

## Pilot Regulations

### 21.40 *Certificated airline transport pilots.*

(a) **Rating limitations.** No certificated airline transport pilot shall operate any aircraft other than in accordance with the rating limitations set forth in his pilot certificate: *Provided*, That the holder of a valid airline transport pilot certificate may pilot airplanes:

(1) As a second pilot without an airplane class and horsepower rating for the particular airplane operated;

(2) As a first pilot of a class or within a horsepower range other than that specified in his airline transport pilot certificate, but he shall not carry any person in such airplanes other than members of the crew thereof, certificated airmen carried in air carrier airplanes in furtherance of their official duties, or a certificated instructor rated for the airplane operated.

(b) **Periodic physical examinations.** A certificated airline transport pilot shall not pilot an aircraft in operations for which he is required to possess an airline transport pilot rating unless, within the preceding 6 calendar months, he has met the physical requirements of this part by passing an examination given by an authorized airline medical examiner of the Administrator.

(c) **Medical certificate.** A medical certificate issued by an authorized airline medical examiner of the Administrator or other evidence satisfactory to the Administrator that the pilot has met the physical requirements of this part shall be carried by such pilot while piloting aircraft.

21.40-1 *Retention of existing ratings upon issuance of a pilot certificate of a higher rating (FAA policies which apply to sec. 21.40).*

(a) The holder of a commercial pilot certificate who qualifies for an airline transport pilot certificate may retain all of his commercial pilot certificate ratings. However, when such ratings are endorsed on his airline transport pilot certificate, he may exercise only the privileges of a commercial pilot in respect to such ratings. In order to exercise such privileges he must hold a first class medical certificate issued within the past 12 calendar months.

(Published in 21 F. R. 7371, Sept. 27, 1956, effective Oct. 15, 1956.)

21.41 **Passenger carrying.** A certificated airline transport pilot shall not pilot any aircraft carrying any person other than members of the crew thereof, certificated airmen carried in air carrier aircraft in furtherance of their official duties, or a certificated instructor rated for the aircraft operated, unless, within the 90 days immediately preceding, he shall have made at least 3 takeoffs, and 3 landings to a full stop, in an aircraft of the same category (sec. 21.34) and if an airplane, within the same class (sec. 21.35 (a)) as that of the aircraft in which any such person is carried.

21.42 **Recent experience requirements.**

(a) **Passenger flight (day and night).** A certificated airline transport pilot shall not pilot an aircraft carrying any person other than the members of the crew thereof, certificated airmen carried in air carrier aircraft in furtherance of their official duties, or a certificated instructor rated for the aircraft operated, unless within the preceeding 3 calendar months he shall have made and logged at least 3 takeoffs and landings to a full stop in an aircraft of the same category, class, and type as that of the aircraft in which such person is carried.

(b) **Instrument flight.** A certificated airline transport pilot, who within the preceding 6 calendar months has not flown and logged at least 2 hours of flight time solely by reference to instruments under either actual or properly simulated instrument flight conditions, shall not pilot an aircraft under such conditions until he has flown and logged at least 2 hours of such flight time accompanied by a certificated pilot of at least private grade holding an appropriate category, class, and type rating for the aircraft and authorized to operate aircraft under instrument conditions.

21.43 **Instruction.** No person holding a valid airline transport pilot certificate shall give flying instruction, except as provided for in section 21.22 (c), unless possessed of a valid instructor rating.

21.44 **Logbooks.** The following rules will govern pilot logbooks:

(a) **General.** Every certificated airline transport pilot shall keep an accurate record of his flying time in a logbook in which the entries



as to solo flying time have been certified to by him and the entries as to instruction have been certified to by his instructor. Logbooks shall be bound records and the entries shall be accurate, legible, in ink or indelible pencil, and so arranged as to facilitate easy reference thereto.

(b) *Contents.* The logbook shall contain the date of flight, the category, class, and type of aircraft flown, the aircraft certificate number, a statement of pilot in command, dual instruction, instrument and night flight time, the duration of the flight, the points between which such flight was made, and, in addition, when any flight results in serious damage to the aircraft, a notation to this effect. Dual instruction time shall be logged in the same manner and, in addition, the instructor shall make complete entries in the logbook of his student showing the nature of each maneuver in which instruction was given and the time spent thereon. The instructor shall attest each such entry with his initials, pilot certificate number, and pertinent rating. This logbook shall be presented for inspection, upon demand and reasonable

notice, to any authorized representative of the Administrator or Board or State or municipal officer enforcing local regulations or laws involving Federal compliance.

(c) *Logging of pilot flight time.* The holder of an airline transport pilot certificate may log the total flight time while acting as pilot in command or copilot.

(d) *Logging instrument flight time.* Instrument flight time may be logged as such only when the aircraft is flown solely by reference to instruments either under actual or properly simulated flight conditions. (Over-the-top flying shall not be logged as instrument flight time.)

(e) *Reports.* The holder of an airline transport pilot certificate shall furnish the authorized airline medical examiner of the Administrator, at the time of each physical examination to be forwarded by him to the Administrator, a report setting forth the amount and type of his aeronautical experience and such other pertinent data as the Administrator may require since his last preceding report.

# Appendix A

## Guide to Satisfactory Performance of Required Maneuvers

The required flight maneuvers are explained below, together with a guide as to required performance

### Equipment Examination (Oral)

Prior to starting the actual flight test, the applicant will demonstrate an adequate knowledge of the engine, airplane, and equipment to be used. The agent or examiner will ask questions covering the following subjects: Loading, engine power settings, airplane placard speeds, critical engine failure speeds in multiengine airplanes, control systems, fuel and lubrication systems, propeller and supercharger operation, and the hydraulic landing gear, wing flap, and electric systems.

Special attention will be given to radio equipment, anti-icing, heating and ventilating, fire control, pressurization (if airplane is pressurized), operational characteristics, and emergency procedures.

Emphasis will be placed on practical operation and not on technical aspects.

### Preflight Check

Applicant will be required to conduct a visual inspection of the exterior, interior, and cockpit of the airplane, including engine(s), propeller(s), wings, fuselage, landing gear, and control surfaces. He will be expected to identify and present, if requested, the required certificates and operation manuals. Starting procedure, use of check list, and check of radio equipment will be considered in grading this item.

### Taxiing (or Sailing and Docking)

Applicant will demonstrate acceptable taxi methods, including smooth use of throttle and brakes, S-turns when necessary, safe taxiing speed, correct use of controls with reference to wind direction, use of tail wheel lock, proper compliance with tower instructions, the check of directional instrument while taxiing, and proper checking of hydraulic pressures and engine temperatures.

### Runup

The applicant will demonstrate the recommended procedure in the runup of the engine or engines to check ignition, engine accessories, smooth performance and proper engine power output. The proper use of check list, and of giving proper instructions to other members of the crew and seeing that they are properly carried out will also be demonstrated.

### Takeoffs

Applicant will be required to demonstrate normal safe, smooth, and straight takeoffs, attaining recommended climbing speed before starting climb, correcting for drift during take-off and climb, proper instructions to the crew and proper use of all accessories, such as controllable propeller, retractable landing gear, and wing flaps.

### Climbs and Climbing Turns <sup>6</sup>

The applicant will be required to demonstrate normal uniform climbs and climbing turns in both directions without slip or skid maintaining normal climb speeds and constant rates of turn. Climbs and climbing turns will be made at a predetermined rate of climb known to be within the performance capabilities of the airplane used. Applicant will be rated on the basis of his use of the proper amount of power, ability to hold a uniform air speed, his ability to hold his heading in straight climbs, and to hold a constant rate of turn in either direction.

### Maneuvering at Slow Speed <sup>6</sup>

The applicant will be required to perform straight and level flight, level flight turns and climbing and gliding turns at slow speeds.

The applicant will be judged on his ability to hold such slow flight, to maintain altitude and

<sup>6</sup> Must be performed under the hood.

heading, and to avoid unintentional stalls. The transition to and from slow flight should be smooth, prompt, and without change of altitude or heading.

### **Approaches to Stalls <sup>6</sup>**

Approaches to stalls in multiengine aircraft will be demonstrated from straight flight and turns, with and without power, using the full panel. Approaches to stalls will be executed with various configurations of landing gear and flap extension.

Performance will be judged on ability to recognize the approach to stall, prompt action in initiating recovery, and the holding of heading and smooth recovery with the minimum loss of altitude.

### **Stalls <sup>6</sup>**

In single engine aircraft full stalls will be required. Stalls will be demonstrated in the same configurations and judged in the same manner as approaches to stalls are demonstrated and judged in multiengine aircraft.

### **Airport Traffic Pattern**

Applicant will be required to demonstrate his ability to properly execute a recognized pattern approach to a landing at an airport.

Performance will be judged on the applicant's ability to control and judge position of the airplane in the landing pattern, determine properly the time to begin descent, control descent and air speed with the minimum throttle adjustment, and to approach so as to land on the first third of the runway without having to resort to excessive corrective maneuvers, and his use of the check list prior to landing.

### **Accuracy Approaches and Spot Landings**

#### *Single Engine Airplane Only*

The applicant will be required to make a series of three landings from an altitude not to exceed 1000 feet with the engine throttled, and 180° change in direction; the airplane touching the ground in a normal landing attitude beyond and within 200 feet from a designated line. At least one landing will be accomplished from a forward slip.

Because of the universal acceptance of the

rectangular traffic pattern, the completion of 180° approaches using two 90° turns with a straight base leg is preferred, although circular approaches are acceptable.

Performance will be judged on the basis of planning, control of air speed, correction for wind drift on base leg, coordination, and ability to hit the desired mark. Any violent maneuvering or excessive slips, or dangerously slow air speeds will be disqualifying.

### **Landing Technique**

Applicant will be required to make a normal approach and landing without the use of flaps in addition to demonstrating the use of flap configuration appropriate to the type of approach being used.

Performance will be judged on the applicant's ability to control and judge position of the airplane in the landing pattern, to control descent and air speed with the minimum throttle adjustment, and to approach so as to land on the first third of the runway, and his use of check list prior to landings.

### **Cross-Wind Takeoffs and Landings**

The applicant will demonstrate normal cross-wind takeoffs and landings with or without flaps, using any accepted technique.

Performance will be judged on the ability to land without drift, technique in correcting drift on final approach, judgment in the use of flaps, and directional control during roll-out.

### **Traffic Control Procedures**

Applicant will be required to contact ATC to obtain airways traffic clearance and to fly that clearance, making all necessary position reports and acknowledging and observing all clearances. ATC contacts may be simulated if actual clearances are impracticable, and simulated holding procedures will be required.

Performance will be judged on the basis of correct radio procedures, with emphasis upon the applicant's ability to take and read back complicated clearances, and adherence to such ATC clearances.

### **Steep Turns (Instruments Only) <sup>6</sup>**

180° and 360° turns up to 45° of bank, depending on the airplane used will be required using full panel. As a guide the altitude variation should be less than plus or minus 100 feet.

<sup>6</sup> Must be performed under the hood.

Consideration will be given to other factors, such as turbulence, which may make compliance with the above limits impractical.

#### **Timed Turns <sup>6</sup>**

Applicant will be required to make turns of 90°, 180°, and 360° duration in each direction, and turns to desired headings, using the rate instruments only.

Standard rate turns of 360° duration should be executed with an error of less than 10° in smooth air. All turns must be accomplished with less than 100 feet plus or minus variation in altitude.

Performance will be judged on the basis of accuracy of heading, ability to hold altitude and air speed, coordination, and timing.

#### **Recovery From Unusual Attitudes <sup>6</sup>**

The aircraft will be placed in attitudes unusual to normal flight and the applicant will be required to recover to straight and level flight using the full panel. Such attitudes may include near stalls, diving spirals, abnormal skids and slips, and steep climbing turns or glides.

Performance will be judged on the basis of the applicant's ability to return to normal flight smoothly, without exceeding safe air speed limits, and without placing undue stress on the airplane. Particular care should be taken to preclude allowing the airplane to exceed any placarded speeds, design loads, or any other limitations in the airplane flight manual.

#### **Use of Radio Equipment**

The applicant will demonstrate his knowledge of where to find the frequencies for all FAA radio aids. He must demonstrate his ability to properly tune to all radio aids which he elects to use on the flight test.

He must recognize a properly-tuned signal from a distorted one, and know the uses of automatic and manual volume controls, the CW selector, and the voice and range filter.

He must know where to find and how to use the proper frequencies for ground and air control by airport control towers, and for contacting approach control, and Air Route Traffic Control.

Performance will be judged on the basis of proper frequency selection, filter selection, and use of volume control.

#### **Orientation <sup>6</sup>**

Orientation may be demonstrated by any accepted method practicable for the radio aid being used. Use of the rate instruments alone, or full panel will be at the discretion of the agent or examiner.

In the event the applicant elects to use VAR, VOR or ADF (MDF) for his orientation in flight, he will also be required to demonstrate an orientation using the current low frequency range system. This demonstration may be made in either an airplane or a synthetic trainer.

Performance will be judged on the basis of the selection of the best orientation method, the identification of radio signals, proper maneuvering of the airplane, ability to hold altitude and headings, cone (station) identification, and coordination.

#### **Beam Bracketing <sup>6</sup>**

Applicant will be required to fly along a given range leg or VOR track after intersecting it. He must be able to align himself with the leg after a reasonable number of bracketing corrections, and should be able to promptly estimate drift and average heading required.

Performance will be judged on the basis of planning, coordination, and the ability to hold constant heading and altitude.

#### **Cone (Station) Identification <sup>6</sup>**

After orientation and beam bracketing, the applicant will fly directly over the station and verify its location. Time of passing the station should be noted.

#### **Instrument Approach Procedures <sup>6</sup>**

The applicant will be required to execute a standard instrument approach procedure for the airport being used. He will be allowed to use only such radio equipment as is allotted him by the agent or examiner.

In the event that ADF, VOR, or ILS are used for the standard instrument approach, an approach using the low frequency range system in either an airplane or a synthetic trainer must also be demonstrated. In the event that this demonstration is being conducted in areas where the low frequency range system is not available, a demonstration using any combination of the above-mentioned sys-

<sup>6</sup> Must be performed under the hood.

tems will be considered satisfactory. For example, an initial approach may be made using ADF or VOR followed by a transition to the ILS for the final approach.

Performance will be based on the applicant's ability to obtain and follow an ATC clearance, his timing, his ability to maintain specified altitude and air speed, adherence to minimum altitudes, and the ability to successfully accomplish the approved procedure to the lowest weather minimums authorized.

#### **Missed Approach Procedures <sup>6</sup>**

Applicant must demonstrate the specified missed approach procedure for the airport being used.

#### **Use of Directional Radio <sup>6</sup>**

The applicant will be required to estimate time or distance from the station and to track to and from a station on a given bearing using aural null, or ADF. In those aircraft which do not have either ADF or MDF equipment this maneuver may be accomplished by use of an RMI presentation of a VOR signal. Performance will be judged on the basis of ability to tune the radio properly, a reasonable estimate of time or distance, and the ability to make good given tracks to and from the station.

#### **Rapid Descent and Pull-Up <sup>6</sup>**

Applicant will be required to demonstrate maneuvers which involve the exceeding of the normal limits of airline flying. (Note that this does not imply the exceeding of airplane placarded limits.)

The following will be executed at normal approach speed: rapid descent of at least 1,000 feet, followed by level flight of one minute and a climbing 180° turn at maximum rate of climb. This will simulate the letting down to a field surrounded by obstructions, followed by an emergency pull-up. Full panel will be used.

Performance will be judged on the basis of ability to establish a rapid descent at constant air speed, stopping the descent at minimum altitude specified without going below it, holding heading and altitude, and smooth pull up and climb.

#### **Engine(s) Out Procedure**

Propeller feathering will be demonstrated on all flight tests in airplanes equipped with

propellers which can be feathered and unfeathered in flight without damage to the engine. In other airplanes, engines will be throttled to zero thrust to simulate an emergency. No inspector or examiner will require an applicant to feather an engine's propeller or reduce power on an engine on takeoff or in any other critical position where failure of another engine would endanger safety.

The applicant will be graded on his use of the engine out check list, if available, the thoroughness of his cockpit check, and his handling of engine and airplane controls.

#### **Maneuvering With Engine(s) Out <sup>6</sup>**

##### *All Flight Tests in Multiengine Airplanes*

Applicants will be required to demonstrate emergency procedures in operation of multi-engine airplanes with one or more engines *throttled* or cut off, depending on conditions.

Engines should be throttled to approximately zero thrust to simulate loss of an engine in conditions where the failure of another engine would endanger safety.

The applicant will be required to maintain heading, and altitude (if possible), and to make moderate turns both toward and away from the dead engine.

Performance will be judged on the basis of his ability to maintain engine out air speed, heading, and altitude, to trim the airplane and make correct power settings, and to apply the appropriate check list.

#### **Maneuvering for Landing at Weather Minimums**

If it is consistent with safety, traffic patterns, local rules and laws, the applicant will be required to demonstrate maneuvering and landing under simulated minimum ceiling and visibility conditions. Ceilings and visibilities may be raised in accordance with the approved FAA minimum for the larger four-engine aircraft.

The inspector or examiner will take down the hood after a low instrument approach to the field, and the applicant will be required to complete his landing check list and land on the desired runway without climbing above the assumed ceiling or flying farther than the assumed visibility from the airport boundary.

<sup>6</sup> Must be performed under the hood.

Performance will be judged on the basis of smoothness, use of check list, air speed control, altitude control, and ability to land within the first third of the designated runway.

### **Takeoffs and Landings With Engine(s) Failure**

#### *All Multiengine Flight Tests*

Applicant will be required to demonstrate an emergency landing with 50 percent of the available power units. The simulated loss of power shall be on one side of the aircraft. One engine may be throttled after takeoff as soon as engine out speed has been attained. Throttled engines will be kept ready for immediate use in emergencies. No agent or examiner will cause an engine to be throttled in a position where failure of another engine will endanger safety.

Performance will be judged on the basis of ability to hold desired headings, air speed, and altitude, and the use of check list and cockpit procedure.

### **Emergencies**

In single-engine aircraft the applicant will be required to demonstrate satisfactory forced landing procedures. The examiner will use care in throttling the engine to see that it is immediately ready for use in case of emergency, and will not give a simulated forced landing where a safe landing is not possible. Proper use of carburetor heat and clearance of the engine will be the responsibility of the applicant.

**No simulated forced landing will be continued below 200 feet above the ground, unless an immediate landing is practicable. In no case will flight be continued to altitudes lower than the minimums prescribed by the CAR or local authorities.**

Performance will be judged on the basis of planning, coordinating, and **SAFETY**.

In multiengine aircraft, the applicant will be required to demonstrate his knowledge of all emergency procedures associated with specific equipment such as hydraulic, electrical, heating and de-icing, fire fighting and detection, pressurization, oxygen, etc., which is installed in the particular airplane utilized in the flight test. The applicant will interpret correctly all emergency warning signals and, where feasible, conduct satisfactorily the necessary emergency procedures.

### **Smoothness and Coordination**

Smoothness in handling the airplane should not be confused with sufficient motion of the controls to cause the airplane to perform in the desired manner. Abrupt, jerky, or violent action of the controls is seldom necessary, but prompt, firm actions often distinguish the pilot who is doing the flying from one who is "being flown." Smoothness is a term more correctly applied to the action of the airplane than to the movement of the controls.

Coordination involves all actions. The usual criterion is the relative movement of the hands and feet, or between the aileron and rudder controls. Other features are the coordination of elevators, power, and the constant control of heading when the pilot's attention is directed elsewhere.

Performance is judged on the basis of the applicant's ability to fly the airplane firmly without rough or abrupt movements, to keep the ball centered, and to use all controls as necessary for flight.

### **Judgment**

Judgment is a most difficult and important factor in the flight test. The pilot's judgment adds to or detracts from his ability and contributes in many cases to accidents. During each portion of the test the agent or examiner should determine whether the pilot exercises proper judgment in the performance of flight maneuvers particularly with respect to simulated emergency situations. However, the use of judgment or the lack of it must not be confused with the use of the proper technique in any given situation such as the making of correct estimates.

The agent or examiner should be alert in determining the manner in which the applicant analyzes each situation and whether or not he makes the correct decisions. The agent or examiner should utilize to the fullest extent maneuvers which require a display of judgment on the part of the applicant.

### **Grading**

In grading an applicant's performance on a flight test, the grading legend on the reverse of Form ACA-342A will be used. The number corresponding to the appropriate adjective description of the performance will be entered

in the space provided for each of the required maneuvers.

A final grade in percent will be entered at the bottom of the flight test report. This final grade will not be an average of the grades on the final maneuvers but will be an over-all appraisal of the applicant's performance.

A failing grade in any one of the required maneuvers will be disqualifying and will neces-

sitate a percent grade of less than 70. The agent or examiner conducting the flight test will, in the event of a disapproval, list in the appropriate space on Form ACA-666 all maneuvers which he deems unsatisfactory, and which must be passed upon reapplication. He will also enter the minimum additional flight time he deems necessary before the applicant may reapply under section 21.28 (b) (2) and (c).

# Appendix B

## Aircraft Type Ratings

This appendix contains the type ratings which the holder of an airline transport pilot rating may be issued upon meeting the flight test standards applicable thereto.

### Aircraft Type Ratings Issued

#### I. CIVIL AIRCRAFT\*

MANUFACTURER	MODEL DESIGNATIONS	CERTIFICATE TYPE RATINGS
Boeing	247D, or C-73	Boeing 247.
	314	Boeing 314.
	S-307, SA-307B, or SA-307B1	Boeing 307.
	377, or C-97	Boeing 377.
	YC-97	Boeing YC-97.
	Boeing 707	Boeing 707-100/200/300 Series.
Canadair	Canadair 540	Canadair 540.
Chase	YC-122	Chase YC-122.
Consolidated Vultee	28-4, 28-5ACF, PBY-5, OA-10, PBY-5A, OA-10A	Consolidated Vultee PBY.
	Convair 240, 340, 440, T-29, C-131, R4Y	Convair 240-340-440.
	Convair 880	Convair 880.
Curtiss-Wright	C-46A, D, E, F	Curtiss-Wright C-46.
	DC-3, C-47, C-48, C-49, C-50, C-51, C-52, C-53, C-68, R4D-1-2-3-4-5-6.	Douglas DC-3.
Douglas	Super DC-3, R4D-8, R4D-Z	Douglas DC3S.
	DC-4, C54A-B-C-etc., R5D1-2-3-4-etc.	Douglas DC-4.
	DC-6, DC-6A, DC-6B, DC-7, DC-7B, DC-7C, C118A, R6D-1, R6D-1Z.	Douglas DC-6, DC-7.
	DC-2, C-32, C-33, C-32A, C-34, C39, C42, R2D-1	Douglas DC-2.
	DC-8	Douglas DC-8.
	B-18	Douglas B-18.
	B-23, UC-67	Douglas B-23.
Fairchild	F-27 Friendship	Fairchild F-27.
Ford	4AT-B, 4-AT-E, 5AT-B, 5AT-C, 5AT	Ford 5.
Grumman	G-73 or Millard	Grumman G-73.
	SA-16 or Albatross	Grumman SA-16.
	G-159 Gulfstream	Grumman G-159.
Lockheed	14N	Lockheed 14.
	49, 049, 149, 649, 649A, 749, 1049-B-C-D-E-G, 1649, C-69, C-121, R7V-1.	Lockheed Constellation.
	18, C57, C59, C60, R50	Lockheed 18.
	188 Series (Electra)	Lockheed 188.
	Jetstar	Lockheed Jetstar.
Martin	202, 202A, 404	Martin 202-404.
McDonnell	Model 119 (USAF ECN)	McDonnell Model 119.
North American	Sabreliner (USAF UTX)	North American Sabreliner.
Sikorsky	S-43, S-43W	Sikorsky S-43.
	VS44A	Sikorsky VS-44.
Vickers	700 or 800 Series	Vickers Viscount.

\*Including civil counterpart of military aircraft.

II. Military aircraft which have been certificated but which have no civilian counterpart will be listed on the certificate by manufacturer and basic military identifications; e.g., Boeing B-17.



- III. When entering Amphibian types, such as Consolidated PBY, on a certificate, they will be restricted to "Land" or "Sea" unless proficiency has been demonstrated on both land and water, for example: CONSOLIDATED VULTEE PBY LAND. If proficiency is demonstrated on both land and water, the type rating will read "Consolidated Vultee PBY Land And Sea."
- IV. Applicants for type ratings on aircraft not listed above, or those listed in Safety Regulation Release 277 as certificated in the limited category, will be required to present evidence that at least one aircraft of the type concerned has been certificated by the FAA for civilian use.
- V. Type ratings may be issued for aircraft listed above if a provisional airworthiness certificate has been issued for the airplane.

## **Appendix C**

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### **Sample Forms**

The following are samples of forms to which reference has been made through Civil Aeronautics Manual 21.

<p style="text-align: center;">UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON</p>							<p>FORM ACA-578A (5-54)</p>
<p><b>No. A</b> 678984</p>							<p>DATED</p>
<p>A REPORT ON YOUR</p>							<p>WRITTEN EXAMINATION</p>
<p><b>DO NOT DESTROY</b></p>							
1	2	3	4	5	6	7	
<p>IF THIS FORM IS LOST OR DESTROYED YOU MAY OBTAIN A DUPLICATE FROM THE AIRMAN RECORDS BRANCH, CIVIL AERONAUTICS ADMINISTRATION, WASHINGTON 25, D. C., BY SENDING \$1.00 (MONEY ORDER OR CHECK MADE PAYABLE TO THE TREASURER OF THE UNITED STATES) AND STATING THE TITLE OF THE EXAMINATION, THE PLACE WHERE IT WAS TAKEN, AND THE APPROXIMATE DATE.</p>							<p>SEE REVERSE SIDE FOR INTERPRETATION. MACHINE SCORED ANSWER SHEETS WHICH SHOW GRADES BELOW PASSING ARE HAND- SCORED AS A DOUBLE CHECK BEFORE GRADES ARE ISSUED.</p>
<p>ISSUED BY DIRECTOR OFFICE OF AVIATION SAFETY</p>							<p>PERMITS BY THE STANDARD REGISTRATION CO. DEPT. OF COMMERCE</p>

FIGURE 1. Form ACA-578A, Report on Written Examination.

APPLICANT—Do not write on this page until you are instructed to do so.  
AGENT—Typewrite the certificate in CAPITAL LETTERS. Keep type clean. Use fresh black ribbon.

DOB	ATD	CON	JST	ACT	TRND	M.T.	DIB	CLASS	IR	RATD	STATE	COUNTY	MEDICAL

THIS CERTIFIES THAT

IV

V

III

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II

RATINGS AND LIMITATIONS

NO. III

XII

XIII

VII

SIGNATURE OF HOLDER

X DATE OF ISSUE

APPLICANT: When instructed to sign your name, confine it to the length of line provided. USE BLACK INK.

<p>14. FLIGHT INSTRUCTOR'S RECOMMENDATION</p> <p>I HAVE PERSONALLY FLIGHT-CHECKED THIS APPLICANT AND CONSIDER HIM CAPABLE OF ACCOMPLISHING THE FLIGHT TEST FOR THE RATING APPLIED FOR.</p> <p>INSTRUCTOR'S SIGNATURE _____</p> <p>DATE OF FLIGHT CHECK _____ CERTIFICATE NO. AND RATINGS _____</p>	
<p>15. EXAMINER'S RECOMMENDATION AND ACTION</p> <p>I HAVE PERSONALLY FLIGHT-TESTED THIS APPLICANT AND</p> <p><input type="checkbox"/> RECOMMEND HIM FOR A _____ CERTIFICATE/RATING.</p> <p><input type="checkbox"/> HAVE ISSUED HIM A TEMPORARY _____ RATING.</p> <p><input type="checkbox"/> HAVE ISSUED HIM A NOTICE OF DISAPPROVAL OF APPLICATION.</p> <p>SIGNATURE OF EXAMINER _____</p> <p>DATE OF FLIGHT CHECK _____ DESIGNATION NO. _____ DESIGNATION EXPIRES _____</p>	
<p>16. AGENT'S ACTION</p> <p><input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED <input type="checkbox"/> EXAMINER'S RECOMMENDATION ACCEPTED</p> <p>DATE _____ SIGNATURE OF AGENT _____</p>	

U. S. DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION FORM ACAA-342A  
APPLICATION FOR PILOT CERTIFICATE OR RATING RUM. BUDGET 41-8055-6

PRINT OR TYPE

(FLIGHT TEST REPORT)

1. NAME (First, middle, last)			
2. PERMANENT MAILING ADDRESS (Street and number, City, Zone, and State)			
3. DATE OF BIRTH	HEIGHT	WEIGHT	HAIR
	IN.		
4. ARE YOU A CITIZEN OF THE UNITED STATES IF NO, OF WHAT COUNTRY ARE YOU A CITIZEN			
<input type="checkbox"/> YES <input type="checkbox"/> NO			
APPLICATION IS HEREBY MADE FOR THE FOLLOWING CERTIFICATE OR RATING(S)			
<input type="checkbox"/> PRIVATE <input type="checkbox"/> PRIVATE GLIDER <input type="checkbox"/> FLIGHT INSTRUCTOR <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> COMMERCIAL GLIDER <input type="checkbox"/> INSTRUMENT <input type="checkbox"/> AIRLINE TRANSPORT <input type="checkbox"/> CATEGORY, CLASS, AND/OR TYPE			
5. HAVE YOU PREVIOUSLY FAILED AN EXAMINATION FOR THIS CERTIFICATE WITHIN THE PAST 30 DAYS <input type="checkbox"/> YES <input type="checkbox"/> NO			
6. WITHIN THE PAST TWO YEARS HAVE YOU HAD AN AIRMAN CERTIFICATE OR RATING DENIED, SUSPENDED, OR REVOKED <input type="checkbox"/> YES <input type="checkbox"/> NO (If yes, describe on separate sheet and attach to form)			
7. LAST CAA PHYSICAL EXAM.	DATE	CLASS	NAME OF MEDICAL EXAMINER
8. ARE YOU APPLYING AS A GRADUATE OF A CERTIFICATED FLYING SCHOOL <input type="checkbox"/> YES <input type="checkbox"/> NO		8A. NAME OF CERTIFICATED FLYING SCHOOL	
		8B. DATE SHOWN ON GRADUATION CERTIFICATE	
9. CAN YOU READ, WRITE, SPEAK, AND UNDERSTAND THE ENGLISH LANGUAGE <input type="checkbox"/> YES <input type="checkbox"/> NO			
10. RECORD OF FLYING TIME			
Complete this table as follows: Private Pilot, items (1) and (4); Commercial, (1), (2), (4), (5) and (6); Airline Transport, (1), (2), (3), (4), (5) and (6); Additional Aircraft Rating, (1) and (5); Flight Instructor, (1), (2) and (4); Instrument, (1), (4), and (6); Complete item (7) in all cases where applicable.			
	(1) TOTAL	(2) LAST 60 DAYS	(3) LAST 5 YEARS
DUAL			(4) CROSS-COUNTRY
CO-PILOT			
PILOT-IN-COMMAND (Including solo)			
	(5) NIGHT		(6) INSTRUMENT
	TOTAL	CROSS COUNTRY	NO. OF LANDINGS
DUAL			ACTUAL
CO-PILOT			FLIGHT SIMULATOR
PILOT-IN-COMMAND (Including solo)			NO. OF FLIGHTS
			SOARING TIME
11. AIRCRAFT TO BE USED (Make and model)		11A. CLASS (If airplane)	
		<input type="checkbox"/> SINGLE ENGINE <input type="checkbox"/> MULTI-ENGINE <input type="checkbox"/> LAND <input type="checkbox"/> SEA	
11b. TIME IN THIS AIRCRAFT		11c. TIME IN THIS AIRPLANE CLASS	
TOTAL	PILOT-IN-COMMAND	TOTAL	PILOT-IN-COMMAND
12. I CERTIFY THAT THE STATEMENTS MADE BY ME ON THIS APPLICATION ARE TRUE.			
DATE		SIGNATURE OF APPLICANT	

FIGURE 2. Form ACAA-342A, Application for Pilot Certificate or Rating.

(All maneuvers to be flown with Aviation Safety Agent or Examiner)

[illegible]

FIGURE 3. Reverse of Form ACA-342A.

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

VII. AIRMAN'S SIGNATURE

Form FAA-1710 T (5-59)

Figure 4. Form ACA-710T, Temporary Airman Certificate.

UNITED STATES DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

**NOTICE OF DISAPPROVAL OF APPLICATION**

*(Result of failing to pass required examination for Certificate or Rating)*

NAME AND ADDRESS OF APPLICANT	DATE
-------------------------------	------

On the date indicated above you have failed to accomplish successfully the \_\_\_\_\_  
(INDICATE FLIGHT, ORAL, OR PRACTICAL)  
portion of the examination required for the issuance of a \_\_\_\_\_  
Certificate or Rating.

If a flight test, the aircraft used was a \_\_\_\_\_  
(MAKE AND MODEL)

Your logbook indicates \_\_\_\_\_ hours solo; \_\_\_\_\_ hours instrument; and \_\_\_\_\_ hours dual flight time as of  
the date indicated above.

Upon reapplication you will be reexamined on the following items.

*(Use reverse if more space is required)*

This form, when signed by a designated examiner, is official notice of disapproval of your application unless within 30 days  
from the date hereof you request the supervising Aviation Safety Agent to examine you.

I have personally tested this applicant and deem his performance unsatisfactory for the issuance of a \_\_\_\_\_  
Certificate or Rating.

(SIGNATURE OF EXAMINER)

(DESIGNATION NUMBER)

☐ I have reviewed the above examiner's test report and accept his recommendation.

☐ I have personally tested the above applicant this date.

(DATE)

(SIGNATURE OF AVIATION SAFETY AGENT)

FIGURE 5. Form ACA-666, Notice of Disapproval of Application.

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY CERTIFICATE OF AUTHORITY		DESIGNATION NO.
DESIGNEE'S SIGNATURE	NAME	DESIGNATION EXPIRES
	Is authorized to act in the capacity of a	
	AT FIXED BASE OF OPERATION	
	for the Administrator	
	(DATE)	(SIGNATURE)
16-59536-3		Form FAA-1382 (5-55)

Figure 6. Form FAA-1382, Certificate of Authority

The bearer has received all pertinent instructions and is authorized to act in the capacity set forth on this Certificate of Authority while under the supervision of the following district office or offices:

Office	Date	Inspector's signature

U.S. GOVERNMENT PRINTING OFFICE 16-59536-3

Figure 7. Reverse of Form FAA-1382.



Form approved: Budget Bureau No. 41-R113.5.

<b>U. S. DEPARTMENT OF COMMERCE</b> <b>CIVIL AERONAUTICS ADMINISTRATION</b>  <b>PILOT EXAMINER QUALIFICATION RECORD</b> <b>AND FLIGHT TEST REPORT</b>			<b>TO BE FILLED IN BY AGENT</b>		
<b>1. NAME</b> <i>(First, middle, last)</i>			<b>DATE</b>		<b>DESIGNATION TYPE AND NO.</b>
<b>2. ADDRESS</b> <i>(Street, city, zone, State)</i>			<b>ACTION TAKEN (CHECK ONE OR TWO):</b> <input type="checkbox"/> ORIGINAL DESIGNATION ISSUED <input type="checkbox"/> DESIGNATION(S) RENEWED <input type="checkbox"/> ADDITIONAL TYPE OF DESIGNATION ISSUED <input type="checkbox"/> EXPIRED DESIGNATION REINSTATED <input type="checkbox"/> SPOT CHECK ONLY--NO RENEWAL EFFECTED <input type="checkbox"/> DESIGNATION (OR RENEWAL) DENIED  ATTACH SUPERSEDED CERTIFICATE OF AUTHORITY (ACA-1382)		
<b>3. DATE OF BIRTH</b>	<b>4. U. S. CITIZEN</b>  <input type="checkbox"/> YES <input type="checkbox"/> NO	<b>5. CERTIFICATE NO.</b>	<b>6. RATINGS NOW HELD</b>		<b>7. DATE FLIGHT INSTRUCTOR RATING ISSUED</b>
<b>8. HAS ANY CERTIFICATE OR RATING ISSUED YOU EVER BEEN SUSPENDED OR REVOKED OR HAVE YOU PAID A CIVIL PENALTY AS THE RESULT OF A VIOLATION OF C A R</b>  <input type="checkbox"/> YES <input type="checkbox"/> NO IF "YES," GIVE DATE AND DETAILS					
<b>9. DO YOU NOW HOLD, OR HAVE YOU HELD, A PILOT EXAMINER DESIGNATION</b> <input type="checkbox"/> YES <input type="checkbox"/> NO IF "YES," GIVE TYPE AND NUMBER					
<b>10. FLIGHT EXPERIENCE</b>					
<b>PILOT IN COMMAND</b>		<b>AS INSTRUCTOR</b>		<b>INSTRUMENT</b>	
<b>AS INSTRUMENT INSTRUCTOR</b>		<b>GLIDER</b> <i>(Hours or flights)</i>		<b>HELICOPTER</b>	
<b>11. EMPLOYMENT RECORD FOR THE PAST 3 YEARS</b> <i>(Including present position)</i>					
<b>DATES OF EMPLOYMENT</b>	<b>EMPLOYER</b> <i>(Name and address)</i>			<b>DUTIES AND TITLE</b>	
<b>12. NAME AND LOCATION OF AIRPORT WHERE PRESENTLY LOCATED</b>					
<b>CERTIFICATION:</b> I CERTIFY that I am familiar with the requirements for this designation, its privileges and limitations, and that the information stated herein is true. It is understood that this designation may be revoked at any time by the CAA without prior notice, and I agree to surrender any authorization or certificate issued in connection therewith upon written request of the CAA.					
_____ (DATE)			_____ (SIGNATURE)		
<b>PROSPECTIVE EXAMINER WILL NOT FILL IN SPACES BELOW</b>					
The above pilot has been flight tested as recorded on the reverse, has been instructed in rating test maneuvers, standards, and procedures, and I deem him competent to perform the pilot examiner duties checked below:  <input type="checkbox"/> PRIVATE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> INSTRUMENT <input type="checkbox"/> AIRLINE TRANSPORT PILOT					
Certificate of authority dated to expire _____ Endorsed to serve under the _____ district office.					
<b>Remarks, Additional Qualifications, or Limitations:</b>  _____ _____ _____					
_____ (DATE)			_____ (AGENT'S SIGNATURE)		
I have carefully considered available records and information on the above pilot and concur in the recommendation of the agent.					
<b>Region</b> _____		_____ (CHIEF, GENERAL SAFETY BRANCH)		_____ (CHIEF, AVIATION SAFETY DIVISION)	
		_____ (DATE)		_____ (DATE)	

FIGURE 8. Form ACA-914, Pilot Examiner Qualification Record and Flight Test Report.

PILOT EXAMINER FLIGHT TEST REPORT					FLIGHT TEST ACTIVITY REPORT					
AIRPLANE MAKE		PRIVATE	COMMERCIAL	INSTRUMENT	AIRLINE TRANSPORT	The agent will complete this portion when renewal or additional designation is issued.				
MODEL										
FLIGHT MANEUVERS					NUMBER RETURNED FOR CORRECTION	RECHECKED BY AGENT	ACCEPTED BY AGENT	DISAPPROVED BY EXAMINER	TOTAL SUBMITTED	
<ol style="list-style-type: none"> <li>Flight instruction (oral)</li> <li>Equipment examination (oral)</li> <li>Preflight check</li> <li>Taxiing, or sailing and docking</li> <li>Run-up</li> <li>Take-offs</li> <li>Short or soft field take-off</li> <li>Shock cord, auto, auto pulley, or winch tow</li> <li>Airplane tow</li> <li>Climbs and climbing turns</li> <li>720° steep turns</li> <li>Maneuvering at minimum speed (slow flight)</li> <li>Stalls</li> <li>Spins</li> <li>Chandelles</li> <li>Lazy eights</li> <li>Spirals (1,080° each way)</li> <li>Pylon eights, or turns around pylons</li> <li>S-turns across a road</li> <li>Airport traffic pattern—rectangular course</li> <li>Accuracy approaches and spot landings</li> <li>Landing technique</li> <li>Cross-wind take-off and landing</li> <li>Cross-country flight planning</li> <li>Cross-country flying</li> <li>Traffic-control procedures</li> <li>Steep turns (instruments only)</li> <li>Timed turns</li> <li>Recovery from unusual attitudes</li> <li>Use of radio equipment</li> <li>Orientation</li> <li>Beam bracketing</li> <li>Cone identification</li> <li>Instrument approach procedures</li> <li>Missed approach procedures</li> <li>Use of directional radio</li> <li>Rapid descent and pull-up</li> <li>Engine(s) out procedure</li> <li>Maneuvering with engine(s) out</li> <li>Maneuvering for landing at weather minimums</li> <li>Take-off and landing with engine(s) failure</li> <li>Emergencies</li> <li>Ability to instruct</li> <li>Smoothness and coordination</li> <li>Judgment</li> </ol>										
FINAL GRADES (Percent)										
<p>The agent will require the prospective examiner to demonstrate, and evaluate and grade, sufficient maneuvers in the appropriate column to assure himself that the pilot is qualified for the examiner designation in question.</p>					<p>NUMBER OF FLIGHT TEST FILES FROM THIS EXAMINER CLEARED BY SUPERVISING DISTRICT OFFICE SINCE LAST REPORT. LAST REPORT WAS SUBMITTED:</p>					
					Private Pilot Certificate	Commercial Pilot Certificate	Airline Transport Pilot Certificate	Instrument Rating	Additional Aircraft Rating—Private	
									Additional Aircraft Rating—Commercial	
									Additional Aircraft Rating A.T.P. (Inc. 6-Mo. Checks)	
					<p>I have personally tested the pilot listed on the reverse on the maneuvers graded.</p>					
					(DATE)					
					(AGENT'S SIGNATURE)					

FIGURE 9. Reverse of Form ACA-914.

# Appendix D

## Helicopter Type Ratings

This appendix contains the type ratings which the holder of an airline transport pilot helicopter rating may be issued upon meeting the flight test standards applicable thereto. It includes all helicopters type-certificated as of September 1, 1959.

### Helicopter Type Ratings Issued

#### I. CIVIL HELICOPTERS\*

MANUFACTURER	MODEL DESIGNATIONS	CERTIFICATE TYPE RATINGS
Bell.....	{ 47B, 47B3, 47D (USAF H-13B), 47D1 (USAG H-13D, H13E; Navy HTL-4, HTL-5) 47E (Navy HTL-3) 47G (USAF H-13G; Navy HTL-6), 47G-2 (USAF H-13H), 47H-1, 47J, 47K.	Bell 47.
Brantly.....	B2.....	Brantly B2.
Cessna.....	CH-1, CH-1A, CH-1C, Siebel S-4A.....	Cessna CH-1.
Doman.....	LZ-5.....	Doman LZ-5.
Hiller.....	{ UH-12, UH-12A (Navy HTE-1, Army H-23A), UH-12B (Navy HTE-2, Army H-23B), UH-12C, UH-12E.	Hiller UH-12.
Hughes.....	Model 269A.....	Hughes 269A.
McCulloch.....	MC-4C (USAF YH-30).....	McCulloch MC-4C.
Piasecki.....	HRP-1, HRP-2.....	Piasecki HRP.
Sikorsky.....	{ R-4B.....	Sikorsky R-4B.
	{ R-5A.....	Sikorsky R-5A.
	{ Army YR-6A, R-6A, Navy HOS-1.....	Sikorsky R-6A.
	{ S-51.....	Sikorsky S-51.
	{ S-52, S-52-2 (Military YH-18A), S-52-3 (Military HO5S-1).	Sikorsky S-52.
Sud Aviation.....	{ S-55, S-55C.....	Sikorsky S-55.
	{ S-58A, S-58B, S-58C.....	Sikorsky S-58.
	{ SE 3103 "Alouette II".....	Sud Alouette II.
Vertol.....	{ SO 1221 "Djinn".....	Sud Djinn.
	Model 42, Model 44.....	Vertol 44.

\*Including civil counterpart of military helicopters.

- II. Military helicopters which have been certificated but which have no civilian counterpart will be listed on the certificate by manufacturer and basic military identifications.
- III. On helicopters equipped with flotation devices, or on helicopters classed Amphibian, proficiency can be demonstrated on either land or sea, and the type rating need not contain either land or sea restrictions.
- IV. Applicants for type ratings on helicopters not listed above, certificated in the limited category, will be required to present evidence that at least one helicopter of the type concerned has been certificated by the FAA for civilian use.
- V. Type ratings may be issued on experimental helicopters upon satisfactory demonstrations of competency to a representative of the Administrator. Such demonstrations may be accomplished during the flight test program of the helicopter.