

## VOLUME 5 AIRMAN CERTIFICATION

### CHAPTER 1 DIRECTION, GUIDANCE, AND PROCEDURES FOR TITLE 14 CFR PARTS 121/135 AND GENERAL AVIATION

#### Section 4 Considerations for the Practical Test

**5-76 GENERAL.** Although the practical test for each type of certificate or rating is discussed in other sections within volume 5, there is general information an aviation safety inspector (ASI) should know.

**A. Conduct of Practical Tests.** All practical tests shall be conducted in accordance with Title 14 of the Code of Federal Regulations (14 CFR), practical test standards (PTS), operating limitations of the aircraft, and procedures prescribed in the aircraft flight manual. Efforts to standardize testing procedures shall not result in procedures contrary to those specified by the flight manual. If an inspector becomes aware of a procedure in any aircraft flight manual that is potentially hazardous or contrary to Federal Aviation Administration (FAA) policies, the procedure should be brought to the attention of the appropriate Aircraft Certification Office (ACO) through regional channels.

**B. When Tests May Be Given.** An inspector may administer airman certification practical tests only while on duty within the scope of the job description, and while being compensated by the FAA. Unless the approval of a supervisor is obtained, inspectors shall not administer tests while on other than normal duty.

**C. Airman Test Reports.** An inspector conducting a practical test shall note the failed areas coded on the applicant's airman test report to identify possible deficiencies that may affect the applicant's flight performance. Authorized instructors may endorse the airman test report form, attesting that an applicant has received instruction in areas missed on the test.

#### **D. English Language Requirements.**

1) Early in the process of the pilot/instructor certification process, it must be determined whether the applicant can read, speak, write, and understand English. Advisory Circular (AC) 60-28, English Language Skill Standards Required by 14 CFR parts 61, 63, and 65, explains how to determine English language abilities required for pilot certification.

2) 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 to 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.

## **5-77 PRACTICAL TEST PREFLIGHT BRIEFING.**

**A. Preflight Briefings.** To ensure the highest degree of safety during practical tests, the inspector must conduct a preflight briefing on safety procedures, duties, and responsibilities before each practical test. The plan of action prepared for the practical test may be used as the briefing checklist. The briefing checklist must include a preflight briefing.

- 1) This briefing must be given regardless of the abilities of the crewmembers and their previous experience flying together.
- 2) The briefing must inform all participants of their respective duties during the flight. This is particularly important in situations when many individuals are involved. For example, during a practical test in a turbojet aircraft requiring two pilots—when the practical test also involves an examiner candidate—up to four people may have responsibilities. The applicant for the certificate or rating and a qualified industry pilot may occupy the two pilot seats. In this case, the qualified industry pilot would function as safety pilot. The test would be administered by an examiner candidate while a qualified inspector observes both the examiner candidate and the applicant.
- 3) The preflight briefing must inform the participants in the practical test of the guidelines and standards the inspector or examiner intends to use to determine if the applicant has passed or failed the maneuver. This would include a discussion of the appropriate PTS standards, the circumstances under which maneuvers could be repeated (see paragraph 5-89 below), and other similar issues.

**B. Safety Pilot.** One person must be designated as safety pilot for the practical test, and must occupy a pilot station during the practical test. When an inspector occupies one of the pilot stations, the inspector may perform the role of safety pilot and must do so in certain circumstances (i.e., applicant under the hood). In cases when the inspector does not occupy a pilot station, then a qualified industry pilot must be designated safety pilot.

**C. Safety Pilot Duties.** The safety pilot must be briefed on his or her duties prior to the practical test. These duties include the following:

- 1) Physically intervening on the controls before a maneuver or procedure deteriorates to an unsafe level;
- 2) Ensuring overall safety of the flight to whatever extent necessary; and
- 3) Ensuring safety in whatever manner would be effective if a particular maneuver cannot be executed safely.

**D. Inspector's Role.** The inspector or examiner, when not occupying a pilot station, must rely on the safety pilot to interfere and override any decision by the inspector, examiner candidate, applicant, or other person if safety requirements demand it.

**5-78 DUAL CONTROLS IN A PRACTICAL TEST OR FLIGHT TESTING.** This guidance concerns the intent of “dual controls” as it applies to civil aircraft being used for either flight instruction or practical tests, in accordance with 14 CFR part 91, § 91.109.

**A.** Neither previous nor current part 61, § 61.45 nor § 91.109 have listed brakes as “required control” in a civil aircraft when used for either flight instruction or a practical test.

**B.** The FAA has held that both flight instruction and practical tests may be conducted in an airplane without dual brakes when the instructor/examiner determines that the instruction or practical test, as applicable, can be conducted safely in the aircraft. Further, numerous makes and models of both single- and multiengine civil aircraft not equipped with two sets of brakes or a central handbrake have been used to provide flight instruction required for virtually all certificate and rating areas authorized under part 61.

**C.** The FAA has responded to a request for an interpretation of the requirement for brakes on the right side to be equal to the brakes on the left. The policy is that the brakes on the right side do not have to be a duplicate or equal to the brakes on the left side.

1) Section 91.109(a) states, in part, that no person may operate a civil aircraft that is being used for flight instruction unless that aircraft has fully functioning dual controls.

2) Title 14 CFR part 141, § 141.39(d) provides that each aircraft used in flight training must have at least two pilot stations with engine power controls that can be easily reached and operated in a normal manner from both pilot stations.

3) Section 61.45(b)(1)(i) provides that an aircraft used for a practical test must have the equipment for each area of operation required for the practical test. For example, an examiner may conduct a flight instructor practical test with an applicant in the right seat without brakes on that side. If a task requires the applicant to use the brakes, he or she may either switch seats with the examiner to perform the task or ask the examiner to apply and release the brakes at the applicant's request.

4) Section 61.45(c) provides that an aircraft (other than lighter-than-air aircraft) used for a practical test must have engine power controls and flight controls that are easily reached and operated in a conventional manner by both pilots, unless the examiner determines that the practical test can be safely conducted in the aircraft without the controls within easy reach.

5) Dual brakes are not a requirement in §§ 91.109(a), 141.39(d), and 61.45(b)(1)(i) and (c).

**5-79 STRUCTURE OF THE PRACTICAL TEST.** The practical test consists of a demonstration of aeronautical knowledge and a demonstration of aeronautical skill or flight

proficiency. These demonstrations are not intended to be separate tests; rather, they are intended to be conducted concurrently. However, circumstances may occasionally exist in which separate knowledge and skill demonstrations are both more practical and acceptable (see paragraph 5-82 below).

**A. The Oral Portion.** The demonstration of aeronautical knowledge consists of a question and answer exchange between the ASI and the applicant. The knowledge which should be tested is identified in the applicable PTS and part 61. It is required that the oral portion of the practical test precede the flight/simulator portion of the practical test.

1) The questions asked of an applicant should be clearly stated and have only one correct response. The correct response to the question should reflect that the applicant has a clear understanding of the subject. Trick questions should be avoided. The correct answers to all questions should be available in the regulations, airplane flight manual, or other acceptable sources.

2) Maintaining an unthreatening atmosphere is important, since it allows the applicant to relax and ultimately improves performance. Care should be taken, however, not to give the applicant "ground school." If questions are consistently missed, or the applicant gives confused or unrelated answers, the examination must be ended and a notice of disapproval issued.

**B. Group Testing.** Except in the circumstances listed below, applicants must be tested individually and separately. The FAA has determined this practice of restricting simultaneous testing ensures confidentiality and the quality of the test. Simultaneous testing may be approved only under the following conditions:

1) Simultaneous testing must be limited to the oral portion of an aircraft type rating practical test.

2) No more than two applicants may be tested simultaneously, and only if they were trained in the same aircraft and training course. If an applicant prefers to be tested separately, the examiner must conduct the test individually.

3) Simultaneous testing may not be permitted for the original issuance of the grade of pilot certificate (i.e., private pilot certificate, commercial pilot certificate, or airline transport pilot certificate).

4) An example in which simultaneous testing may be permitted is a practical test for aircraft type rating for a Learjet 35 (meaning an aircraft that requires two pilot crewmembers) that involves two applicants.

**C. The Flight Portion.** The demonstration of skill is the flight portion of the practical test, in which the applicant demonstrates proficiency in the aircraft for which the certificate or rating is sought.

1) The PTS details specific objectives, tasks, operations, and expected results for a certificate or rating. If the applicant does not meet the standards of performance of any task performed, the associated area of operation is failed, and the practical test is failed. The applicant is not eligible for the certificate or rating until the failed area of operation is passed on a subsequent test.

2) The inspector, examiner, or applicant may discontinue the test at any time after the failure of an area of operation makes the applicant ineligible for the certificate or rating sought. If the test is discontinued, the applicant shall receive credit only for those areas of operation successfully performed. During the retest and at the discretion of the inspector or examiner, any task may be reevaluated including those previously passed. However, inspectors and examiners testing applicants on all areas of operation during a retest is not appropriate.

**D. Retest in the Event of Failure.** An applicant who fails the practical test may reapply for a retest after meeting the following conditions:

- 1) The applicant must receive the necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test; and
- 2) The entire practical test must be completed within the first 60 days.

NOTE: As a result of the revision to § 61.49, there are no more provisions for an applicant to retest without receiving training and receiving an endorsement from an authorized instructor. The 30-day waiting period provision is eliminated. In addition, the maximum time between retests is 60 days. As a result of the revision to § 61.43, the retest must be completed within a 60-day period beginning on the date of the original application.

**5-80 PREREQUISITES FOR PRACTICAL TESTS.** To be eligible for a practical test, an applicant must meet the following prerequisites:

**A. Knowledge Test Requirement.** The applicant must have passed any required knowledge test within the 24 calendar-months preceding the practical test. An Airman Test Report must be presented to the inspector at the time of the practical test, with the following exceptions (see § 61.39(b) for additional exceptions):

- 1) When a student has graduated from a pilot ground school that holds examining authority, that student receives a graduation certificate that the FAA accepts as evidence of meeting the aeronautical knowledge requirements (FAA knowledge test) appropriate to the course. Such a graduation certificate is valid for up to 24 months from the date of graduation.
- 2) When a graduation certificate is accepted in lieu of the FAA knowledge test, the inspector or examiner giving the practical test should make a notation to that effect on FAA Form 8710-1, Airman Certificate and/or Rating Application (Figure 5-8). The graduation certificate is then returned to the applicant.

3) The Ground School Graduation Certificate (GSGC) is accepted in lieu of taking the FAA knowledge test up to 24 months from the date of ground school graduation. The following are examples of the use of a GSGC issued under examining authority:

a) If an applicant who holds a GSGC elects to complete flight training under part 61, that applicant must meet all the certification requirements of part 61.

b) If an applicant who holds a GSGC elects to complete training in an FAA-approved flight course without examining authority, that applicant must meet the testing requirements of part 61.

c) If an applicant who holds a GSGC elects to complete training in an FAA-approved flight course with examining authority, that applicant is, upon graduation from that course, eligible to receive the pilot certificate or rating sought without further testing by the FAA. However, in accordance with § 61.71(a), a graduate from such a course has 60 days to apply for the appropriate certificate or rating. After 60 days, the applicant must meet all the requirements of part 61.

**B. Medical Certificate Requirements.** An applicant for a practical test (except for practical tests involving a test for a glider or a balloon rating that require no medical certificate) must have at least a third-class medical certificate.

NOTE: As a result of the revision to § 61.23, a third-class medical certificate is the only medical certificate required for the applicant to apply for a practical test. However, to exercise the privileges of a commercial pilot or airline transport pilot (ATP) certificate, the person must have the appropriate class medical certificate. No medical certificate is required when an applicant is taking a test or check for a certificate, rating, or authorization in a flight simulator or flight training device (FTD).

**C. Documentation.** Documentation must be presented by the applicant verifying that all aeronautical experience prerequisites are met. This includes endorsements (if required) and a written record of ground and flight time. In addition, the applicant must present an appropriately completed FAA Form 8710-1.

**5-81 PRACTICAL TEST STANDARDS.** The FAA publishes PTS, which have replaced the previous flight test guides. The regulations specify the areas in which knowledge and skill must be demonstrated by an applicant before a certificate can be issued. The PTS contain the specific tasks in which knowledge and competency must be demonstrated. When necessary, the FAA shall add, delete, or revise these tasks to enhance flight safety.

**A. Practical Test Correlation to Part 61.** The areas of operations specified in part 61 for each grade of certificate are contained in the PTS. Specific procedures and maneuvers used to ensure competence within each area of operation are addressed in the applicable PTS.

**B. Public Availability.** The public may purchase copies of the PTS from the U.S. Government Printing Office, Superintendent of Documents, Washington, DC, 20402. FAA inspectors receive copies and revisions through regular FAA distribution channels. Copies can also be found on the Internet at [http://www.faa.gov/education\\_research/testing/airmen/test\\_standards](http://www.faa.gov/education_research/testing/airmen/test_standards).

**C. PTS Introduction.** The introductory section of the PTS gives detailed instructions on the use of the standards for conducting a practical test.

1) The standards are arranged into sections with “Areas of Operation.” Areas of Operation are phases of flight in a logical sequence, beginning with preflight preparation and ending with the flight’s conclusion.

2) Practical tests must be conducted according to the requirements of the applicable PTS.

3) The inspector should not allow the conduct of practical tests to evolve into a predictable pattern that can or will be recognized by students or instructors.

4) Evaluation of an applicant’s performance shall be based on the applicant’s ability to satisfactorily meet the objectives of each required task. Figure 5-9 is an example of a task in the PTS.

## **5-82 SEGMENTED PRACTICAL TESTS (PLANNED).**

### **A. Segmented/Normal Sequence.**

1) A segmented practical test normally involves conducting a practical test when an aircraft and a flight simulator/FTD are used. It is required that the oral portion of the practical test precede the flight/simulator portion of the practical test. After the applicant has satisfactorily completed the oral portion of the practical test, the applicant should be administered the flight simulator/FTD portion of the practical test. After the applicant satisfactorily completes the flight simulator/FTD portion of the practical test, the applicant should be administered the flight/aircraft portion of the practical test. However, the FAA recognizes that there may be times when inclement weather or aircraft maintenance discrepancies may cause the order of testing to be altered from the recommended and preferred method.

2) The applicant has 60 days from the date the oral portion of the practical test was passed to satisfactorily accomplish the flight simulator/FTD and flight portions of the practical test. An ASI may use oral questioning at any time during the practical test. The applicant is required to present FAA Form 8710-1 with the appropriate endorsements as proof that portion of the test was satisfactory.

3) ASIs may request that the applicant perform maneuvers in the aircraft that were completed satisfactorily during the flight simulator/FTD portion of the test if they desire or need to further test the applicant’s competency and proficiency on those maneuvers.

**B. Nonsegmented Normal Sequence.** Except for the ATP practical test, there is no formal division between the knowledge portion and simulator or actual flight portion of any pilot or flight instructor practical test. Oral questioning is conducted throughout the testing process. However, there are numerous tasks that are only knowledge tasks and are not normally tested during the flight portion. Additionally, there are skill tasks for which good judgment and safety of flight dictate that significant knowledge be determined before continuing to the actual flight portion (e.g., stalls, steep turns, emergencies). Therefore, during the conduct of pilot/flight instructor practical testing, inspectors/examiners must conduct the oral, simulator (if applicable), and actual flight portions of the practical test, in that order. This does not mean that oral questioning cannot continue throughout the flight and after the aircraft is shut down on the ramp. However, subjects that might normally be expected to require continued testing at this point would be postflight and/or areas of knowledge incompletely tested in the latter stage of the flight portion.

**C. Unusual/Abnormal Sequence.** In unusual circumstances, it may be more practical and/or desirable to conduct certification testing over more than one day (e.g., balloon tests where late morning/afternoon winds may interfere with the normally planned testing timeframe, or climates where early morning/afternoon/evening temperatures may make flight testing extremely uncomfortable or even unsafe). In these cases, the inspector should issue a letter of discontinuance.

**5-83 CARRIAGE OF PASSENGERS DURING PRACTICAL TESTS.** The practice of carrying persons is limited only to individuals who have a legitimate interest in the practical test.

**A. Authorized Persons.** These individuals may include the following:

- 1) Persons preparing for a similar flight test;
- 2) Flight instructors assigned to similar flight training activities;
- 3) Designated examiners who are authorized to conduct similar flight tests or examiner candidates;
- 4) Chief pilots or instructors for flight schools and executive operators;
- 5) Owners/operators of the aircraft; and
- 6) Other inspectors.

**B. Unauthorized Persons.** Examples of unauthorized persons are non-flying relatives, persons not involved in a flight training program, non-flying employees, or friends of the owner or operator.

**C. Consent for Passenger Carriage.** The carriage of authorized persons must have the consent of the owner/operator, the practical test applicant, and the inspector.

**D. Additional Crewmembers.** In some large aircraft, practical tests may include operations (such as simulated equipment failures or engine fires) that may divert the attention of both pilots. In such cases, the inspector shall request the applicant to provide a qualified observer in the cockpit to assist in maintaining a constant watch for other air traffic.

#### **5-84 AIRCRAFT AND EQUIPMENT USED DURING PRACTICAL TESTS.**

Section 61.45 states that an applicant for an airman certificate or added rating must furnish an airworthy aircraft appropriate for the certificate or rating sought. This includes military aircraft or properly certificated aircraft of foreign registry.

**A. Aircraft Incapable of Performing Certain Tasks on a Practical Test.** The phrase “. . . Unless otherwise authorized by the Administrator . . .,” inserted into § 61.45(b), prompted inquiries on guidance regarding multiengine practical tests in Cessna 336 and 337 aircraft. This change was put into effect to permit use of aircraft such as Cessna 336/337 series airplanes or the Ercoupe 415 for practical tests. Therefore, it is permissible to use a Cessna 336 or 337 for an airplane multiengine engine land rating. For example, in a practical test performed in an Airbus A320, A330, and A340, or Boeing 777 (e.g., fly-by-wire airplane), the applicant may not be required to perform steep turns and certain stalls, as a result of a Flight Standardization Board’s determination. The Cessna 336 and 337 series airplanes do not have a published minimum control speed with critical engine inoperative ( $V_{MC}$ ) speed and thus cannot perform the  $V_{MC}$  demonstration task. The Ercoupe 415 series does not have published stall speeds and cannot perform the stall or spin task. Further examples are found in Figure 5-10.

#### **B. Aircraft Airworthiness Status Requirements for Airmen Certification Practical Tests.**

1) Historically, applicants for addition of airman certificate or a rating to that certificate have been required to furnish an aircraft in an airworthy condition for each flight test that he/she is required to take. Title 14 CFR part 21, subpart H, prescribes appropriate requirements for the issuance of airworthiness certificates for aircraft of United States (U.S.) registry found to be airworthy, and part 61, § 61.45(a)(2)(i) and (ii) provides regulatory guidance concerning the acceptable airworthiness status for aircraft of U.S. registry and foreign registry. However, clarification is necessary regarding the use of military and former military aircraft for certification practical tests under § 61.45(a)(2)(iii). A recent change to § 61.45(a)(2)(iii) states, “at the discretion of the examiner who administers the practical test, the applicant may furnish a military aircraft of the same category, class, and type aircraft, if applicable, for which the applicant is applying for a certificate or rating.” The General Aviation and Commercial Division, AFS-800, is aware of the misunderstanding regarding the meaning of military aircraft as described in § 61.45(a)(2)(iii). Therefore, the following policy is intended to clarify the airworthiness status necessary for these military aircraft.

2) Flight Standards ASIs should understand that for use in conducting airman certification practical tests (by either inspectors or examiners), an acceptable military aircraft is one that is in operational status and under the direct control of the military (i.e., regular, reserve, or the national guard). An airworthy former military aircraft is issued either a standard, limited, or other type of airworthiness certificate by the FAA; is maintained in accordance with 14 CFR

parts 21, 43, and 91; continues to meet its original type design or approved altered condition; and is in condition for safe flight. Therefore, former military aircraft that do not comply with the above requirements may not be used to administer airman certification practical tests since they are no longer in an operational status and under operational control of the military services (regular, reserve, or guard). It should also be noted that former military aircraft used in public aircraft operations that do not hold an airworthiness certificate may not be used for airman certification practical tests.

### **C. Aircraft and Equipment for the Practical Test.**

1) The FAA has become aware of a recreational pilot certificate that was erroneously issued for the Airplane Single-Engine Land (ASEL) rating because the practical test was conducted in an experimental category amateur-built, flex-wing aircraft with weight-shift controls.

a) AFS-800's concern is that the requirements of § 61.45(b) and (c) may not have been fulfilled by this unconventional aircraft (i.e., an experimental category amateur-built, flex-wing aircraft with weight-shift controls) presented for the practical test. This aircraft had both unconventional flight controls and/or operating characteristics, as described above. The use of this and similar aircraft may prevent the applicant from performing all of the tasks required for the practical test, and any pilot certificate issued as a result of that practical test would have to contain appropriate limitations when deemed appropriate (i.e., as required by § 61.45(b)(2)). In the subject case, no limitations were placed on the certificate nor were any deemed appropriate.

b) FAA ASIs and examiners are responsible for ensuring that an applicant adequately meets all the appropriate training and certification requirements of part 61 before issuing the pilot certificate. It is especially important that, before issuing a pilot certificate, applicants perform all required tasks outlined in the appropriate PTS for the aircraft category and class rating and at the appropriate pilot certification level sought. If not, the pilot certificate must contain appropriate operating limitations. In the current edition of FAA Order 8710.3, Designated Pilot and Flight Engineer Examiner's Handbook, as well as this handbook, guidance that is related to the scope of airman training or certification permitted or prohibited in hang gliders, ultralights, and similar vehicles will be upgraded to reflect advances made in aircraft technology and their authorized use under part 61.

2) Except as provided in § 61.45, an aircraft used on a practical test must be equipped for each area of operation and task required by the appropriate PTS. The equipment shall have no operating limitations that would prohibit the aircraft's use in any of the required areas of operation and tasks. The aircraft must have at least two pilot stations with adequate visibility for safe operation and, when the examiner is in a jump seat, the aircraft's flight deck and outside visibility must be adequate to permit the examiner to evaluate the applicant's performance.

**D. View Limiting Device.** During the practical test for an instrument rating or other ratings requiring a demonstration of instrument proficiency, the applicant must provide equipment, satisfactory to the inspector, which prevents flight by visual reference.

**E. Single Controls.** At the discretion of the inspector, an aircraft furnished by the applicant may have a single set of flight controls. In this situation, the inspector observes the applicant from the ground or from another aircraft.

1) Tests for the addition of aircraft class or type ratings to private and commercial pilot certificates may be conducted in single-control or single place aircraft under § 61.45(e)(1) and (2).

2) Pilot certificates issued following successful completion of a flight check conducted in a single-place gyroplane in accordance with § 61.45(e)(2) must bear the following limitation: "PRIVATE PILOT, ROTORCRAFT SINGLE-PLACE GYROPLANE ONLY" or, for a certificate of a higher grade than private, "ROTORCRAFT SINGLE-PLACE GYROPLANE, PRIVATE PILOT PRIVILEGES ONLY."

**F. Self-Launching Gliders.** Aircraft certificated as gliders with self-launching capability cannot be used for any airplane practical test, since there are no dual airplane-glider category designations. Inspectors can determine the category of an aircraft by examining the airworthiness certificate.

**5-85 PRACTICAL TEST DISCONTINUATION.** Environmental, mechanical, or personal situations can occur that cause the practical test to be discontinued. If this occurs, the inspector shall assure the applicant that he/she has not failed the practical test and shall attempt to reschedule the test as soon as possible. The most frequent reasons for discontinuance of a practical test are weather, unforeseen mechanical problems, and applicant incapacitation.

**A. Weather.** A test could be postponed by rapidly changing weather. For example, at the conclusion of the knowledge demonstration portion of the practical test, the inspector and the applicant may discover that lowered ceilings or visibility would preclude a safely conducted flight.

**B. Mechanical Problems.** The applicant may discover, during preparation for the flight portion of the test, a mechanical problem that would preclude safe conduct of the flight. For example, preflight examination could reveal that the wrong grade of fuel had been placed in the aircraft. In this case, an appropriate inspector should issue an aircraft condition notice or a Special Flight Permit to the owner/operator after inspection of the aircraft.

**C. Medical Problems.** The applicant or inspector could experience medical problems (e.g., severe headaches or sinusitis because of pressure changes) after the test has begun. The test should be discontinued immediately at either the applicant's or the inspector's suggestion.

**D. Letter of Discontinuance.** When a practical test is discontinued for reasons other than unsatisfactory performance, FAA Form 8710-1 and the airman test results will be returned to the applicant. At that time, the inspector signs and issues a letter identifying the portions of the practical test that were successfully completed (see Figure 5-11).

1) A copy of the letter should be retained by the inspector for recording work accomplishment.

2) The applicant may use the letter to show an inspector or examiner which portion of the practical test was successfully completed, provided that another test is attempted within 60 days. When the test is resumed, the letter shall be forwarded to the Airmen Certification Branch, AFS-760, and made a part of the airman's certification file. Inspectors shall reexamine the applicant on any area of the operation where the inspector doubts the applicant's competence.

3) When more than 60 days have elapsed since the original practical test and issuance of a Letter of Discontinuance, the credit conveyed by the Letter of Discontinuance is no longer valid and the inspector shall examine all required areas of operation.

#### **5-86 IMPLEMENTATION OF SPECIAL FEDERAL AVIATION REGULATION (SFAR) 73: ASI RESPONSE TO AUTHORIZATION AND ENDORSEMENT REQUESTS.**

SFAR 73 establishes special training and experience requirements for pilots operating the Robinson model R-22 or R-44 helicopters. The FAA has determined that this SFAR is needed to respond to a number of accidents involving the Robinson model R-22 and R-44 helicopters. The intended effect of this action is to increase awareness of the potential hazards of particular flight operations in the Robinson helicopters. Many of these accidents are attributed to pilot performance or experience leading to low rotor rotations per minute (rpm) or low G conditions that resulted in mast bumping or rotor/airframe contact accidents. Its small size and relatively low operating costs result in its use as a training or small utility aircraft, and operation by a significant population of relatively inexperienced helicopter pilots.

#### **5-87 ENGINE SHUTDOWN ON MULTIENGINE AIRPLANES DURING THE PRACTICAL TEST.**

**A. Preflight Discussion Item.** Examiners and ASIs who conduct practical tests in a multiengine airplane must discuss methods of simulating engine failure with the applicant during the required preflight briefing. Examiners or ASIs, as appropriate, and the applicant must discuss and follow the aircraft manufacturer's recommended procedures.

**B. Feathering Propellers.** An appropriately equipped airplane must be provided by the applicant.

1) The feathering of one propeller must be demonstrated in flight in multiengine airplanes equipped with propellers which can be feathered and unfeathered. However, as is the case for all practical tests, the PTS requires that the applicant bring an aircraft that is "capable of performing all appropriate tasks for the certificate or rating and have no operating limitations that prohibit the performance of those tasks."

2) If due to environmental considerations the feathering demonstration cannot be safely performed, a letter of discontinuance must be issued.

3) A propeller that cannot be unfeathered during the practical test must be treated as an emergency.

4) Feathering and engine shutdown must be performed at altitudes, in areas, and from positions where safe landings on established airports can be readily accomplished.

**C. Simulated Engine Failure.** At altitudes lower than 3,000 feet above the surface, simulated engine failure must be performed by adjusting the throttle to simulate zero thrust. This safety provision does not negate the PTS that requires testing of the task “Maneuvering with One Engine Inoperative” 3,000 feet above the surface.

**5-88 PRACTICAL TESTS IN MILITARY AIRCRAFT.** Inspectors are occasionally required to administer practical tests in military aircraft. The aircraft provided by the applicant must be equipped to perform all maneuvers required on the test.

**A. Aircraft Authorization.** After a request for a practical test is received, an appointment for the test is arranged between the inspector and applicant. At the time of the request, the applicant should be informed that he/she will be required to present a letter from the commanding officer or the operations officer of the military organization, stating that the applicant is authorized to use the aircraft for a practical test from the FAA, and that all maneuvers required for the test are authorized to be conducted in the aircraft. Without the official, original letter accompanying the application, no part of the test (e.g., oral, simulator check, or preflight operations) should be given.

**B. Delineation of Responsibility.** A clear understanding of responsibility among the inspector, district office manager, and military organization must be maintained, so that no question of accident or injury claim liability exists. The Federal Employees Compensation Act requires managers to certify whether an employee was on official government duty whenever a claim for an injury or death is submitted. Employee official travel must be identified by the date and time of its beginning and end. An FAA inspector must be on “official FAA duty” while conducting such practical tests.

**C. Airline Transport Pilot (ATP) Practical Tests.** An area of concern is the administration of an ATP certification practical test in a large aircraft for which there is no civil counterpart. Current policy provides for inspectors to give such tests with an appropriate class rating, even though an aircraft type rating is not concurrently issued. Emphasis is placed on ensuring that the aircraft is properly equipped to perform all flight maneuvers and that all equipment is functional before flight. Additionally, the aircraft must be properly equipped for the inspector (e.g., jump seat, communications panel, oxygen provisions). At the conclusion of the flight test, the inspector should enter the appropriate category or class rating on the certificate with any appropriate limitation, such as center thrust only, visual flight rules (VFR) only, etc.

**D. Examiners.** Designated Pilot Examiners (DPE) who are asked to conduct practical tests in military aircraft should follow the above guidelines.

**E. Limited-to-Center Thrust Limitation.**

1) The military aircraft listed below have no  $V_{MC}$  established by the manufacturer. Other military multiengine airplanes may exist now or in the future for which there is no published data on  $V_{MC}$ . Military pilots who can only show qualification in those kinds of multiengine airplanes may only be issued a multiengine airplane rating with the limitation "Limited-to-Center Thrust."

- a) T-2B/C Rockwell Buckeye.
- b) T-37 Cessna 318.
- c) T-38 Northrop Talon.
- d) F-4 McDonnell-Douglas Phantom.
- e) F-111 General Dynamics F-111.
- f) F-18 Northrop-McDonnell-Douglas Hornet.
- g) A6-E Grumman American Intruder.
- h) A-10 Fairchild Republic Thunderbolt II.
- i) F-15 McDonnell-Douglas Eagle.
- j) F-14 Grumman F-14.
- k) F-117 Lockheed Stealth.
- l) F-22 Boeing/McDonnell F-22.

2) The "Limited-to-Center Thrust" limitation is not placed on a pilot certificate when the airplane has a  $V_{MC}$  published on the airplane's type certificate data sheet or approved flight manual.

3) If the holder of a pilot certificate with the limitation "Limited-to-Center Thrust" can show the limitation was issued in error, the limitation may be removed upon reapplication. A temporary airman certificate is issued without the limitation.

4) Multiengine airplanes may be added or deleted from the above list as necessary. Any questions about other multiengine airplane makes and models that are "Limited-to-Center Thrust" should be directed to FAA Headquarters, Certification and General Operations Branch, AFS-810.

5) An applicant who requests issuance of a multiengine airplane rating in a multiengine airplane not listed in paragraph E1 above may inquire directly to FAA Headquarters, AFS-810, to determine if any limitations are necessary.

**F. Removal of Limited-to-Center Thrust Limitation From the Airplane Multiengine Land Rating.** The “Limited-to-Center Thrust” limitation for the airplane multiengine land rating is issued to applicants who complete the practical test for the airplane multiengine land rating in an aircraft that does not have a manufacturer’s published  $V_{MC}$ . The following policy is established to ensure that proper and standardized procedures are followed when conducting a practical test for removal of the “Limited-to-Center Thrust” limitation from the airplane multiengine land rating. When conducting a practical test for the purpose of removing the “Limited-to-Center Thrust” limitation from the airplane multiengine land rating, the applicant must be tested using the current edition of the applicable PTS, and per the following conditions:

1) Removal of the “Limited-to-Center Thrust” limitation at the private pilot certificate level will require an applicant to satisfactorily perform the following area of operation and tasks from the Private Pilot Practical Test Standards (FAA-S-8081-14) during the practical test in a multiengine airplane that has a manufacturer’s published  $V_{MC}$ . Area of Operation X, Emergency Operations, includes:

- Task B: Maneuvering with One Engine Inoperative.
- Task C: Engine Inoperative—Loss of Directional Control Demonstration.
- Task D: Engine Failure During Takeoff Below  $V_{MC}$ .
- Task E: Engine Failure After Lift-Off (Simulated).
- Task F: Approach and Landing with an Inoperative Engine (Simulated).

2) Removal of the “Limited-to-Center Thrust” limitation at the commercial pilot certificate level will require an applicant to satisfactorily perform the following area of operations and tasks from the current Commercial Pilot Practical Test Standards (FAA-S-8081-12) during the practical test in a multiengine airplane that has a manufacturer’s published  $V_{MC}$ .

a) Area of Operation I: Preflight Preparation, includes:

- Task H: Principles of Flight—Engine Inoperative.

b) Area of Operation X: Emergency Operations, includes:

- Task B: Engine Failure During Takeoff Before  $V_{MC}$  (Simulated).
- Task C: Engine Failure After Lift-Off (Simulated).
- Task D: Approach and Landing with an Inoperative Engine (Simulated).

- c) Area of Operation XI: Multiengine Operations, includes:
  - Task A: Maneuvering with One Engine Inoperative.
  - Task B:  $V_{MC}$  Demonstration.

3) Removal of the “Limited-to-Center Thrust” limitation at the ATP certificate level will require an applicant to perform satisfactorily the following area of operations and tasks from the current Airline Transport and Aircraft Type Rating Practical Test Standards (FAA-S-8081-5), and also the following area of operations and tasks from the FAA-S-8081-12 during the practical test in a multiengine airplane that has a manufacturer’s published  $V_{MC}$ .

- a) From the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards (FAA-S-8081-5).
  - b) Area of Operation III, Takeoff and Departure Phase, includes:
    - Task C: Powerplant Failure During Takeoff.
    - Task D: Rejected Takeoff.
  - c) Area of Operation IV, Inflight Maneuvers, includes:
    - Task C: Powerplant Failure—Multiengine Airplane.
  - d) Area of Operation VI, Landings and Approaches to Landings.
    - Task C: Approach and Landing with (Simulated) Powerplant Failure—Multiengine Airplane.
  - e) From FAA-S-8081-12.
  - f) Area of Operation I, Preflight Preparation, includes:
    - Task F: Principles of Flight—Engine Inoperative.
  - g) Area of Operation VIII, Emergency Operations, includes:
    - Task C: Engine Inoperative—Loss of Directional Control Demonstration.

NOTE: For the guidance contained in paragraph F3 above, an applicant may use a flight simulator or FTD that is representative of a multiengine airplane that has a manufacturer’s published  $V_{MC}$ ; and used in accordance with a program approved for a 14 CFR part 142 certificate holder.

**5-89 REPEATING MANEUVERS ON PRACTICAL TESTS.** A maneuver that is not performed to the required standard during a practical test may not be repeated unless one of the following conditions applies:

**A. Discontinuance.** Discontinuance of a maneuver for valid safety reasons (e.g., a go-around or other procedure necessary to modify the originally planned maneuver).

**B. Collision Avoidance.** Inspector intervention on the flight controls to avoid another aircraft the applicant could not have seen due to position or other factors.

**C. Misunderstood Requests.** Legitimate instances when applicants do not understand an inspector's request to perform a specific maneuver. An applicant's failure to understand the nature of a specified maneuver being requested is not grounds for repeating a maneuver.

**D. Other Factors.** Any condition under which the inspector was distracted to the point that he or she could not adequately observe applicant performance of the maneuver (radio calls, traffic, etc.).

**5-90 ACCIDENTS AND INCIDENTS DURING PRACTICAL TESTS.**

**A. Inspector's Responsibilities.** In the event that an accident or incident should occur during a practical test, the inspector must follow the prescribed procedures in volume 7, chapter 1, section 1. The safeguarding of lives and property should be the highest priority following an accident or incident.

**B. Additional Procedures.** In addition to the procedures in volume 7, chapter 1, section 1., the inspector must observe the following procedures in the event of an accident or incident during a practical test:

- 1) Do not make any statements to investigators, such as National Transportation Safety Board (NTSB) representatives, other inspectors, FAA attorneys, or reporters as to the course or circumstances of the accident/incident without clearance from the FAA Litigation & General Legal Services Division, AGC-400.
- 2) Refer reporters, if any, to the FAA Office of Public Affairs.
- 3) Call AGC-400 as soon as practical after involvement in an accident/incident.
- 4) Call the Regional Communications Center as soon as practical after involvement in an accident or incident.

**5-91 DOCUMENTATION PHASE.** There are documentation requirements that must be completed after each phase of the testing process. Documentation requirements are specified in the section applicable to each certificate and are listed on appropriate job aids. After completing all phases of the testing process, the inspector or examiner shall complete a Program Tracking and Reporting Subsystem (PTRS) entry. The inspector or examiner shall collect the required documents and attach them to the completed application form. Inspectors shall forward the

certification paperwork through their supervisors to AFS-760. Examiners shall forward the appropriate certification paperwork to the appropriate certificate-holding district office (CHDO).

**RESERVED.** Paragraphs 5-92 through 5-110.

**Figure 5-8, FAA Form 8710-1, Showing Graduation Certificate Accepted in Lieu of Knowledge Test Report**

TYPE OR PRINT ALL ENTRIES IN INK Form Approved OMB No: 2120-0421

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

**Airman Certificate and/or Rating Application**

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**I. Application Information**
 Student  Recreational  Private  Commercial  Airline Transport  Instrument  
 Additional Rating  Airplane Single-Engine  Airplane Multiengine  Rotorcraft  Balloon  Airship  Glider  Powered-Lift  
 Flight Instructor Initial  Renewal  Reinstatement  Additional Instructor Rating  Ground Instructor   
 Medical Flight Test  Reexamination  Reissuance of certificate  Other

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**A. Name (Last, First, Middle)** Buford, Ronald Rudyard **B. SSN (US Only)** Do Not Use **C. Date of Birth** 02/13/1966 **D. Place of Birth** Oshkosh, WI  
**E. Address** 7375 Red Greenway **F. Citizenship**  USA  Other **G. Do you read, speak, write, & understand the English language?**  Yes  No  
**H. Height** 74 in. **I. Weight** 190 lbs **J. Hair** Brown **K. Eyes** Blue **L. Sex**  Male  Female  
**M. Do you now hold, or have you ever held an FAA Pilot Certificate?**  Yes  No **N. Grade of Pilot Certificate** Student **O. Certificate Number** BB07138 **P. Date Issued** 06/15/2004  
**Q. Do you hold a Medical Certificate?**  Yes  No **R. Class of Certificate** 3rd Class **S. Date Issued** 06/15/2004 **T. Name of Examiner** John Smith, MD  
**U. Have you ever been convicted for violation of any Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances?**  Yes  No **V. Date of Final Conviction**

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**II. Certificate or Rating Applied For on Basis of:**  
 **A. Completion of Required Test** **1. Aircraft to be used (if flight test required)** **2a. Total time in this aircraft / SIM / FTD** **2b. Pilot in command**  
 **B. Military Competence Obtained In** **1. Service** **2. Date Rated** **3. Rank or Grade and Service Number**  
**4a. Flown 10 hours PIC in last 12 months in the following Military Aircraft.** **4b. US Military PIC & Instrument check in last 12 months (List Aircraft)**  
 **C. Graduate of Approved Course** **1. Name and Location of Training Agency or Training Center** Wingover Academy **1a. Certification Number** AE-142  
**2. Curriculum From Which Graduated** Private Pilot **3. Date** 08/28/2004  
 **D. Holder of Foreign License Issued By** **1. Country** **2. Grade of License** **3. Number**  
**4. Ratings**  
 **E. Completion of Air Carrier's Approved Training Program** **1. Name of Air Carrier** **2. Date** **3. Which curriculum**  Initial  Upgrade  Transition

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**III. RECORD OF PILOT TIME (Do not write in the shaded areas.)**

	Total	Instruction Received	Solo	Pilot in Command (PIC)	Cross Country Instruction Received	Cross Country Solo	Cross Country PIC	Instrument	Night Instruction Received	Night Take-off Landings	Night PIC	Night Take-off/Landing PIC	Number of flights	Number of Airc-Tows	Number of Ground Launches	Number of Powered Launches
Airplane	65	25	40	PIC 35 SIC 0	10	20	PIC SIC	5	10	28	PIC 6 SIC	PIC 6 SIC				
Rotorcraft				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
Powered Lift				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
Glider				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
Lighter Than Air				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
Simulator				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
Training Device				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
PCATO				PIC SIC			PIC SIC				PIC SIC	PIC SIC				

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**IV. Have you failed a test for this certificate or rating?**  Yes  No  
**V. Applicant's Certification** - I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.  
**Signature of Applicant** *Ronald Rudyard Buford* **Date** 9/18/2004

FAA Form 8710-1 (4-00) Supersedes Previous Edition NSN: 0052-00-882-5007

Instructor's Recommendation				
I have personally instructed the applicant and consider this person ready to take the test.				
Date 08/25/2004	Instructor's Signature (Print Name & Sign)	Certificate No: 1565319CFI	Certificate Expires 07/01/2005	
Air Agency's Recommendation				
The applicant has successfully completed our <u>Private Pilot</u> course, and is recommended for certification or rating without further <u>written</u> test.				
Date 08/25/2004	Agency Name and Number Wingover Academy, AE-142	Official's Signature [official's signature]	Title [official's title]	
Designated Examiner or Airman Certification Representative Report				
<input type="checkbox"/> Student Pilot Certificate issued (Copy attached) <input type="checkbox"/> I have personally reviewed this applicant's pilot logbook and/or training record, and certify that the individual meets the pertinent requirements of 14 CFR Part 61 for the certificate or rating sought. <input type="checkbox"/> I have personally reviewed this applicant's graduation certificate, and found it to be appropriate and in order, and have returned the certificate. <input type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below.				
<input type="checkbox"/> Approved -- Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved -- Disapproval Notice Issued (Original Attached)				
Location of Test (Facility, City, State)			Duration of Test	
			Ground	Simulator/FTD
Certificate or Rating for Which Tested			Registration No.(s)	
Date	Examiner's Signature (Print Name & Sign)	Certificate No.	Designation No.	Designation Expires
Evaluator's Record (Use For ATP Certificate and/or Type Ratings)				
	Inspector	Examiner	Signature and Certificate Number	Date
Oral	<input type="checkbox"/>	<input type="checkbox"/>		
Approved Simulator/Training Device Check	<input type="checkbox"/>	<input type="checkbox"/>		
Aircraft Flight Check	<input type="checkbox"/>	<input type="checkbox"/>		
Advanced Qualification Program	<input type="checkbox"/>	<input type="checkbox"/>		
Aviation Safety Inspector or Technician Report				
I have personally tested this applicant in accordance with or have otherwise verified that this applicant complies with pertinent procedures, standards, policies, and/or necessary requirements with the result indicated below.				
<input checked="" type="checkbox"/> Approved -- Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved -- Disapproval Notice Issued (Original Attached)				
Location of Test (Facility, City, State)			Duration of Test	
			Ground	Simulator/FTD
Certificate or Rating for Which Tested			Registration No.(s)	
<input type="checkbox"/> Student Pilot Certificate issued <input type="checkbox"/> Examiner's Recommendation <input type="checkbox"/> Renewal or Exchange of Pilot Certificate <input type="checkbox"/> Special Medical test conducted -- report forwarded to Aeromedical Certification Branch, AAM-380				
<input type="checkbox"/> Certificate or Rating Based on <input type="checkbox"/> Military Competence <input type="checkbox"/> Foreign License <input type="checkbox"/> Approved Course Graduate <input type="checkbox"/> Other Approved FAA Qualification Criteria				
<input type="checkbox"/> Flight Instructor <input type="checkbox"/> Ground Instructor <input type="checkbox"/> Renewal <input type="checkbox"/> Reinstatement Instructor Renewal Based on <input type="checkbox"/> Activity <input type="checkbox"/> Test <input type="checkbox"/> Training Course <input type="checkbox"/> Duties and Responsibilities				
Training Course (FIRC) Name		Graduation Certificate No.		Date
Date 08/25/2004	Inspector's Signature (Print Name & Sign) John D. Lynch	John D. Lynch	Certificate No. 987651	FAA District Office WP FSDO 7
Attachments:				
<input checked="" type="checkbox"/> Airman's Identification (ID)				
<input type="checkbox"/> Student Pilot Certificate (Copy)				
<input type="checkbox"/> Knowledge Test Report				
<input type="checkbox"/> Temporary Airman Certificate				
<input type="checkbox"/> Notice of Disapproval				
<input type="checkbox"/> Superseded Airman Certificate				
Driver's License Form of ID: 123-45-6789 Number: 12345 Expiration Date: 02/09/2004 Telephone Number: (555) 555-1234				
ID: _____ Name: Buford, Ronald Rudyard Date of Birth: 02/13/1966 Certificate Number: 12345 E-Mail Address: RRBuford@yahoo.com				

Figure 5-9, Example of Task from PTS

III. AREA OF OPERATION: AIRPORT AND SEAPLANE BASE OPERATIONS

A. TASK: RADIO COMMUNICATION AND ATC LIGHT SIGNALS

(AMEL and AMES)

REFERENCES: 14 CFR part 91; AC 61-23/FAA-H-8023-25; AIM.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to radio communications and ATC light signals.
2. Selects appropriate frequencies.
3. Transmits using recommended phraseology.
4. Acknowledges radio communications and complies with instructions.

**B. TASK: TRAFFIC PATTERNS**

(AMEL and AMES)

REFERENCES: FAA-H-8083-3, AC 61-23/FAA-H-8023-25, AC 90-66; AIM .

**Objective.** To determine that the applicant:

1. Exhibits knowledge of the elements related to traffic patterns. This shall include procedures at airports with and without operating control towers, prevention of runway incursions, collision avoidance, wake turbulence avoidance, and wind shear.
2. Complies with proper traffic pattern procedures.
3. Maintains proper spacing from other aircraft.
4. Corrects for wind-drift to maintain proper ground track.
5. Maintains orientation with runway/landing area in use.
6. Maintains traffic pattern altitude  $\pm 100$  feet (30 meters), and appropriate airspeed  $\pm 10$  knots.

2-11

FAA-S-8081-12B

**Figure 5-10, Examples of Certificate Endorsements for Aircraft That Are Incapable of Performing Certain Tasks on a Practical Test**

**A.** The person is using a Cessna 336 to add an airplane multiengine land rating onto a commercial pilot certificate for which the applicant already holds an airplane single engine land rating. This airplane does not have a  $V_{MC}$  speed established by the manufacturer and thus cannot perform the  $V_{MC}$  demonstration task. Specific guidance on the limitations to place on the applicant's pilot certificate, is as follows:

- Commercial Pilot  
Airplane Single & Multiengine Land, AMEL Limited to Center Thrust

NOTE: When the applicant completes a commercial pilot practical test in a multiengine airplane that has a published  $V_{MC}$  speed, the limitation may be removed.

**B.** The person is using a Cessna 336 to add an airplane multiengine rating onto a flight instructor certificate for which the applicant already holds an airplane single engine rating. No limitations need to be placed on the applicant's flight instructor certificate since the person's flight instructor certificate is limited by the privileges on their pilot certificate (see § 61.195(b)). Therefore, an applicant who applies for an airplane multiengine rating to be added on their flight instructor certificate and performs the practical test in a Cessna 336 and whose commercial pilot certificate contains the "Limited to Center Thrust" limitation would be also be held to that limitation when flight instructing. The flight instructor certificate would still read as follows:

- Flight Instructor  
Airplane Single and Multiengine  
Valid only when accompanied by pilot certificate No. 12345678  
Expires 02/28/2000

NOTE: To flight-instruct in a multiengine airplane that has a  $V_{MC}$  speed established by the manufacturer, the person would merely need to complete training and certification at a pilot certificate level of at least the commercial pilot level in a multiengine airplane that has a published  $V_{MC}$  speed, and then the limitation would be removed from his pilot certificate.

**C.** The person is using a Cessna 337 to qualify for an additional airplane multiengine land rating onto his/her existing private pilot certificate and instrument privileges in a multiengine airplane for which the applicant already holds an airplane single engine rating and instrument airplane rating. This airplane does not have a  $V_{MC}$  speed established by the manufacturer and thus cannot perform the tasks “Engine failure during straight and level flights and turns” and “Instrument Approach one engine inoperative.” Specific guidance on the limitations to place on the applicant’s private pilot certificate, is as follows:

- Private Pilot  
Airplane Single and Multiengine Land, AMEL Limited to Center Thrust  
Instrument Airplane

NOTE: When the applicant completes the training, endorsements, and the instrument tasks required by the Practical Test Standards in a multiengine airplane that has a published  $V_{MC}$  speed, the limitation may be removed.

**D.** The person is using a Ercoupe 415B for a private pilot certificate for an airplane single engine land rating. This airplane does not have published stall speeds and cannot perform the stall or spin task. Specific guidance on the limitations to place on the applicant’s private pilot certificate, is as follows:

- Private Pilot  
Airplane Single Engine Land Limited to Ercoupe 415

NOTE: When the applicant completes a private pilot practical test in a single engine airplane that has published stall speeds and stalling capabilities, the limitation may be removed.

**E.** The person is using an Airbus 320 to apply for an airline transport pilot (ATP) certificate with an airplane multiengine land rating and an A320 type rating. The FAA has determined this airplane does not require the applicant to perform steep turns and certain stalls. The applicant previously held a commercial pilot certificate with ratings in an ASEL, ASES, and AMEL-Limited to Center Thrust. The applicant’s AMEL rating was gained previously by completing the practical test in a CE-337. Specific guidance on the limitations to place on the applicant’s pilot certificate, is as follows:

- Airline Transport Pilot  
Airplane Multiengine Land - Limited to A320  
Commercial Pilot Privileges  
Airplane Single Engine Land & Sea

NOTE: When the applicant completes an ATP practical test in a multiengine airplane where stalls and steep turns were performed, the limitation may be removed. The center line thrust limitation was removed at completion of the ATP practical test in the A320, because the A320 has a published  $V_{MC}$  speed.

- Commercial Pilot  
Airplane Multiengine Land Limited to Center Thrust  
Instrument – Airplane

### Figure 5-11, Letter of Discontinuance

FAA Letterhead

[*date*]

[*applicant's name and address*]

Dear [*applicant's name*]:

On this date, you successfully completed the oral portion of the practical test for a [*indicate grade*] certificate with an [*indicate category*] and [*indicate class*] class rating. The practical test was discontinued because of [*indicate reason*].

If application is made by [*indicate date 60 days from date of letter*], this letter may be used to show the following portions of the practical test which have been completed satisfactorily:

[*Indicate areas of operation completed on the test.*]

After [*indicate expiration date*], you must repeat the entire practical test.

Sincerely,

[*signature of inspector conducting practical test of examiner candidate*]