VOLUME 5 AIRMAN CERTIFICATION

CHAPTER 2 TITLE 14 CFR PART 61 CERTIFICATION OF PILOTS AND FLIGHT INSTRUCTORS

Section 18 Conduct an Airline Transport Pilot Certification, Including Additional Category/Class Ratings

5-701 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

A. Original Certification.
   - Oral: 1510.
   - Simulator: 1511.
   - Aircraft: 1512.

B. Additional Category or Class Rating. 1505.

5-702 OBJECTIVE. The objective of this task is to determine if an applicant meets the requirements for certification as an Airline Transport Pilot (ATP) under Title 14 of the Code of Federal Regulations (14 CFR) part 61 subpart G. Completion of this task results in the issuance of Federal Aviation Administration (FAA) Form 8060-4, Temporary Airman Certificate, FAA Form 8060-5, Notice of Disapproval of Application, or a letter of discontinuance.

5-703 GENERAL. An applicant for an ATP Certificate must meet all applicable requirements of part 61 subpart G. With the exception of the powered-lift rating, a class rating is placed on the ATP Certificate. The following are the aircraft category and class ratings for the ATP Certificate:

A. Airplane Category: Class Ratings. The following class ratings are issued or added to an ATP Certificate with an airplane category:
   - Single-Engine Land (SEL),
   - Single-Engine Sea (SES),
   - Airplane Multiengine Land (AMEL), and
   - Airplane Multiengine Sea (AMES).

B. Rotorcraft Category: Class Ratings. An ATP Certificate with a rotorcraft category rating is issued only with the helicopter class rating.

   NOTE: ATP Certificates are not issued with a gyroplane class rating.
   A gyroplane class rating may be added to an ATP Certificate, but only with recreational, private, or commercial pilot privileges.

C. Powered-Lift Category Rating. The powered-lift category rating is added to an ATP Certificate to read: POWERED-LIFT.
5-704 ELIGIBILITY—ATP CERTIFICATE—AIRPLANE, ROTORCRAFT, AND POWERED-LIFT. An applicant for an ATP Certificate must meet all applicable requirements of part 61 subpart G.

A. Applicant Age Requirement (Part 61, § 61.153(a)(1) and (2)).

1) An applicant for an ATP Certificate must be at least 23 years of age.

2) An applicant for a restricted privileges ATP Certificate with an airplane category and multiengine class rating must be at least 21 years of age.

B. English Language Requirement (§ 61.153(b)).

1) An applicant must be able to read, speak, write, and understand the English language. Early in the process of issuing an ATP Certificate, the inspector must determine whether the applicant can meet this requirement. 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. If the applicant cannot read, speak, write, or understand the English language, then the inspector must not issue the ATP pilot certificate.

2) While there are no practical test standards (PTS) established to ascertain the applicant’s English language ability, the following examples may be used as guidelines to evaluate and test an applicant’s proficiency to determine whether the applicant can read, speak, write, and understand the English language:

   a) An inspector may ask the applicant to listen to a tape recording of an air traffic control (ATC) clearance or instructions, and then ask the applicant to speak and explain the clearance or instructions back to the inspector in the English language.

   b) An applicant may be asked to write down in English the meaning of an ATC clearance, instructions, or a weather report, then asked to speak and explain the clearance, instructions, or weather report back to the inspector in the English language.

3) The intent is not to require the applicant to read, speak, write, and understand the English language at college level standards. A common sense approach should be used in evaluating an applicant for this requirement (refer to § 61.153(b)).

C. Good Moral Character Requirement. An applicant must be of good moral character. The inspector must ask an applicant if the applicant has been convicted of a felony. If the applicant’s answer is affirmative, the inspector should make further inquiry about the nature and disposition of the conviction. If an inspector has reason to believe an applicant does not qualify for an ATP Certificate because of questionable moral character, the inspector must not conduct the practical test. Instead, the inspector will refer the matter to the immediate supervisor for resolution. The supervisor may need to consult with Regional Counsel for a determination concerning whether the applicant meets the moral character eligibility requirement.
D. Acceptable Pilot Qualifications. An applicant must submit documentary evidence of at least one of the following pilot qualifications:

1) An FAA commercial pilot certificate with an instrument rating;
2) Official U.S. military records as prescribed in § 61.73; or
3) A foreign commercial pilot license (CPL) with an instrument rating or a foreign ATP Certificate with instrument privileges that was issued by an International Civil Aviation Organization (ICAO) country and a valid verification letter obtained from the Airmen Certification Branch (AFS-760).

E. ATP Certification Training Program (CTP) (§ 61.153(e)).

1) The ATP CTP is required for applicants of an ATP Certificate with an airplane category multiengine class rating or an ATP Certificate issued concurrently with an airplane type rating, and is intended to prepare the applicant to operate safely in those operations which require an ATP Certificate by rule. The ATP CTP is a prerequisite for the FAA’s highest certificate and includes training in:

- Aerodynamics,
- Automation,
- Adverse weather conditions,
- Air carrier operations,
- Transport airplane performance,
- Professionalism, and
- Leadership and development.

2) After July 31, 2014, all persons applying for the ATP knowledge test will be required to present a graduation certificate certifying the completion of an ATP CTP.

3) The ATP CTP completion certificate does not expire.

F. Knowledge Test (§§ 61.35 and 61.39).

1) An ATP knowledge test report certified prior to August 1, 2014, is valid for 24 calendar-months when applying for an ATP Certificate with an airplane category and multiengine class rating. An ATP CTP graduation certificate is not required.

2) An ATP knowledge test report certified after July 31, 2014, is valid for 60 calendar-months when applying for an ATP Certificate with an airplane category and multiengine class rating. An ATP CTP graduation certificate must be presented to be eligible.

3) An applicant for an ATP Certificate may take the practical test with an expired knowledge test, as provided for in § 61.39(b) and (c).

4) When applying for the ATP knowledge test per § 61.35(a)(3)(iii), the applicant must provide identification showing his or her date of birth as evidence that the applicant meets,
or will meet, the age requirements for the certificate sought before the expiration date of the airman knowledge test report. Therefore, the minimum ages apply for the ATP knowledge test:

a) Except as provided for in subparagraph b) below, for issuance of any ATP Certificate, the applicant for the knowledge test must be 21 years of age.

b) After July 31, 2014, an applicant seeking an ATP Certificate with an airplane category multiengine class rating may apply for the ATP knowledge test at 18 years of age.

5) For an ATP Certificate with airplane category single-engine class rating, rotorcraft, or powered-lift category, a knowledge test report is valid for 24 calendar-months.

G. Medical Certificates. At the time of application for an ATP practical test, the applicant must hold at least a current third-class medical certificate.

5-705 REQUIREMENTS: AIRPLANE CATEGORY RATING.

A. ATP Certificate.

1) The holder of an ATP Certificate with a multiengine class rating may serve in those operations that require an ATP Certificate by regulation, which are:

- Title 14 CFR part 91 subpart K (part 91K) multiengine turbine-powered fixed-wing airplane operations (part 91, § 91.1053);
- Title 14 CFR part 121 operations (part 121, § 121.436); and
- Title 14 CFR part 135 commuter operations using multiengine airplanes with nine or fewer passenger seats (Scheduled 135), and on-demand operations using multiengine airplanes with 10 or more passenger seats or turbojets (part 135, § 135.243).

2) An applicant for an ATP Certificate with a single-engine or multiengine class rating must meet the following minimum qualifications:

- Eligibility requirements listed in § 61.153;
- Aeronautical knowledge requirements listed in § 61.155; and
- Aeronautical experience requirements listed in § 61.159.

B. Restricted Privileges ATP Certificate. A holder of a restricted privileges ATP Certificate may serve as a second in command (SIC) in part 121 operations with the exception of flag or supplemental operations in part 121 requiring three or more pilots. All applicants for a restricted privileges ATP Certificate must be at least 21 years old and have a minimum of 200 hours of cross-country flight time. The following applicants are eligible for a restricted privileges ATP Certificate:

1) Military-Trained. In accordance with § 61.160(a), a U.S. military pilot or former U.S. military pilot, who has not been removed from flying status for lack of proficiency or because of a disciplinary action involving aircraft operations, may apply for an ATP Certificate...
with an airplane category multiengine class rating or an ATP Certificate concurrently with an airplane type rating with a minimum of 750 hours of total time as a pilot, if the pilot presents:

a) Eligibility requirements listed in § 61.153;

b) Aeronautical knowledge requirements listed in § 61.155;

c) Aeronautical experience requirements listed in § 61.160;

d) An official Form DD-214, Certificate of Release or Discharge from Active Duty, indicating that the person was honorably discharged from the U.S. Armed Forces, or an official U.S. Armed Forces record that shows the pilot is currently serving in the U.S. Armed Forces; and

e) An official U.S. Armed Forces record that shows the person graduated from a U.S. Armed Forces undergraduate pilot training school and received a rating qualification as a military pilot.

2) Graduates of a Bachelor’s Degree Program with an Aviation Major. In accordance with § 61.160(b) or (d), a graduate with a bachelor’s degree in an aviation major received from an institution of higher education, as defined in § 61.1, that has been issued a letter of authorization (LOA) by General Aviation and Commercial Division (AFS-800) (refer to the current edition of AC 61-139, Institution of Higher Education’s Application for Authority to Certify its Graduates for an Airline Transport Pilot Certificate with Reduced Aeronautical Experience) under § 61.169 is eligible to apply for a restricted privileges ATP Certificate with an airplane category multiengine class rating, or an ATP Certificate concurrently with an airplane type rating with the following minimum qualifications:

a) Eligibility requirements listed in § 61.153;

b) Aeronautical knowledge requirements listed in § 61.155;

c) The graduate satisfies the applicable aeronautical experience requirements listed in § 61.160; and

d) The applicant presents at the time of application an official transcript or other authorized document approved by the Administrator from the institution of higher education certifying all of the requirements have been met, as described in § 61.160. The specific certifying statement an institution of higher education will use is listed in the LOA issued. The following is an example of a statement that may be used:

The [insert institution’s name] certifies that the recipient of this degree has successfully completed all of the aviation coursework requirements of § 61.160[(b) or (d)] and therefore meets the academic eligibility requirements of § 61.160[(b) or (d)].
NOTE: If the applicant is qualifying under § 61.160(b), the minimum total time as a pilot is 1,000 hours. If the applicant is qualifying under § 61.160(d), the minimum total time as a pilot is 1,250 hours.

3) **Graduates of an Associate’s Degree Program with an Aviation Major.** In accordance with § 61.160(c), a graduate with an associate’s degree in an aviation major received from an institution of higher education, as defined in § 61.1, that has been issued an LOA by AFS-800 (refer to AC 61-139) under § 61.169 is eligible to apply for a restricted privileges ATP Certificate with an airplane category multiengine class rating, or an ATP Certificate concurrently with an airplane type rating with the following minimum qualifications:

   a) Eligibility requirements listed in § 61.153;
   
   b) Aeronautical knowledge requirements listed in § 61.155;
   
   c) The graduate satisfies the applicable aeronautical experience requirements listed in § 61.160; and
   
   d) The applicant presents at the time of application an official transcript or other authorized document approved by the Administrator from the institution of higher education certifying all of the requirements have been met, as described in § 61.160. The specific certifying statement an institution of higher education must use will be listed in the LOA issued. The following is an example of a statement that may be used:

   The [insert institution’s name] certifies that the recipient of this degree has successfully completed all of the aviation coursework requirements of § 61.160(c) and therefore meets the academic eligibility requirements of § 61.160(c).

   NOTE: If the applicant is qualifying under § 61.160(c), the minimum total time as a pilot is 1,250 hours.

4) **Pilots with 1,500 Hours Total Time.** In accordance with § 61.160(f), a person who has 1,500 hours total time as a pilot is eligible to apply for a restricted privileges ATP Certificate with an airplane category multiengine class rating, or an ATP Certificate concurrently with an airplane type rating with the following minimum qualifications:

   - Eligibility requirements listed in § 61.153;
   - Aeronautical knowledge requirements listed in § 61.155; and
   - Aeronautical experience requirements listed in § 61.160.

5) **Limitations.** The holder of a restricted privileges ATP Certificate may not serve as a pilot in command (PIC) in any operation where an ATP Certificate is required by regulation, or serve an SIC in flag or supplemental operations that require three or more pilots (§ 61.167(b)).

   a) The following limitation must be placed on the certificate: “RESTRICTED IN ACCORDANCE WITH 14 CFR § 61.167.”
b) With the exception of a restricted privileges ATP Certificate issued in accordance with § 61.160(f), the following limitation must also be placed on the certificate: “HOLDER DOES NOT MEET THE PILOT IN COMMAND AERONAUTICAL EXPERIENCE REQUIREMENTS OF ICAO.”

6) Removal of Limitations from an ATP Certificate. An inspector or authorized designee with ATP certification authority may remove the limitations described above that are placed on the ATP Certificate for an airplane category multiengine class rating. Except as described for certain designees below, the applicant only needs to present satisfactory evidence that he or she has met the age requirement in § 61.153(a)(1) and the aeronautical experience requirements in § 61.159, as applicable (refer to § 61.160(g) and (h)). The applicant must complete Section III, Record of Pilot Time, on FAA Form 8710-1, Airman Certificate and/or Rating Application Supplemental Information and Instructions, to be issued an unrestricted ATP Certificate.

a) Designee Functions. Available designee functions include the following:

1. Removal of the limitation, “HOLDER DOES NOT MEET THE PILOT IN COMMAND AERONAUTICAL EXPERIENCE REQUIREMENTS OF ICAO,” as required by § 61.159(d) or § 61.160(h).


NOTE: For removal of the limitation required by § 61.64(f)(2), see Volume 5, Chapter 1, Section 3.

b) Designee Requirements. The qualification and training requirements for each type of designee authorized to remove these limitations vary.

1. In order to remove a restriction from an ATP Certificate, the designee must be authorized to issue an ATP Certificate and must have received training on evaluating applicants to determine eligibility for removal of an ATP limitation. For example, for a designee to be eligible to remove a limitation from an ATP Certificate in the airplane category with a multiengine land rating, the designee must be authorized to issue an ATP Certificate in the airplane category with a multiengine land rating, and have received training on determining eligibility and the process for removal of the limitation.

2. A Designated Pilot Examiner (DPE) authorized to issue an ATP Certificate in the airplane category with a multiengine class rating may remove the limitations by verifying the pilot meets the minimum age and aeronautical experience requirements, as described following the process in subparagraph 5-705B6) above.

3. A Training Center Evaluator (TCE) may only remove limitations as authorized in curricula approved by the Training Center Program Manager (TCPM) in accordance with 14 CFR part 142. A TCE is not authorized to remove an ATP limitation based solely on satisfactory presentation of evidence from the airman. See Volume 13, Chapter 1, Section 1 for additional information.
4. An aircrew program designee (APD) may only remove limitations as authorized in the part 121 or 135 training program, as approved by the Principal Operations Inspector (POI). An APD is not authorized to remove an ATP limitation based solely on satisfactory presentation of evidence from the airman. See Volume 13, Chapter 1, Section 1 for additional information.

5-706 REQUIREMENTS: ROTORCRAFT CATEGORY AND HELICOPTER RATING.
The holder of an ATP Certificate with a helicopter class rating may serve in those operations that require an ATP Certificate by regulation, as defined in § 135.243. An applicant for an ATP Certificate with rotocraft category and helicopter rating must meet the following minimum qualifications:

- Eligibility requirements listed in § 61.153;
- Aeronautical knowledge requirements listed in § 61.155; and
- Aeronautical experience requirements listed in § 61.161.

5-707 AERONAUTICAL EXPERIENCE REQUIREMENTS FOR A POWERED-LIFT RATING. An applicant for an ATP Certificate with powered-lift rating must meet the following minimum qualifications:

- Eligibility requirements listed in § 61.153;
- Aeronautical knowledge requirements listed in § 61.155; and
- Aeronautical experience requirements listed in § 61.163.

5-708 VALIDATION OF AERONAUTICAL EXPERIENCE.

A. Pilot Logbooks/Records. The applicant must present pilot logbooks and/or reliable records that show that the applicant meets at least the appropriate aeronautical experience to apply for the ATP Certificate. Official military flight time records may be used if the records meet the criteria of § 61.73(h) and the inspector can determine if the applicant’s flight time meets or exceeds the minimum aeronautical experience requirements of part 61 subpart G. However, the aeronautical experience shown in official military records may not always align with the required aeronautical experience requirements in part 61. In such circumstances, an inspector who has past military flight experience as a military pilot, or knowledge of military records, may assist in the validation of the flight records. A designee should contact their POI if there are questions about the documentation presented by the applicant.

B. SIC Time. The logging of SIC flight time is prescribed in § 61.51(f). An applicant for an ATP Certificate with an airplane category and class rating may use SIC time accrued in an airplane towards the aeronautical experience requirements, as prescribed in § 61.159(c). The inspector must ensure that the SIC time accrued in an airplane meets the requirements in § 61.159(c).

C. Approved Pilot School Graduate. An applicant who applies for the ATP Certificate on the basis of graduation from an approved 14 CFR part 141 pilot school must present an appropriate graduation certificate issued within the preceding 60 calendar-days.
D. Waiver Authority from Some Tasks as Permitted by § 61.157(j).

1) Section 61.157(j) permits inspectors to waive any tasks for which the Administrator has given approval for waiver. Those tasks that the Administrator has waived may be found in:

- The Approved Flight Manual (AFM);
- Official documentation from the Flight Standardization Board (FSB);
- Order 8900.1;
- The PTS;
- Part 121 appendix F; or
- An approved air carrier pilot training and qualification program.

2) Some air carriers are not permitted to perform circling approaches below conditions of less than a 1,000-foot ceiling and 3 statute miles visibility, or in the case of some 14 CFR part 25 certificated airplanes, no-flap landings are not permitted. If that applicant is in an approved air carrier program (i.e., approved in accordance with part 121 or 135) and the applicant is a pilot flightcrew member employee of that air carrier, then that task has been waived in accordance with § 61.157(j). Concurrently, those same part 25 airplanes that have tasks waived for part 121 pilots may also apply to part 91 pilots. However, for part 91 pilots, those tasks that are waived are normally identified in the AFM.

5-709 INSTRUCTOR ENDORSEMENTS AND RECOMMENDATION.

A. Flight Instructor Endorsement. An applicant for a type rating to be added to an existing ATP Certificate, or a type rating to be concurrently completed with an ATP Certificate, must have an endorsement in his or her logbook or training record from an authorized instructor certifying satisfactory completion of the training required by § 61.157(e). However, a logbook endorsement is not required for pilots completing the practical test in accordance with an approved part 121 or 135 training program.

1) The flight training required by § 61.157(b) may be conducted by instructors employed by part 121 or 135 air carriers for pilot employees of those air carriers.

NOTE: FAA Form 8710-1 does not require instructor endorsement or instructor recommendation unless the applicant has previously failed a test for the ATP Certificate or type rating in accordance with § 61.49(a)(2).

2) Under the provisions of § 61.167, the holder of an ATP Certificate may only instruct other pilots in air transportation service conducted in an approved training program under parts 121 or 135. The ATP Certificate holder must hold the appropriate category, class, and type, if applicable, for the training given. The ATP Certificate holder does not need to hold a flight instructor certificate.

NOTE: The holder of a restricted privileges ATP Certificate may not provide this training.
B. Credit for Flight Training. Under the provisions of § 61.41, the flight training toward the requirements of a pilot certificate or rating may be credited if the training was received outside of the United States from:

1) A flight instructor of the United States or an ICAO contracting State’s Armed Forces in a program for training military pilots; or

2) A flight instructor who is authorized to give such training by the licensing authority of a foreign contracting State to ICAO.

NOTE: An endorsement for a practical test may only be given by an authorized FAA-certificated flight instructor.

C. Instructor Recommendation. The “Instructor’s Recommendation” section on the FAA Form 8710-1 does not need to be signed for the original issuance of an ATP Certificate, unless the applicant previously failed a practical test for the rating being tested. (Refer to § 61.49(a).)

1) An applicant who fails a practical test may reapply after receiving the necessary training and logbook endorsement from an authorized instructor.

2) The recommending instructor for a retest must hold an instrument instructor rating and the category and class ratings for the aircraft to be used for the test.

3) The instructor does not have to hold an ATP Certificate.

4) The instructor who provides the training is not required to hold a flight instructor certificate if the training was conducted in an approved training program under part 121 or 135, as appropriate, and both the instructor and the applicant are employed by the same air carrier in air transportation service. (Refer to § 61.167(b).)

5) The instructor endorsement required to show completion of the training, required by § 61.157(e), for a type rating to be added to an existing ATP Certificate, or for the original issuance of an ATP Certificate in an airplane category requiring a type rating, may be in the form of a logbook endorsement or an endorsement in the applicant’s training record. (Refer to § 61.157(b)(2).)

D. Evaluator’s Record. The “Evaluator’s Record” for ATP certification and/or type ratings section of FAA Form 8710-1 must be signed and dated by the inspector on the appropriate lines for each test segment conducted. The inspector must also complete the “Aviation Safety Inspector or Technician Report” section of FAA Form 8710-1.

5-710 PILOT CERTIFICATE LEVEL AND CATEGORY AND CLASS RATING. The following category and class rating(s) for which the applicant has qualified on the original or subsequent ATP practical tests are entered on the ATP Certificate.

A. Addition of Lighter-than-Air and Glider Class Ratings. A lighter-than-air or glider category rating may be added to an existing ATP Certificate; however, the rating may be
added only at the recreational, private, or commercial pilot certificate level, as appropriate to the practical test completed. There is no provision for the original issuance of an ATP Certificate with a lighter-than-air or glider category rating.

B. Type Ratings. Type rating tests are conducted to the ATP standard for all grades of pilot certificate. Therefore, all type ratings in that category and class of aircraft for which the practical test is conducted in are upgraded after successful completion of the practical test. For example, a person who holds B-737, DC-3, and SK-62 type ratings on his or her commercial pilot certificate, and later satisfactorily completes an ATP practical test in a CE-750, would have his or her B-737 and DC-3 type ratings elevated up to the ATP Certificate. The SK-62 would not elevate up because the practical test was in a multiengine airplane. However, when the person satisfactorily completes an ATP practical test in a helicopter, the SK-62 would then elevate up to the ATP Certificate. Therefore, all of the type ratings held on the superseded certificate carry forward at the new certificate level within category and class.

NOTE: A type rating for a single-engine airplane may not be upgraded to the ATP level.

1) Except for type ratings and, under some circumstances, the instrument rating, other ratings indicated on the superseded pilot certificate are carried forward at the commercial, private, or recreational pilot certificate level, as indicated on the superseded certificate.

2) Instrument rating privileges are shown on the ATP Certificate only if the ATP practical test was conducted under visual flight rules (VFR) only, or to retain instrument privileges that were held on the superseded certificate for a category of aircraft other than the one used for the ATP practical test.

C. Type Rating Limited to VFR. A type rating bearing the limitation, “VFR ONLY,” may be added to an existing certificate other than an ATP Certificate under the provisions of § 61.63(e). This limitation may be added to an aircraft type rating not capable of instrument maneuvers or procedures required on a practical test. The practical test must be administered under the appropriate ATP PTS for an aircraft type rating limited to “VFR ONLY.” A type rating bearing the limitation, “VFR ONLY,” may be added to an existing ATP Certificate under the provisions of § 61.157(g). The practical test must be administered under the appropriate ATP PTS for an aircraft type rating limited to “VFR ONLY.”

NOTE: There is no provision for taking an initial practical test for an ATP Certificate in an aircraft that would require a VFR limitation.

5-711 PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. This task requires knowledge of the regulatory requirements of part 61 and FAA policies, and qualification as an Operations ASI or as an appropriately rated designee.

B. Coordination. For inspectors, this task may require coordination with the airworthiness unit and occasionally with the airman records section of AFS-760. For designees, this task may require coordination with their POI.
5-712 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):
   - Title 14 CFR Parts 61, 91, 141, 142, and 187 Appendix A.
   - FAA-S-8081-5, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Airplane.
   - PTRS Procedures Manual (PPM).

B. Forms:
   - FAA Form 8060-4, Temporary Airman Certificate (see Figure 5-84).
   - FAA Form 8060-5, Notice of Disapproval of Application (see Figure 5-82).
   - FAA Form 8710-1, Airman Certificate and/or Rating Application.

C. Job Aids. Sample figures.

5-713 PROCEDURES.

A. Schedule Appointment. The applicant must bring the following documents to the appointment:
   - A completed application for the certificate or rating using Integrated Airmen Certification and/or Rating Application (IACRA) (see Volume 5, Chapter 2, Section 4). In lieu of completing a form using IACRA, an applicant may provide an FAA Form 8710-1 correctly completed, in ink or typed (see Volume 5, Chapter 1, Section 3);
   - At least a commercial pilot certificate and an instrument rating, or as permitted by § 61.153(d)(2) or (3);
   - At least a current third-class medical certificate, FAA Form 8500-9, Medical Certificate (if required);
   - An FAA-approved ATP CTP graduation certificate (if applicable);
   - A knowledge test report (if applicable);
   - An FAA-approved pilot school graduation certificate (if applicable);
   - An official transcript and a certifying statement from an institution of higher education listed on the transcript or other acceptable document (if applicable);
   - A personal logbook or other records substantiating the flight experience shown on the application form;
   - The aircraft maintenance records;
   - The aircraft airworthiness certificate;

NOTE: At the time of publication, the IACRA is not able to process applications for a restricted privileges ATP Certificate. Future updates to IACRA may allow for the processing of a restricted privileges ATP Certificate online. Until such upgrade, FAA Form 8710-1 must be utilized for the application file (see Figures 5-86 and Figure 5-89).
• The aircraft registration;
• The Federal Communications Commission (FCC) aircraft station license (if applicable); and
• An acceptable form of photo identification.

B. Applicant Arrives for Appointment. Collect and review the documents and records listed above in subparagraph 5-713A.

C. Review Application. Verify that the information on the application (i.e., FAA Form 8710-1) is presented accurately and completely in accordance with the form instructions and the guidance material in Volume 5, Chapter 1, Section 3.

1) In Section I, ensure that the applicant has marked “Airline Transport” or “Airline Transport—Restricted.” If the applicant is seeking an additional airplane rating, ensure that the applicant has checked “Additional Aircraft Rating.”

NOTE: If the applicant has marked “Airline Transport—Restricted” and has met the requirements of § 61.160(b), (c), or (d), the inspector or designee must ensure that the institution of higher education is listed in the “Remarks from Inspector or Examiner” section from which the authorizing statement was issued.

2) If this is a retest, ensure that an instructor has signed the “Instructor’s Recommendation” section of FAA Form 8710-1.

D. Verify Applicant’s Identity. Inspect acceptable forms of identification to establish the applicant’s identity in accordance with the procedures described in Volume 5, Chapter 1, Section 3.

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

2) When the applicant’s identity is verified, continue.

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

4) If the applicant’s identity appears to be different from the information supplied on FAA Form 8710-1, or it appears that an attempt at falsification has been made, discontinue the practical test. Inspectors should see Volume 7, Chapter 6, Section 1 for additional information. Designees should contact their POI for further assistance.

E. Establish Eligibility. Determine if the applicant meets the specific eligibility, aeronautical knowledge, aeronautical experience, and aeronautical skill requirements for certification as an ATP (part 61 subpart G, as appropriate).
1) Determine that the applicant meets the applicable eligibility and aeronautical experience requirements (see Figure 5-88 for ATP applicants for airplane category, multiengine class rating).

2) Determine if an applicant for an additional rating holds the required ATP Certificate.

3) If the applicant’s medical certificate and Statement of Demonstrated Ability (SODA), if any, state any limitation that would make a special medical flight test necessary, see Volume 5, Chapter 8.

4) If the applicant is applying for a test on the basis of graduation from an approved pilot school, inspect the applicant’s graduation certificate to verify that the applicant meets the requirements of § 61.71.

5) Review the applicant’s logbook or other records to determine if an ICAO limitation will be necessary at the satisfactory completion of the practical test. Ensure that the record of flight time in Section III of the application reflects the appropriate flight times.

6) If applicable, ensure that the SIC pilot time credited by a commercial pilot under the provisions of § 61.159 was acquired in an aircraft with a type certificate or AFM that requires an SIC, or during flight operations in which the regulations require an SIC. If an applicant is found not possessing the required aeronautical experience, return to the applicant all documents presented in subparagraph 5-713A above. Inform the applicant that he or she does not qualify to take the ATP practical test.

7) Check the application to determine if the applicant has failed the ATP practical test. If the oral, simulator, and/or flight portions of the test were separate tests, the test completion dates should not exceed a 60-day time period.

8) Examine the applicant’s knowledge test report or the test report from an approved school with knowledge test examining authority, if applicable.

   a) If the applicant is an employee of a 14 CFR part 119 certificate holder conducting operations under 14 CFR part 121, 125, or 135, or a military pilot meeting the applicable criteria, the expiration date of the knowledge test may be extended per § 61.39.

   b) Inspect the applicant’s letter prepared on the appropriate airline letterhead stationery, certifying the dates of the applicant’s employment and eligibility under § 61.39 or military documentation showing qualification under § 61.39(b).

F. Requirements for an Additional Category Rating. For an additional category rating, the applicant must present a logbook or other records showing that the applicant has received instruction in that category of aircraft and has met all of the requirements of § 61.165. A knowledge test is required for an additional category rating.
NOTE: Applicants adding an airplane category multiengine class rating to any other ATP Certificate who took the knowledge test after July 31, 2014, must have completed the ATP certification training program.

G. Aircraft Requirements. Review the applicant’s aircraft maintenance records, logbooks, airworthiness certificate, and aircraft registration to determine if the aircraft is airworthy and suitable for this practical test. After review, return the documents to the applicant. Inspectors may coordinate with an airworthiness inspector for this review.

H. Discrepancies. If a discrepancy that cannot be immediately corrected exists in any of the documents, return the application and all documents to the applicant. Inform the applicant of the reasons for ineligibility and explain how the applicant may correct the discrepancies.

I. Conduct the Practical Test. After determining that the applicant is eligible and meets all prerequisites for the certificate and/or rating sought, accept the application and conduct the practical test in accordance with the current FAA-S-8081-5. (If a type rating is sought, see Volume 5, Chapter 2, Section 19.)

1) Give an applicant who is retesting credit for those areas of operations successfully completed on the previous practical test, provided the previous test was conducted within 60 days before the retest. If the previous test was conducted more than 60 days before the retest, test the applicant in all areas.

2) If the practical test is not completed for reasons other than unsatisfactory performance, issue a letter of discontinuance to the applicant (see Figure 5-83).

   a) Return the application and all submitted documents to the applicant with the original of the letter of discontinuance.

   b) Explain how the applicant may complete the test at a later date and reschedule the test, if requested to do so.

   c) Close the PTRS (inspectors only).

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

1) Prepare FAA Form 8060-5 using IACRA. If IACRA is not used, prepare FAA Form 8060-5 in accordance with the guidance in Volume 5, Chapter 1, Section 6 (see Figure 5-82).

2) If IACRA is not being used, indicate on the FAA Form 8060-5 the areas of operation and tasks that were unsatisfactorily performed on the practical test, and indicate those operations not performed during the practical test.

   a) All required areas of operation and tasks that the applicant was evaluated to be unsatisfactory must be listed on the FAA Form 8060-5.
b) List the number of practical test failures by the applicant for this certificate or rating in any available space on FAA Form 8060-5.

c) An applicant for retesting may receive credit for those areas of operation and tasks completed satisfactorily on the previous practical examination(s). However, an inspector or designee must reexamine the applicant on all areas of operation required for a pilot certificate or rating if 60 days have lapsed from the date of the initial practical test for the certificate or rating, as appropriate. An inspector or designee may reexamine the applicant on any areas of operation required for a pilot certificate or rating, as appropriate, if the applicant demonstrates unsatisfactory proficiency or competence on a task that was previously evaluated satisfactory on a previous practical test.

d) If IACRA is not being used, the inspector or designee must date and sign the FAA Form 8060-5 and enter the district office acronym.

3) If IACRA is not being used, sign, date, and check the appropriate boxes on the form. Give the applicant a copy of the notice of disapproval and retain the original for the certification file.

4) If IACRA is not being used, retain the FAA Form 8710-1 and return all other submitted documents to the applicant.

K. Satisfactory Performance. When the applicant has satisfactorily met all requirements for the certificate and/or rating sought, prepare FAA Form 8060-4 using IACRA. If IACRA is not used, prepare FAA Form 8060-4 in accordance with the guidance in Volume 5, Chapter 1, Section 5. You may also see Figure 5-84 of this section to see a completed form.

1) Enter Limitations. Enter the correct limitation(s). The limitations listed below may be issued simultaneously and/or in conjunction with operational restrictions.

   a) Enter “RESTRICTED IN ACCORDANCE WITH 14 CFR 61.167” if the applicant has not satisfied the age requirement of § 61.153(a)(1) and the aeronautical experience requirements of § 61.159.

   b) Enter “HOLDER DOES NOT MEET THE PILOT IN COMMAND AERONAUTICAL EXPERIENCE REQUIREMENTS OF ICAO” if the applicant applied for a restricted privileges ATP Certificate in accordance with § 61.160(a), (b), (c), or (d).

   NOTE: The limitation, “NOT VALID FOR FLIGHTS REQUIRING THE USE OF ENGLISH,” may not be placed on an ATP Certificate. An applicant to whom this limitation would apply “IS NOT ELIGIBLE” for an ATP Certificate.

2) Removal of Limitations from an ATP Certificate. An inspector or authorized designee may remove the limitations described above that are placed on the ATP Certificate for an airplane category multiengine class rating. Except as described for certain designees below, the applicant only needs to present satisfactory evidence that he or she has met the age requirement in § 61.153(a)(1) and the aeronautical experience requirements in § 61.159,
as applicable (refer to § 61.160(g) and (h)). The applicant must complete Section III, Record of Pilot Time, on FAA Form 8710-1 to be issued an unrestricted ATP Certificate.

a) Designee Functions. Available designee functions include the following:

1. Removal of the limitation, “HOLDER DOES NOT MEET THE PILOT IN COMMAND AERONAUTICAL EXPERIENCE REQUIREMENTS OF ICAO,” as required by § 61.159(d) or § 61.160(h).


   NOTE: For removal of the limitation required by § 61.64(f)(2), see Volume 5, Chapter 1, Section 3.

b) Designee Requirements. The qualification and training requirements for each type of designee authorized to remove these limitations vary.

1. In order to remove a restriction from an ATP Certificate, the designee must be authorized to issue an ATP Certificate and must have received training on evaluating applicants to determine eligibility for removal of an ATP limitation. For example, for a designee to be eligible to remove a limitation from an ATP Certificate in the airplane category with a multiengine land rating, the designee must be authorized to issue an ATP Certificate in the airplane category with a multiengine land rating, and have received training on determining eligibility and the process for removal of the limitation.

2. A DPE authorized to issue an ATP Certificate in the airplane category with a multiengine class rating may remove the limitations by verifying the pilot meets the minimum age and aeronautical experience requirements as described following the process in subparagraph 5-713K2) above.

3. A TCE may only remove limitations as authorized in curricula approved by the TCPM in accordance with part 142. A TCE is not authorized to remove an ATP limitation based solely on satisfactory presentation of evidence from the airman. See Volume 13, Chapter 1, Section 1 for additional information.

4. An APD may only remove limitations as authorized in the part 121 or 135 training program, as approved by the Principal Operations Inspector (POI). An APD is not authorized to remove an ATP limitation based solely on satisfactory presentation of evidence from the airman. See Volume 13, Chapter 1, Section 1 for additional information.

3) Issued in a Foreign Country. If the pilot certificate is issued in a foreign country, see § 61.13(a), part 187 appendix A, and the current edition of AC 187-1, Flight Standards Service Schedule of Charges Outside the United States (for inspectors only).

4) Sign the Certificate. Verify that all information on the certificate is correct. Direct the airman to sign line VII of the form. If IACRA was not used, the inspector or designee must sign the Temporary Airman Certificate (FAA Form 8060-4).
5) **Retain the Original Certificate.** If IACRA is not being used, retain the original for the certification file and give the applicant the copy of the temporary certificate.

L. **Certification File.** Complete the certification file.

1) Ensure that both the “Evaluator’s Record” and either the “Inspector’s Report” or “Designated Examiner” sections (as appropriate) of FAA Form 8710-1 are completed.

2) If the applicant qualified for the ATP practical test on the basis of military competence or a foreign pilot license and did not have a U.S. commercial pilot certificate, ensure that block A and block B or D, as appropriate, of Section II of FAA Form 8710-1 are completed correctly to indicate why a commercial pilot certificate is not attached to the file.

3) If not using IACRA, forward the completed certification file to AFS-760 or to the FSDO (as appropriate).

4) Close the PTRS (inspectors only).

5-714 **TASK OUTCOMES.** Completion of this task results in the issuance of one of the following:

- Temporary airman certificate;
- Notice of disapproval of application; or
- Letter of discontinuance.

5-715 **FUTURE ACTIVITIES.** The applicant may return for removal of a restriction, limitation, or for an added category, class, or type rating.
Figure 5-82. Sample FAA Form 8060-5, Notice of Disapproval of Application

Here is the text of the document:

**NOTICE OF DISAPPROVAL OF APPLICATION**

**NAME AND ADDRESS OF APPLICANT**
JOHN RYAN DOE  
5421 WEST BIRD DRIVE  
NEW YORK, NY 2020

**CERTIFICATE OR RATING SOUGHT**  
AIRLINE TRANSPORT PILOT – AMEL

On the date shown, you failed the examination indicated below:

- ☒ PRACTICAL
- ☐ FLIGHT
- ☐ ORAL

**AIRCRAFT USED (Make and Model)**
CESSNA 310

**FLT. TIME RECORDED IN LOGBOOK**

<table>
<thead>
<tr>
<th>PILOT-IN-COMM. OR SOLO</th>
<th>INSTRUMENT</th>
<th>DUAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>3955</td>
<td>1200</td>
<td>190</td>
</tr>
</tbody>
</table>

**DATE OF EXAMINATION**
08/14/2005

**SIGNATURE OF EXAMINER OR INSPECTOR**
J. Ayres

**DESIGNATION OR OFFICE NO.**  
RAP FSDO

**NOTE**
Present this form upon application for reexamination

Upon reapplication you will be reexamined on the following:

VII. AREA OF OPERATION  
EMERGENCY PROCEDURES
Figure 5-83. Letter of Discontinuance

FAA letterhead

[Date]

[Name and address of applicant]

Dear [applicant name]:

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

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

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

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

This letter does not extend the expiration date shown on the knowledge test results, medical certificate, or required endorsements.

Sincerely,

[Signed by the inspector conducting practical test]
Figure 5-84. Sample FAA Form 8060-4, Temporary Airman Certificate
Figure 5-86. Sample FAA Form 8710-1, Airman Certificate and/or Rating Application Displaying Completion of a Practical Test Administered by an Aviation Safety Inspector
Figure 5-86. Sample FAA Form 8710-1, Airman Certificate and/or Rating Application Displaying Completion of a Practical Test Administered by an Aviation Safety Inspector (Continued)

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**Instructor Action**
- Flight Review
- Instrument Proficiency Check
- Recommendation: I have personally instructed the applicant and consider him ready to take the test.

**Air Agency’s Recommendation**
- The applicant has successfully completed our course, and is recommended for certificate or rating without further practical test.

**Designated Examiner or Airman Certification Representative Report**
- Student Pilot Certificate Issued (Copy attached)
- I have personally reviewed the applicant’s logbook and training record, and certify that the individual meets the applicable requirements of 14 CFR Part 61 for the certificate or rating sought.
- I have personally reviewed this applicant’s practical test certificate, and found it to be appropriate and in order, and have returned the certificate.
- I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below:
- 1. I have personally delivered the Written Notification under the Pilot’s Bill of Rights to the applicant.
   - Approved – Temporary Certificate Issued (Copy attached)
   - Disapproved – Dismissal Notice Issued (Copy attached)

**Location of Test (Name of City, Airport, City, State)**
- Duration of Test
- Ground or Oral
- FSS / FTD
- Flight

**Certificate or Rating Being Applied For**
- (For Aircraft, Category, Class, and Type Rating)
- Type(s) of Aircraft Used
- Number(s)

<table>
<thead>
<tr>
<th>Date</th>
<th>Examiners Signature (Print Name &amp; Sign)</th>
<th>Certificate Number</th>
<th>Designation Number</th>
<th>Designation Expires</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Evaluator’s Record (Use for All ATP Certificate(s) and/or Type Rating(s))**
- Inspectors Signature and Certificate Number
- Date

**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 other requirements with the result indicated below:
- Approved – Temporary Certificate Issued (Copy attached)
- Disapproved – Dismissal Notice Issued (Copy attached)

**Location of Test (Name of City, Airport, City, State)**
- Duration of Practical Test
- Ground or Oral
- FSS / FTD
- Flight

**Certificate or Rating Being Applied For**
- (For Aircraft, Category, Class, and Type Rating)
- Type(s) of Aircraft Used
- Number(s)

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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Certification Activities:**
- [ ] Examiner’s Recommendations Provided/Reviewed
- [ ] Student Pilot Certificate Issued
- [ ] Basic
- [ ] Instrument
- [ ] N13XXX
- [ ] Foreign License
- [ ] Ground Instructor Certificate Issued
- [ ] Flight Instructor Certificate Issued
- [ ] In-Training
- [ ] Training Course
- [ ] Test
- [ ] Military Instructor Proficiency Check
- [ ] Authorized

**Training Course (FIRC) Name**
- Certification Course Name
- Graduation Certificate Number
- Date of FIRC Graduation Certificate

**Attachments:**
- [ ] Student Pilot Certificate (Copy)
- [ ] College Transcript (Official)
- [ ] ATP CTP Graduation Certificate
- [ ] Knowledge Test Report
- [ ] Temporary Airman Certificate
- [ ] Notice of Disapproval
- [ ] Supervised Airman Certificate

**FAA Form 8710-1 (08/14) Supersedes Previous Edition**
Figure 5-88. ATP – Airplane Multiengine Applicant Qualifications Job Aid for Applicants Engaged in Operations Under 14 CFR Part 61 or 141

<table>
<thead>
<tr>
<th>I. General Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Applicant Age § 61.153(a)(1) and (2)</td>
</tr>
<tr>
<td>1. At least 23 years old for an airline transport pilot (ATP) certificate (II.A. below)</td>
</tr>
<tr>
<td>2. At least 21 years old for a restricted privileges ATP certificate (II.B. below)</td>
</tr>
<tr>
<td>B. English Language Requirement</td>
</tr>
<tr>
<td>C. Good Moral Character</td>
</tr>
<tr>
<td>D. Pilot Qualifications</td>
</tr>
<tr>
<td>1. FAA commercial pilot certificate and an instrument rating OR FAA ATP certificate with restricted privileges</td>
</tr>
<tr>
<td>2. Official U.S. military records as prescribed in § 61.73</td>
</tr>
<tr>
<td>3. A foreign commercial pilot license with an instrument rating or a foreign ATP certificate with instrument privileges issued by an International Civil Aviation Organization (ICAO) country and contains no limitations. § 61.71(c)</td>
</tr>
<tr>
<td>E. Valid Certified Knowledge Test Report (See attached decision trees)</td>
</tr>
<tr>
<td>1. ATP – Airplane completed on or before July 31, 2014 OR</td>
</tr>
<tr>
<td>2. ATP – Multiengine Class completed after July 31, 2014</td>
</tr>
<tr>
<td>F. Valid Graduation Certificate from an ATP Certification Training Program (CTP) (See attached decision trees)</td>
</tr>
<tr>
<td>G. Current FAA Medical Certificate (at least Third Class)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>II. Aeronautical Experience (Complete A or B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. ATP Certificate § 61.159</td>
</tr>
<tr>
<td>1. 1500 hours of total flight time</td>
</tr>
<tr>
<td>2. 250 hours as pilot in command (PIC), or as second in command (SIC) performing the duties of PIC while under the supervision of a PIC, or any combination thereof (reference § 61.51 on logging time)</td>
</tr>
<tr>
<td>3. 500 hours of cross country time; 100 hours PIC cross country</td>
</tr>
<tr>
<td>4. 100 hours of night flight; 25 hours PIC night (may substitute landings)</td>
</tr>
<tr>
<td>5. 75 hours of instrument time</td>
</tr>
<tr>
<td>6. 50 hours in class (Up to 25 hours may be in a full flight simulator (FFS) representing a multiengine airplane may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in parts 121, 135, 141, or 142.)</td>
</tr>
</tbody>
</table>

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### B. Restricted Privileges ATP certificate § 61.160

Applicants for a restricted privileges ATP must meet the requirements in 1, 2, 3, OR 4 below, AND the following:

- 250 hours as PIC, or as SIC performing the duties of PIC while under the supervision of a PIC, or any combination thereof (reference § 61.51 on logging time)
- 200 hours of cross country time; 100 hours PIC cross country
- 100 hours of night flight; 25 hours PIC night (may substitute landings)
- 75 hours of instrument time
- 50 hours in class
  (Up to 25 hours may be in a FFS representing a multiengine airplane may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in parts 121, 135, 141, or 142.)

1. **U.S. military pilot or former U.S. military pilot**
   - 750 hours of total time as pilot
   - Required documentation per § 61.160(a)

2. **Graduate of a Bachelor’s Degree Program with an Aviation Major**
   - 1,000 hours of total time as pilot (students who have completed at least 60 credit hours in accordance with § 61.160(b)) OR
   - 1,250 hours of total time as pilot (students who have completed at least 30, but less than 60 credit hours in accordance with § 61.160(d))
   - Certifying statement on official transcript or other approved document

3. **Graduates of an Associate’s Degree Program with an Aviation Major**
   - 1,250 hours of total time as pilot (students who have completed at least 30 credit hours in accordance with § 61.160(c))
   - Certifying statement on official transcript or other approved document

4. **1,500 Hours Total Time as a Pilot**
   - Meet the requirements of § 61.160(f)
Figure 5-88. ATP – Airplane Multiengine Applicant Qualifications Job Aid for Applicants Engaged in Operations Under 14 CFR Part 61 or 141 (Continued)

A TP Practical Test – Airplane Category, Multiengine
Class Rating Knowledge Test and Certification Training
Program Requirements On or Before July 31, 2014

Did the applicant take the ATP knowledge test before August 1, 2014?

- Yes
  - Has the applicant passed the ATP knowledge test?
    - Yes
      - Has the applicant passed the ATP knowledge test with in the preceding 24 calendar months?
        - Yes
          - The practical test can be administered (§ 61.39 (a)(1)(i))
        - No
          - The knowledge test has expired and the practical test cannot be administered (§ 61.39 (a)(1)(ii))
      - No
        - The knowledge test has expired and the practical test cannot be administered (§ 61.39 (a)(1)(ii))
    - No
      - Applicant may not take the practical test until the knowledge test is passed. (§61.39(a)(1)(i))

See Decision Tree:

- ATP Practical Test – Airplane Category, Multiengine Knowledge Test and Certification Training Program Requirements After July 31, 2014

NOTES:

Prior to August 1, 2014, completion of the ATP Certification Training Program defined under §61.356 is not required to take the knowledge test. (§61.355(e))

The knowledge test results for pilots who pass the knowledge test on or before July 31, 2014, are valid within the 24 calendar month period preceding the month the applicant completes the practical test. (§61.39(a)(1)(i))

Pilots may not use an expired ATP knowledge test that was taken on or before July 31, 2014, to take the practical test even if they are currently employed by an air carrier. (§61.39(b)(1), (2), and (3))

Additional requirements for the ATP practical test, which are not dependent on date, can be found in §61.39.
### ATP Practical Test—Airplane Category, Multiengine Class Rating Knowledge Test and Certification Training Program Requirements After July 31, 2014

<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Is today’s date after July 31, 2014?</td>
<td><strong>No</strong> → ATP Practical Test—Airplane Category, Multiengine Class Rating Knowledge Test and Certification Training Program Requirements On or Before July 31, 2014</td>
</tr>
<tr>
<td>2. Has the applicant completed the ATP Certification Training Program (ATP-CTP) IAW §61.156?</td>
<td><strong>No</strong> → Has the applicant passed the ATP knowledge test before August 1, 2014</td>
</tr>
<tr>
<td>3. Has the applicant passed the ATP knowledge test?</td>
<td><strong>Yes</strong> → Determine if the applicant is currently employed as a flightcrew member</td>
</tr>
<tr>
<td>4. Is the applicant currently employed as a flightcrew member by a part 121, 125, or 135 certificate holder, or by the U.S. Armed Forces in U.S. military air transport operations? (§61.39(b)(1)(i), (2), or (3))</td>
<td><strong>Yes</strong> → The practical test can be administered. (§61.39(a)(1)(ii))</td>
</tr>
<tr>
<td>5. Has the applicant satisfactorily accomplished that operator’s approved initial training program or pilot-in-command training or checking program; or if U.S. Military, has completed the pilot-in-command aircraft qualification training program that is appropriate to the pilot certificate and rating sought.</td>
<td><strong>Yes</strong> → ATP knowledge test does not expire. The applicant may take the test. (§61.39(b))</td>
</tr>
<tr>
<td>6. Was the knowledge test taken within the preceding 60 calendar months?</td>
<td><strong>No</strong> → Applicant may not take the practical test until the knowledge test is passed. (§61.39(a)(1)(ii))</td>
</tr>
</tbody>
</table>

**NOTES:**
- If the applicant passed the knowledge test after July 31, 2014, they must present the graduation certificate for the ATP Certification Training Program at the time of application for the practical test. (§61.39(a)(1))
- Additional requirements for the ATP practical test, which are not dependent on date, can be found in §61.39.
Figure 5-89. Sample FAA Form 8710-1, Airman Certificate and/or Rating Application Displaying Completion of a Practical Test Administered by an Examiner
Figure 5-89. Sample FAA Form 8710-1, Airman Certificate and/or Rating Application Displaying Completion of a Practical Test Administered by an Examiner (Continued)

Reserved. Paragraphs 5-716 through 5-725.