

VOLUME 5 AIRMAN CERTIFICATION**CHAPTER 2 TITLE 14 CFR PART 61 CERTIFICATION OF PILOTS AND
FLIGHT INSTRUCTORS****Section 19 Pilot Type Rating Certification****5-726 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY
CODES.**

- A. Oral:** 1514.
- B. Simulator:** 1515.
- C. Aircraft:** 1516.

5-727 OBJECTIVE. This task provides the background and policy information to enable an aviation safety inspector (ASI) (Operations) to determine if an applicant is qualified to receive an initial or additional type rating for a Private, Commercial, or Airline Transport Pilot (ATP) Certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 61. Successful completion of this task results in the issuance of Federal Aviation Administration (FAA) Form 8060-4, Temporary Airman Certificate, that contains the applicable type rating. Failure of a practical test will result in the issuance of FAA Form 8060-5, Notice of Disapproval of Application. Incomplete practical tests will result in the issuance of a Letter of Discontinuance.

5-728 GENERAL. An aircraft type rating may be added to a Private Pilot, Commercial Pilot, or ATP Certificate. However, type rating practical tests are conducted to a single standard for all certificate levels. Regardless of the grade of certificate held, an applicant must meet the standards for a type rating in the ATP and/or type rating practical test standards (PTS) or Airmen Certification Standards (ACS) as appropriate. All type ratings within category and class held on a superseded certificate are carried forward to the new certificate level without further testing. For military pilots applying under the provisions of part 61, § 61.73, a type rating may be upgraded to the ATP Certificate level. Type ratings limited to visual flight rules (VFR) also may be upgraded to the ATP Certificate level without further testing. However, there is no provision for taking an initial ATP practical test in an aircraft that would require a VFR limitation. A type rating for a single-place (single-pilot station) aircraft may not be upgraded to the ATP Certificate level.

NOTE: An inspector conducting a practical test for a type rating issued concurrently with an ATP Certificate must follow Volume 5, Chapter 2, Section 18, or Volume 5, Chapter 3, Section 1, as applicable, in addition to the guidance listed in this section.

A. Flight Instructor Recommendation. For an applicant applying for a type rating only, the Instructor's Recommendation section of FAA Form 8710-1, Airman Certificate and/or Rating Application, does not need to be signed unless the applicant is retesting due to a previously failed practical test for the rating.

1) If an applicant is applying for a type rating to be added to an existing pilot certificate, the applicant must have an endorsement in the applicant's logbook or training records, from an authorized instructor, certifying satisfactory completion of the training required by the appropriate provisions of part 61 subpart G. Additionally, an inspector conducting a practical test for a type rating issued concurrently with an ATP Certificate must follow guidance in Volume 5, Chapter 2, Section 18, or Volume 5, Chapter 3, Section 1, as applicable.

2) If the applicant is applying for a type rating to be placed on a Private or Commercial Pilot Certificate, the airman must have an endorsement in the airman's logbook or training records from an authorized instructor, certifying satisfactory completion of the training required by § 61.63.

B. Evaluator's Record. The "Evaluator's Record (Use for All ATP Certificate(s) and/or Type Rating(s))" section of FAA Form 8710-1 must be signed on the appropriate lines, including when the type rating practical test is conducted for a person who possesses a private or commercial pilot certificate.

C. Aircraft Undergoing Certification. For type ratings in aircraft that are undergoing type certification and which have not been issued a type designation, see Volume 5, Chapter 9, Section 3.

D. Medical Certificate. The requirements for a medical certificate for a practical test are addressed in § 61.23. An applicant is not required to hold a medical certificate if the practical test is given in a flight simulation training device (FSTD).

E. Type Rating Limited to VFR. A type rating bearing the limitation "VFR ONLY" may be added to an existing pilot certificate under the provisions of §§ 61.63(d)(4) and 61.157(b)(3). However, this option is available only for those aircraft which require a pilot type rating and are not capable of demonstrating instrument procedures because of the aircraft's type certificate (TC). This paragraph applies to type ratings being added to an ATP Certificate only. There is no provision for taking an initial type rating practical test when adding that type rating to an existing pilot certificate in an aircraft that would require a VFR limitation.

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

5-729 PILOT TYPE RATING THAT MAY BE PERFORMED AS EITHER A SINGLE-PILOT OR WITH A SECOND IN COMMAND (SIC). Practical tests for pilot type ratings may be performed as either a single-pilot or with an SIC in accordance with § 61.43(b).

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

1) In a previous version of this order, the FAA had established policy that clarified the intent of 14 CFR part 91, § 91.531(a) and (b) for allowing practical tests for some pilot type ratings to be performed as either a single-pilot or with an SIC.

2) This policy addresses performing pilot type rating practical tests as a single-pilot crew composition or with an SIC pilot crewmember in:

a) Large airplanes certificated under Special Federal Aviation Regulation (SFAR) 41, where the airplane's TC authorizes single-pilot operations. Although SFAR 41 expired on September 13, 1983, many of the large airplanes that were certificated under SFAR 41 are still in active service (i.e., per § 91.531(a)(1)).

b) Turbojet airplanes where the airplane's TC or Airplane Flight Manual (AFM) allows for both single-pilot and two-pilot operations (i.e., per § 91.531(a)(2) and (b)).

c) Commuter category airplanes that have a passenger seating configuration, excluding pilot seats, of nine seats or fewer, where the airplane's TC authorized single-pilot operations (i.e., per § 91.531(a)(3)).

d) Situations where the FAA may issue a letter of authorization (LOA) for authorizing single-pilot operations if that airplane is designed for and TC'd with only one pilot station (i.e., per § 91.531(b)).

e) Situations where the FAA has issued grants of exemption from §§ 91.9(a) and 91.531(a)(1) and (2) to some training providers that accomplish single-pilot training.

3) Section 61.43(b) allows applicants to perform the type rating practical test as either a single-pilot or with an SIC in certain makes and models of aircraft. Aircraft with this single-pilot allowance will expand as more aircraft receive certification permitting both single-pilot and two-pilot crew complements. Prior to conducting a type rating practical test, the person qualified to administer the practical test must reference the aircraft Type Certificate Data Sheet (TCDS), Flight Standardization Board (FSB) report, or FAA-approved AFM/Rotorcraft Flight Manual (RFM) to verify the FAA requirement for the pilot flightcrew complement to be either a single-pilot or a pilot and a co-pilot. If the practical test is conducted with the use of a co-pilot, the limitation of "Second In Command Required" will be placed on the Temporary Airman Certificate in accordance with § 61.43(b)(3). This only applies to practical tests accomplished in aircraft with a single-pilot operational allowance.

4) Some operators have been granted an exemption from the rule to train and authorize pilots to operate certain Textron 500 series airplanes "single-pilot" that would otherwise require a pilot and co-pilot minimum crew (e.g., CE-500, CE-550, CE-S550, CE-552, and CE-560). These pilots must currently hold the CE-500 type rating to qualify for the single-pilot exemption training and authorization, including some additional minimum pilot time and experience requirements. The FAA has determined that possession of the CE-500 type rating in advance of the single-pilot exemption training is necessary to ensure previous specific make and model experience. This successfully mitigates the risk and operational challenges, when transitioning to single-pilot operations. To determine which operators have been granted this single-pilot training and exemption grant, one will need to search the FAA Automated Exemption System (AES) (<http://aes.faa.gov/>). Pilots authorized to operate single-pilot in these certain Textron 500 series airplanes must carry in their possession a copy of the applicable exemption, when operating as a single-pilot in such airplanes, and possess the appropriate

model-specific endorsement in their logbook. Each person who successfully completes the training and proficiency check identified in the exemption must have their pilot logbook endorsed by the operator's instructor administering the training, using the following endorsement:

“I certify that (first name, MI, last name) has successfully completed the CE-500 single-pilot training curriculum conducted by (Name of Company) for the (model-specific *type*, e.g., CE-550) identified in Exemption No. xxxxx, as amended.”
/s/ [date] J. J. Jones 987654321CFI Exp. 03-31-16

5) When the aircraft's TCDS or AFM/RFM specifically requires the crew composition to be a single-pilot, an applicant for that pilot type rating must perform the practical test as a single-pilot. This requires the pilot to demonstrate, without assistance, the required PTS/ACS areas of operation and tasks as a single-pilot.

6) When the aircraft's TCDS or AFM/RFM specifically requires the crew composition to be a pilot and co-pilot, an applicant for that type rating must perform the practical test in that crew configuration.

7) When the FAA has authorized a crew composition with either a single-pilot crew or with an SIC, the applicant may elect to perform the practical test as a single-pilot or with an SIC. The FAA has several ways of notating whether the practical test was performed as a single-pilot or with an SIC. This provision is provided for in accordance with §§ 61.43(b) and 91.531(b).

8) Direct questions about what aircraft are permitted to be operated with either of these pilot configurations to the FAA's General Aviation and Commercial Division (AFS-800), 800 Independence Avenue SW, Washington, DC 20591, 202-267-1100.

B. Recording Procedures for Authorizing Single-Pilot Operations or Requiring the SIC Limitation on the Applicant's Pilot Certificate and Logbook. These procedures apply for an aircraft that has either a crew or single-pilot operational allowance as described in the TCDS, AFM/RFM, or the FSB report.

1) An Applicant Who Satisfactorily Accomplishes the Practical Test as a Single-Pilot. The Operations ASI will issue the applicant the appropriate pilot type rating on the Temporary Airman Certificate and will record the results of the practical test in the applicant's logbook as: “[DATE] I certify that [Name of applicant, certificate level and number] satisfactorily accomplished the [the pilot type rating] practical test as a single-pilot in a [make and model of aircraft].” See example of an endorsement for recording the results of the practical test as a single-pilot in the applicant's logbook:

2/14/2016—I certify that Dean Chamberlain, ATP Certificate No. 1111111 satisfactorily accomplished the CE-500 pilot type rating practical test as a single-pilot in a Textron 501.

Christine Clark, ASI, WP FSDO No. 7

2) An Applicant Who Satisfactorily Accomplishes the Practical Test with an SIC Crewmember. The Operations ASI will issue the applicant the appropriate pilot type rating on the pilot's Temporary Airman Certificate with the limitation "[Make and model of aircraft] Second in Command Required." (This only applies to practical tests accomplished in aircraft that have a minimum crew allowance of one pilot or pilot and co-pilot specified in the airplane TCDS, FSB report, or AFM/RFM.) The ASI or pilot examiner will record the results of the practical test in the applicant's logbook as: "[DATE] I certify that [Name of applicant, certificate level, and number] satisfactorily accomplished the [the pilot type rating] practical test in a [make and model of aircraft] with an SIC pilot crewmember." See an example below of an endorsement for recording the results of the practical test with an SIC pilot crewmember in the applicant's logbook:

2/14/2016—I certify that Dean Chamberlain, ATP Certificate No. 1111111 satisfactorily accomplished the CE-500 pilot type rating practical test in a Textron 501 with an SIC pilot crewmember.

Christine Clark, ASI, WP FSDO No. 7

Figure 5-85. Sample FAA Form 8060-4, Temporary Airman Certificate—Pilot Type Rating with the SIC Limitation

NOTE: This example is for the CE-525 pilot type rating with the SIC limitation.

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION						III. CERTIFICATE NO.	
II. TEMPORARY AIRMAN CERTIFICATE						11121112	
THIS CERTIFIES THAT							
IV. MELINDA A. KLAK 1234 Green Street V. Washington, DC 20591							
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI.
12/01/1980	65 IN	125	Brown	Blue	F	USA	
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of							
AIRLINE TRANSPORT PILOT							
RATINGS AND LIMITATIONS							
AIRPLANE SINGLE AND MULTIENGINE LAND							
XII. CE-525							
XIII. CE-525 Second in Command Required							
THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS					DATE OF SUPERSEDED AIRMAN CERTIFICATE		
GRADE OF CERTIFICATE					06/09/2007		
BY DIRECTION OF THE ADMINISTRATOR						EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.	
X. DATE OF ISSUANCE		X. SIGNATURE OF EXAMINER OR INSPECTOR				WP FSDO 7	
02/21/2008		John D. Lynch				DATE DESIGNATION EXPIRES	
						N/A	
FAA Form 8060-4 (8-78) USE PREVIOUS EDITION							
Electronic Forms (PDF)							

C. Removal of the “Second in Command Required” Limitation from a Pilot Type Rating on the Pilot Certificate. A practical test is required to remove the SIC limitation (refer to § 61.43(b)). To remove the limitation, it is not necessary to complete the entire practical test as a single-pilot.

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

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

3) Areas of operation (listed in the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards, FAA-S-8081-5F), to include the following:

- Preflight preparation tasks: none;
- Preflight procedures tasks: all;
- Takeoff and departure phase tasks: all;
- In-flight maneuvers tasks: c, e, and f;
- Instrument procedures tasks: all;
- Landings and approaches to landing tasks: all;
- Normal and abnormal procedures;
- Emergency procedures; and
- Postflight procedures tasks: all.

4) Additional areas include:

- Collision avoidance;
- Communication management; and
- Instrument flight rules (IFR) cross-country flight plan avionics loading.

5-730 TEXTRON (BEECHCRAFT) MODEL 200 HEAVY AIRCRAFT. By letter of August 5, 1994, to the Small Aircraft Directorate (ACE-100), Kansas City, MO, the Department of the Army, Headquarters, United States Army Aviation Center, Fort Rucker, AL, requested that aircraft type rating data applicable to Textron Model 200 aircraft eligible to be operated at more than 12,500 pounds gross weight, be amended as necessary to include all currently eligible aircraft. Accordingly, a consolidated list of all Textron Model 200 and derivative military aircraft eligible to be operated at more than 12,500 pounds gross weight is provided in Figure 5-92, Textron Model 200 and Military RC/FWC (Heavy Aircraft).

5-731 PILOT TRAINING AND/OR CERTIFICATION EVENTS FOR TYPE RATINGS CONDUCTED IN RESTRICTED CATEGORY AIRCRAFT.

A. Basic Operational Requirements Under Part 91. Restricted category aircraft are required to be operated under the limitations found in § 91.313. Section 91.313(a) states that “no person may operate a restricted category civil aircraft—

- 1) For any purpose other than the special purpose for which it is certificated; or
- 2) In an operation other than one necessary to accomplish the work activity directly associated with that special purpose.”

B. Consideration for Type Rating Practical Tests. Section 91.313(b) provides a limited allowance for training. In part, it states that “operating a restricted category civil aircraft to provide flight crewmember training in a special purpose operation for which the aircraft is certificated is considered to be an operation for that special purpose.” Note that this allowance to conduct training is limited to training directly related to the special purpose only (listed in 14 CFR part 21, § 21.25(b)(1)–(7)) for which the aircraft is certificated under part 21. Practical tests for the addition of a type rating designation to a pilot certificate, training in preparation for

such practical tests, or other flights necessary for the conduct of such practical tests (such as observations required for Designated Pilot Examiner (DPE) designation and surveillance) are outside the scope of the restricted special purpose for which these aircraft were certificated and are prohibited under § 91.313.

C. Consideration for Pilot in Command (PIC) Proficiency Checks Required by § 61.58. The FAA notes that the regulatory restriction under § 91.313(a) applies only to those flights associated with pilot certification and/or type rating requirements of part 61. This determination does not apply to proficiency flights conducted by those who already hold the requisite type rating and whose duties are to perform an operation described by § 91.313(a). These operations are governed by § 21.25 and the TCDS. These flights, such as flights needed to satisfy the PIC proficiency checks required by § 61.58 (and associated Pilot Proficiency Examiner (PPE) observations), are considered necessary to accomplish the work activity directly associated with the aircraft's special purpose and can be conducted in accordance with § 91.313.

D. Authorization in Lieu of a Type Rating. The provisions of § 61.31(b) allow a person to operate an aircraft described in § 61.31(a) without the requisite type rating. While the FAA could issue an authorization to allow a pilot to serve as a PIC without the requisite type rating, this authorization would not provide exception to operational restrictions found in § 91.313.

5-732 PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. This task requires knowledge of the part 61 rules and FAA policies, and qualification as an Operations ASI. In addition, the Operations ASI should have completed the appropriate initial pilot type rating course or be considered "best qualified" by the Flight Standards Inspector Resource Program (FSIRP). The Operations ASI must have completed an initial or recurrent pilot type rating course within the previous 12 months or hold an LOA or waiver authorizing Operations ASI to conduct the practical test.

B. Coordination. This task requires coordination with the airworthiness unit and with the airmen records section of the Airmen Certification Branch (AFS-760).

5-733 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Title 14 CFR Parts 1, 61, 91, 141, and 187 Appendix A.
- PTRS Procedures Manual (PPM).
- FAA-S-8081-5, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Airplane.
- FAA-S-8081-20, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Helicopter.

B. Forms:

- FAA Form 8060-4, Temporary Airman Certificate (Figure 5-91).
- FAA Form 8060-5, Notice of Disapproval of Application (Figure 5-87).
- FAA Form 8710-1, Airman Certificate and/or Rating Application.

C. Job Aids. Sample figures.**5-734 PROCEDURES.**

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

- A properly completed FAA Form 8710-1;
- A Private, Commercial, or ATP Certificate;
- An appropriate class of medical certificate Statement of Demonstrated Ability (SODA), if applicable;
- A knowledge test report, if applicable;
- An FAA-approved, part 141 certificated pilot school graduation certificate, if applicable;
- Personal logbook or other records substantiating the flight experience shown on the application form;
- The aircraft maintenance records;
- The aircraft Certificate of Airworthiness;
- 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.

- 1) Collect and review the documents listed above.
- 2) Open the PTRS record.

C. Review Application. Verify that the information on the application (FAA Form 8710-1) is presented accurately and completely.

1) In section I, ensure that the applicant has completed the Additional Aircraft Rating section and selected “Private,” “Commercial,” or “ATP,” as appropriate. Ensure that the applicant has selected any other applicable boxes, such as “Added Rating.”

2) Ensure that the remainder of the application is completed in accordance with the instructions attached to the form and the information in Volume 5, Chapter 1, Section 3.

3) If the applicant is applying for a Private or Commercial Pilot Certificate in conjunction with a type rating, ensure that the recommending instructor has provided an endorsement no more than 2 calendar-months before the application was submitted.

4) In section III of the application, Record of Pilot Time, the applicant must list at least the aeronautical experience required for the Airman Certificate and rating sought. Graduates of part 141 certificated pilot schools or part 142 certificated training centers must provide their aeronautical experience in section III on the application even though the graduation certificate is evidence of having completed the course of training. If aeronautical experience has no bearing on the airman certification action being sought, it is not necessary for an applicant to complete section III. Flight instructor renewal applications, flight instructor reinstatement applications, ground instructor qualification applications, and pilot type rating applications would be examples where aeronautical experience would not have a bearing on the airman certification action, and thus the applicant would not be required to complete section III. However, all applicants are encouraged to complete section III, because FAA Form 8710-1 remains on file with the FAA and can be used to substantiate past aeronautical experience if a person were to ever lose his or her logbook.

D. Verify Applicant's Identity. Inspect acceptable forms of identification to establish the applicant's identity (see Volume 5, Chapter 1, Section 3). Compare the identification with the personal information provided on FAA Form 8710-1.

- 1) If the applicant's identity can be verified, proceed with the practical test.
- 2) 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 to reapply.
- 3) 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, do not continue this task. Inform the applicant that the practical test cannot be accomplished until the applicant's identity can be properly verified. (See Volume 5, Chapter 1, Section 3, subparagraph 5-54F, Applicant Identification Anomalies.)

E. Establish Eligibility. Determine if the applicant meets the type rating requirements of § 61.63(d)(1) through (6), as appropriate.

- 1) If the applicant is upgrading a pilot certificate, ensure that the applicant meets the general eligibility, aeronautical knowledge, aeronautical experience, and flight proficiency requirements for the grade of certificate sought.
- 2) Verify that the applicant holds an airman medical certificate appropriate to the certificate/rating sought.
- 3) Inspect the medical certificate to ensure that it does not bear any limitation that would make a special medical flight test necessary. (See Volume 5, Chapter 8.)

4) Check the record of flight time in section III of the application to determine if the applicant has the minimum flight experience required for the type rating/grade of pilot certificate sought.

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

6) Examine the applicant's logbook and/or other reliable record(s) to verify that all aeronautical knowledge, aeronautical experience, and the required instructor endorsements for ground and flight training are recorded.

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

8) If the applicant has checked the "Yes" box of section IV of the application, verify that the applicant meets the requirements of § 61.49.

9) Several questions have been raised concerning the standards and testing to determine whether an applicant can read, speak, write, and understand the English language (refer to Advisory Circular (AC) 60-28, English Language Skills Required by 14 CFR Parts 61, 63, and 65). While there are no PTS established to ascertain the applicant's English language ability, the following examples may be used as guidelines in this evaluation:

a) An Operations ASI 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 Operations ASI 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 Operations ASI in the English language.

10) 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)).

F. Aircraft Requirements. Review, or arrange for an Airworthiness ASI to 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. Ensure that a type rating exists for the aircraft and determine if the aircraft is certificated under SFAR 41 for single-pilot operation. After review, return the documents to the applicant.

G. FSTD Use. In accordance with § 61.64, an FSTD may only be used for the practical test in accordance with an approved course of training under part 141 or 142. Contact the National Simulator Program (AFS-205) with any questions concerning the permitted tasks when using FSTDs on practical tests. Additionally, applicants are not required to have a valid medical certificate when accomplishing a practical test in an FSTD. (Refer to § 61.23(b)(8).)

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

I. Conduct Practical Test. After determining the applicant is eligible and meets all prerequisites for the type rating/certificate sought, accept the application and conduct the practical test. A preflight briefing must be conducted before the practical test. (See Volume 5, Chapter 1, Section 4.)

1) Evaluate the areas of operation, tasks, and maneuvers outlined in the ATP and/or type rating PTS for the category of aircraft for which a type rating is sought.

2) The Operations ASI may give an applicant who is retesting credit for those areas of operation successfully completed on the previous practical test, provided the test was conducted within 60 days before the retest. If the previous test was conducted more than 60 days before the retest, the applicant must be tested in all areas.

3) When conducting type rating practical tests in aircraft for which a single pilot is authorized, ensure the single-pilot applicant satisfactorily performs all pilot duties without assistance.

4) Require applicants for type ratings on aircraft not listed in the table found at http://registry.faa.gov/TypeRatings/Type_Rating_Table.pdf to present evidence that at least one aircraft of the type concerned has been issued a U.S. TC in accordance with § 21.175 (as a standard airworthiness certificate or a Special Airworthiness Certificate). The website is maintained by AFS-760.

5) The aircraft, if TC'd under § 21.175(b), will not be operated for any purpose other than the purpose for which the Special Airworthiness Certificate was issued.

J. Discontinuance. If the practical test is not completed for reasons other than unsatisfactory performance, issue the applicant a Letter of Discontinuance (see Figure 5-90).

1) Return the application and all other submitted documents to the applicant.

2) Close the PTRS record.

K. 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 in duplicate as per Volume 5, Chapter 1, Section 6. An example of a correctly completed form is found in Figure 5-87. In addition to those instructions:

a) Record all areas of operation that were unsatisfactory or not completed. If specific procedures and flight maneuvers need to be repeated, record them on the form.

b) Indicate the number of the applicant's practical test failures for this certificate or rating.

2) Sign, date, and check the appropriate boxes on the form. Give the applicant a copy of the Notice of Disapproval of Application and retain the original for the certification file.

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

L. Satisfactory Performance. When the applicant has satisfactorily met all requirements for the type rating/certificate sought, prepare FAA Form 8060-4 (see Figure 5-91), in accordance with the guidance in Volume 5, Chapter 1, Section 5.

1) Refer to http://registry.faa.gov/TypeRatings/Type_Rating_Table.pdf, as appropriate, for guidance on how to enter the type rating on FAA Form 8060-4.

2) Enter all previous category, class, and type ratings, including any limitations held by the applicant.

3) Enter the type rating under the appropriate Airman Certificate privileges.

4) Enter any required operating limitations such as "CV-PBY5 LIMITED TO SEA" or "N-B25 VFR ONLY."

5) For type ratings issued for SFAR 41 or commuter category aircraft when single-pilot competency was not demonstrated, enter the limitation "[insert appropriate aircraft type] SECOND IN COMMAND REQUIRED."

6) Verify all information on the form is correct. Sign the certificate and direct the airman to sign line VII of the form. The original and temporary certificates must have original signatures for both the applicant and the inspector/examiner.

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

8) If the pilot certificate is issued in a foreign country, refer to § 61.13(a) and part 187 appendix A.

M. Complete the Certification File. Complete the certification file and return to the applicant all submitted documents not forwarded to AFS-760.

N. PTRS. Complete the PTRS record in accordance with the PPM.

5-735 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.

5-736 FUTURE ACTIVITIES:

- Applicant may return for another type rating, and
- Applicant may return for an upgraded certificate.

Figure 5-87. Sample FAA Form 8060-5, Notice of Disapproval of Application, for Aircraft Type Rating

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION		NOTE PRESENT THIS FORM UPON APPLICATION FOR REEXAMINATION	
NOTICE OF DISAPPROVAL OF APPLICATION			
NAME AND ADDRESS OF APPLICANT JOHN RONALD DOE 751 SOUTH MAIN STREET KEYWANA, NM 80010		CERTIFICATE OR RATING SOUGHT TYPE RATING CE-500	
On the date shown, you failed the examination indicated below:			
<input type="checkbox"/> FLIGHT		<input type="checkbox"/> ORAL	
		<input checked="" type="checkbox"/> PRACTICAL	
AIRCRAFT USED (Make and Model)		FLT. TIME RECORDED IN LOGBOOK	
CESSNA CITATION 500		PILOT-IN-COMM. OR SOLO	INSTRUMENT DUAL
		1050	100 180
UPON REAPPLICATION YOU WILL BE REEXAMINED ON THE FOLLOWING:			
V. INSTRUMENT PROCEDURES			
TASK B. HOLDING PROCEDURES			
TASK D. NONPRECISION INSTRUMENT APPROACH PROCEDURES			
TASK E. CIRCLING APPROACH PROCEDURES			
(First Failure) Oral Passed 08/12/2005			
I have personally tested this applicant and deem his performance unsatisfactory for the issuance of the certificate or rating sought.			
DATE OF EXAMINATION	SIGNATURE OF EXAMINER OR INSPECTOR	DESIGNATION OR OFFICE NO.	
08/14/2005	<i>Rhett H. Foman</i> Rhett H. Foman	SW01	

FAA Form 8060-5 (5-80)

Figure 5-90. 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 [grade] certificate with a [category] category and [class] class rating. The practical test was discontinued because of [reason].

If application is made by [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.

[Pilot operations completed on the test]

After [expiration date] you must repeat the entire practical test. This letter does not extend the expiration date as shown on the knowledge test results, medical certificate, or required endorsements.

Sincerely,

[Signature of the Aviation Safety Inspector (Operations) conducting practical test]

Figure 5-91. Sample FAA Form 8060-4, Temporary Airman Certificate—Type Rating

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION							III. CERTIFICATE NO.
ii. TEMPORARY AIRMAN CERTIFICATE							112234459
John Ronald Doe	THIS CERTIFIES THAT		IV. JOHN RONALD DOE 751 SOUTH MAIN STREET v. KEYWANA, NM 80010				
	DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY VI.
	06-11-63	73 IN.	180	BROWN	GREEN	M	USA
	IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of						
	COMMERCIAL PILOT						
RATING AND LIMITATIONS							
XII. AIRPLANE SINGLE-ENGINE LAND & SEA AIRPLANE MULTIENGINE LAND CE-500							
XIII.							
THIS IS <input type="checkbox"/> AN ORIGINAL ISSUANCE <input checked="" type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE				DATE OF SUPERSEDED AIRMAN CERTIFICATE			
				11/16/02			
BY DIRECTION OF THE ADMINISTRATOR				EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.			
X. DATE OF ISSUANCE		X. SIGNATURE OF EXAMINER OR INSPECTOR		AWS FSDO 01			
09/15/05		<i>Wesley B. Crusher</i> WESLEY B. CRUSHER		DATE DESIGNATION EXPIRES			
				--			
vii. AIRMAN'S SIGNATURE							

Figure 5-92. Textron (Beechcraft) Model 200 and Military RC/FWC (Heavy Aircraft)

The following list identifies all current Textron Model 200 and Military RC/FWC (Heavy Aircraft) by either model and serial number, or by model, serial number, and Army Tail number for which a type rating is authorized. The maximum gross weight of these aircraft exceeds 12,500 pounds.

The BE-200 pilot type rating designation may be placed on the pilot certificate of airmen who successfully complete the appropriate practical examination in the listed aircraft or who can provide documentary evidence of eligibility under applicable provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.73 based on flight experience in one of the model number/serial number aircraft listed below.

COMMERCIAL AIRPLANES

MODEL NUMBER	SERIAL NUMBER
B200	BB-1114, BB-1204, BB-1205, BB-1206, BB-1315, BB-1434, BB-1436, BB-1441, BB-1443
B200CT	BN-2, BN-3, BN-4
B200C	BL-65, BL-128, BL-130
200T	BT-1, BT-2, BT-3, BT-4, BT-5, BT-6, BT-7, BT-8, BT-9, BT-10, BT-11, BT-12, BT-13, BT-14, BT-15, BT-16, BT-17, BT-18, BT-19, BT-20, BT-21, BT-22, BT-28
200CT	BN-1
B200T	BT-23, BT-24, BT-25, BT-26, BT-27, BT-29, BT-30, BT-31, BT-32, BT-33, BT-34, BT-35, BT-36, BT-37, BT-38, BB-1314

MILITARY AIRPLANES

MODEL NUMBER	SERIAL NUMBER
RC-12D	GR-1 thru GR-13 (Army Tail #'s 80-233778, 78-23144, 78-23145, 80-23373, 80-23374, 78-23141, 80-23371, 78-23142, 78-23143, 80-23376, 80-23377, 80-23542, 80-23375)
RC-12F	BU-11, BU-12, Supplement NAVAIR RC-12 FFF-1
RC-12G	FC-1, 2, 3 (Army Tail #'s 80-23372, 80-23379, 80-23380)
RC-12H	GR-14 thru GR-19 (Army Tail #'s 83-24313 thru 83-24319)
FWC-12D	BP-7 thru BP-11
RC-12K and RC-12N	FE-1 thru FE24* (Army Tail #'s 85-0149 thru 85-0155, 88-0325 thru 88-0327, 89-0268 thru 89-0276, 91-0516, 91-0517) *Army designated FE-10 thru FE-24 as RC-12N's
RC-12P	FE-25 and after

The following policy will be made applicable to the issuance of BE-200 pilot type ratings for Textron Model 200 aircraft authorized to be operated at weights above 12,500 pounds gross weight: Pilots of the United States Armed Forces who provide acceptable documentary evidence

of eligibility under applicable provisions of § 61.73 may be issued a BE-200 type rating provided that:

- In addition to the documentary evidence of eligibility required under § 61.73, the pilot applicant is able to present an FAA-approved Flight Manual Supplement or military flight manual (e.g., Naval Air Training and Operating Procedures Standardization (NATOPS) Flight Manual, United States Army Technical Manual (TM), United States Air Force (USAF)-1, or other acceptable military document) authorizing operations at weights above 12,500 pounds.
- The applicant's qualifying flight experience was acquired in a Textron Model 200 aircraft that is eligible for operation at weights above 12,500 pounds gross weight, according to the applicable Flight Standardization Board (FSB) report.

RESERVED. Paragraphs 5-737 through 5-750.