



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

**Subject: PILOT CERTIFICATES:
AIRCRAFT TYPE RATINGS**

Date: 8/4/00 **AC No:** 61-89E
Initiated by: AFS-840/AFS-630 **Change:**

1. PURPOSE. This advisory circular (AC) provides a generic type rating curriculum that may serve as a basis for schools to develop a training program outline (TPO) to meet the type rating training requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 61, 141, and 142. This AC also provides pilot certificate designations adopted by the Federal Aviation Administration (FAA) for aircraft type ratings and standardizes aircraft designations placed on pilot certificates to show type rating qualifications.

2. CANCELLATION. AC 61-89D, Pilot Certificates: Aircraft Type Ratings, dated February 21, 1991, is canceled.

3. BACKGROUND. Training centers, pilot schools, pilot examiners, and the general aviation public have a continuing need for a type rating reference such as that provided by this circular. This AC provides a guideline for schools and agencies that offer type rating training. Programs operating under 14 CFR parts 121, 135, 141, and 142 that offer only type rating training are required to submit training programs.

4. INTRODUCTION.

a. The content of this curriculum (appendix 1) is based on the maneuvers and procedures of section 61.157(e)(1)(2) and on FAA-S-8081-5, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards (PTS) for Airplane. The format of this curriculum is based on FAA Order 8400.10, Air Transportation Operations Inspector's

Handbook, which provides detailed information on training programs for part 121 and part 135 operators. This order is available from the Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. If used, this generic curriculum should be adapted to include specific data and characteristics of the aircraft for which the type rating is being issued.

b. Additional training requirements: A pilot who has an AMEL certificate limited to center thrust or an ASEL certificate to receive a type rating in a multiengine aircraft must complete multiengine land training as part of the type rating course. Most airplanes that require type ratings have more than 200 horsepower (or the equivalent thrust), pressurization, and service ceilings and/or maximum operating altitudes above 25,000 feet mean sea level. Pilots would therefore be required to receive both a high-performance endorsement and a high-altitude endorsement in their logbook or training record before acting as pilot in command of those airplanes. If they do not have the endorsements when they begin training for the type rating, the training for those endorsements may be included in the type rating curriculum if the airplane for which the type rating is required fits the appropriate description. However, separate logbook or training record endorsements must be issued for the type rating, high-performance, and/or high-altitude training, as appropriate. If high-performance and high-altitude training is conducted in conjunction with type rating training, the high-performance and high-altitude training should include specific operational aspects of the airplane. For example,

the high-altitude training recommended in AC 61-107, High-Altitude Operations, should include the airplane's particular systems and procedures for operating at high altitudes (such as the pressurization system and the specific decompression and emergency descent procedures described in the Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH)).

c. Although the requirements of section 61.63(d)(6)(i) apply to additional aircraft ratings, the generic curriculum in this AC may be used for any aircraft that requires a type rating. Regardless of whether this generic curriculum is used, it is the responsibility of each operator to update its curriculum as necessary and to adapt that curriculum to the specific aircraft, flight environment, and type of flight operations that will be conducted. The TPO should contain detailed information on the type of operation, the training environment, and completion standards. The instruction provided in this curriculum is designed as initial equipment training and consists of approximately 50 hours of ground instruction, 15 hours of simulator or training device instruction, and four flights in the airplane (15 hours, including ground time). The number of hours is recommended and may be modified to meet the training requirements.

d. Users of this AC should be aware that qualification criteria exists in the most current issues of AC 120-40, Airplane Simulator

Qualification; AC 120-45, Airplane Flight Training Device Qualification; and part 121, appendix H, Advanced Simulation Plan, for flight simulators and flight training devices.

e. The duration and specific content of each lesson will depend on the aircraft for which the type rating is sought and on the type of the operation. For example, if the aircraft is equipped with a simple autopilot, the instruction on autoflight systems may not take more than half an hour and can be combined with another lesson. However, the pilot may need to undergo more than 2 hours of instruction before fully understanding the operation of some sophisticated autopilots. Examples of different types of operations that may affect the length of each lesson are visual flight rules (VFR) vs. instrument flight rules (IFR) operations and single pilot vs. two or more flight crewmembers. The instructor should adjust the curriculum accordingly, ensuring that the applicable items contained in appendix 1 are covered.

f. Appendix 2 contains a revised list of aircraft type designations which are placed on pilot certificates.

g. Appendix 3 specifies the use of the limitation area on the airman certificate for operational restrictions associated with type ratings, e.g., N-B-25, VFR ONLY or center thrust limitations.

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CURRICULUM

GROUND INSTRUCTION. Acceptable completion standards for each lesson and examinations should be established by the operator. Many operators use a pass/fail system, while others may prefer a minimum passing grade for written examinations.

SEGMENT 1—GENERAL OPERATIONAL SUBJECTS

OBJECTIVE: The applicant will clearly understand operational requirements that are specific to the aircraft for which the type rating is required.

COMPLETION STANDARDS: The applicant must be able to demonstrate knowledge and understanding of the subject matter by passing a written examination to acceptable standards.

NOTE: Items indicated by an asterisk (*) are instrument procedures that apply only to type ratings that are not restricted to VFR.

Lesson #1 – Introduction to the Aircraft and Operating Limitations (2 hours)

- A. Objective: The applicant will become familiar with the aircraft's history, background, operating limitations, and general characteristics.
- B. Content:
 - 1. Introduction and course overview.
 - 2. General aircraft information – Manufacturer; other models; years of production; aircraft authorizations and specifications; equipment and furnishings; unique characteristics.
 - 3. Operating limitations.
 - 4. AFM/POH – General layout, content, and use.
- C. Completion Standards: The applicant must be able to demonstrate, by oral testing and discussion, an understanding of the lesson content.

Lesson #2 – Weight and Balance (2 hours)

- A. Objective: The applicant will become familiar with the weight and balance limitations of the aircraft and be able to ensure the aircraft is properly loaded.
- B. Content:
 - 1. Computations of center of gravity (CG) location for specified load conditions, including adding, removing, or shifting weight.
 - 2. Determining if the computed CG is within the forward, aft, and lateral (if applicable) limits for takeoff and landing.
 - 3. Effects of fuel burn on CG.
- C. Completion Standards: The applicant must be able to demonstrate proficiency in using the aircraft weight and balance charts to solve loading problems.

Lesson #3 – Adverse Weather Practices (2 hours)

- A. Objective: The applicant will become familiar with the manufacturer's recommended practices for operating in adverse weather conditions.
- B. Content (as applicable):
 - 1. Operations in ice, slush, and snow.
 - 2. Operations in turbulence.
 - 3. Operations in heavy precipitation.
 - 4. Low level windshear encounter.
 - a. Takeoff under suspected windshear.
 - b. Suspected windshear approach.
 - 5. Thunderstorm avoidance.
 - 6. Thunderstorm precautions.
 - 7. Cold weather precautions.
 - 8. Low visibility operations.
- C. Completion Standards: The applicant must be able to demonstrate, by oral testing and discussion, knowledge of the manufacturer's recommended adverse weather practices.

Lesson #4 – Aerodynamics, Performance, Minimum Equipment List (MEL), and Configuration Deviation List (CDL) (3 hours)

- A. Objective: The applicant will become familiar with the aerodynamic, performance characteristics, limitations, and MEL/CDL for the aircraft.
- B. Content (as applicable):
 - 1. Review of aerodynamic fundamentals.
 - 2. Airflow – Airfoils; wing type; aerodynamic effect of spoilers, speed brakes, flaps, slats, and other configurations.
 - 3. Low/high-speed aerodynamics and stability.
 - 4. Recommended airspeeds during specific phases of flight.
 - 5. Stall/spin characteristics and limitations.
 - 6. Performance charts, tables, tabulated data, and other related AFM/POH information – Accelerate-stop/accelerate-go distance; takeoff performance, with all engines and with engine(s) inoperative; climb performance, with all engines and with engine(s) inoperative; cruise performance; fuel consumption, range, and endurance; descent performance; and other performance data (appropriate to the aircraft).
 - 7. Normal, abnormal, and emergency performance characteristics.
 - 8. Meteorological and weight-limiting performance factors (e.g., temperature, pressure, contaminated runways, precipitation, climb/runway limits).
 - 9. Inoperative equipment performance limiting factors (e.g., MEL/CDL, inoperative antiskid).
 - 10. Special operational conditions (e.g., unpaved runways and high-altitude airports).
 - 11. Other information found in the approved AFM/POH on the aircraft's aerodynamics, performance, and limitations.
- C. Completion Standards: The applicant must be able to demonstrate use of the aircraft's performance charts to determine aircraft performance and limitations during all flight

regimes. The applicant must also be familiar with a permitted inoperative component MEL/CDL as it affects aircraft operation.

Lesson #5 – Segment 1 Written Examination – The applicant must be able to pass the written examination on material covered during Segment 1.

SEGMENT 2 – AIRPLANE SYSTEMS AND COMPONENTS

OBJECTIVE: The applicant will understand the aircraft system components, limitations, relevant controls, actuators, annunciators, and procedures for various system configurations.

COMPLETION STANDARDS: The applicant must be able to demonstrate knowledge of the aircraft's systems and components by passing a written examination to acceptable standards.

Lesson #6 – Fuel and Oil Systems (3 hours)

- A. Objective: The applicant will become familiar with the fuel and oil systems, including AFM/POH normal operating procedures.
- B. Content (as applicable):
 - 1. Fuel system – Tank location(s) and venting systems; capacity; drains; pumps; distribution; fuel injectors, carburetors or fuel control; fuel heat; controls; indicators; crossfeeding; transferring; fuel grade, color, and additives; fueling and defueling procedures; emergency substitutions; fuel jettison system.
 - 2. Oil system – Capacity; grade; quantities; indicators.
 - 3. AFM/POH normal procedures, limitations, and operational considerations.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the aircraft's fuel and oil systems.

Lesson #7 – Powerplant(s) (3 hours)

- A. Objective: The applicant will become familiar with the components and operation of the powerplant(s).
- B. Content (as applicable):
 - 1. Powerplant – Type and thrust/horsepower; controls and indicators; induction system; fuel injection/carburetion/fuel control; exhaust and turbocharging; cooling; fire detection/protection; mounting points; turbine wheels; compressors; other applicable components (thrust reversers, engine synchronizer).
 - 2. Propellers – Type; controls; allowable wear; feathering/unfeathering; autofeather negative torque sensing; synchronizing and synchrophasing.
 - 3. Ignition system.
 - 4. AFM/POH normal operating procedures and limitations.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the powerplant structure and operation.

Lesson #8 – Electrical System (2 hours)

- A. Objective: The applicant will become familiar with the electrical systems and their operation.
- B. Content (as applicable):
 - 1. Fundamentals of AC/DC electricity.
 - 2. AC/DC power; battery/emergency bus; alternators; generators; fuses; circuit breakers and current limiters; controls; indicators; external ground power; auxiliary power unit (APU).
 - 3. Normal AFM/POH operation and limitations of electrical power system units.
- C. Completion Standards: The applicant must be able to demonstrate, by oral testing and discussion, knowledge and understanding of the electrical power systems, operation and limitations.

Lesson #9 – Hydraulic System (2 hours)

- A. Objective: The applicant will become familiar with the hydraulic system and its operation and limitations.
- B. Content (as applicable):
 - 1. Principles of hydraulics.
 - 2. System construction features – Capacity; pumps; pressure; reservoirs; fluid grade; regulators and accumulators.
 - 3. Use of hydraulics – Systems and subsystems.
 - 4. Normal AFM/POH operation and limitation of hydraulic system.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the hydraulic systems.

Lesson #10 – Landing Gear and Brakes (2 hours)

- A. Objective: The applicant will become familiar with the landing gear and brake system, its operation and limitations.
- B. Content (as applicable):
 - 1. Landing gear system – Indicators; tires; nosewheel steering; skids; shocks.
 - 2. Brakes – Components; operation.
- C. Completion Standards: The applicant must be able to demonstrate knowledge, understanding and the operation of landing gear, brake systems and their limitations.

Lesson #11 – Pneumatics System (1 hour)

- A. Objective: The applicant will become familiar with the pneumatic systems, their operation and limitations.
- B. Content (as applicable):
 - 1. Principles of pneumatics.
 - 2. Description of system elements – Engine-driven pumps; bleed-air sources, routing, venting, and controlling; pressure limiting devices.
 - 3. AFM/POH normal operating procedures and limitations.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the airplane's pneumatic system, its operation and limitations.

Lesson #12 – Environmental Systems (3 hours)

- A. Objective: The applicant will become familiar with the environmental systems and their operation.
- B. Content (as applicable):
 - 1. Heating; cooling; ventilation.
 - 2. Air conditioning.
 - 3. Pressurization – Components; controls; indicators; regulating devices; system operation; emergency pressurization.
 - 4. AFM/POH normal operating procedures and limitations.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the environmental systems and their operation.

Lesson #13 – Flight Controls (4 hours)

- A. Objective: The applicant will become familiar with and be able to operate the flight control systems.
- B. Content (as applicable):
 - 1. Primary flight controls (yaw, pitch, and roll devices).
 - 2. Secondary flight controls (leading/trailing edge devices, flaps, trim, spoilers, speed brakes, and damping mechanisms).
 - 3. Associated devices such as stall or speed warning devices.
 - 4. AFM/POH normal operating procedures and limitations.
- C. Completion Standards: The applicant will be able to operate, demonstrate knowledge, and understand the flight control systems and their limitations.

Lesson #14 – Ice and Rain Protection (2 hours)

- A. Objective: The applicant will become familiar with and be able to operate the airplane's ice protection systems.
- B. Content (as applicable):
 - 1. Ice detection.
 - 2. Anti-ice/deice systems.
 - 3. AFM/POH normal operating procedures and limitations.
- C. Completion Standards: The applicant will be able to demonstrate knowledge and understanding of the airplane's ice protection systems and their limitations.

Lesson #15 – Fire and Overheat Protection (2 hours)

- A. Objective: The applicant will become familiar with the fire and overheat protection systems, their operation and limitations.
- B. Content (as applicable):
 - 1. Fire and overheat sensors, loops, modules, or other means of providing visual and/or aural indications of fire or overheat detection.
 - 2. Automatic extinguishing systems.
 - 3. Power sources necessary to provide detection of fire and overheat conditions in engines, APU, cargo bay/wheel well, cockpit, cabin, and/or lavatories.
- C. Completion Standards: The applicant will be able to demonstrate knowledge and understanding of the fire/overheat protection systems and their limitations.

Lesson #16 – Flight Instruments (2 hours)

- A. Objective: The applicant will become familiar with the location, operation and limitations of the flight instruments.
- B. Content (as applicable):
 - 1. Panel arrangement.
 - 2. Pilot static system and instruments – Operation of the system, including drains, pilot heat, and alternate static sources; airspeed indicator bug settings, including markings; altimeter; vertical speed indicator.
 - 3. Vacuum system and instruments – Operation of the system, including gauges and malfunction indications; attitude indicator; heading indicator; turn and slip indicator.
 - 4. Electrically operated instruments – Turn and bank coordinator; attitude indicator; radio altimeter.
 - 5. Magnetic compass – Errors in and use of magnetic compass system.
 - 6. Air data computer.
 - 7. Stall avoidance and warning systems.

- C. Completion Standards: The applicant will be able to demonstrate knowledge and understanding of the flight instrument systems and their position on the panel.

Lesson #17 – Navigation Equipment and Display Systems (4 hours)

- A. Objective: The applicant will become familiar with and be able to operate the navigation equipment and display systems.
- B. Content (as applicable):
1. Aircraft transponders, radio altimeters, electronic flight instrumentation system (EFIS), or computer-generated displays of aircraft position and navigation information.
 2. Navigation receivers – VOR, NDB, RNAV, LORAN-C, GPS, DME, marker beacon.
 3. Inertial navigation systems (INS) – Functional displays, fault indications, comparator systems.
 4. Flight director (FD).
 5. Weather detection systems – Stormscope, radar.
 6. Traffic collision and avoidance system (TCAS).
 7. Flight management system (FMS).
 8. Low-altitude windshear system.
- C. Completion Standards: The applicant must demonstrate knowledge and operation of the airplane's navigation equipment and display systems.

Lesson #18 – Autoflight (2 hours)

- A. Objective: The applicant will become familiar with and be able to operate the airplane's autoflight system.
- B. Content (as applicable): Autopilot/autothrottle – Interface with aircraft flight director and navigation systems, including automatic approach tracking, autoland, and automatic fuel or performance management systems.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the autoflight system.

Lesson #19 – Communications Equipment (1 hour)

- A. Objective: The applicant will become familiar with and be able to operate the airplane's communications equipment.
- B. Content (as applicable): VHF/HF radios; audio panels; interphone and passenger address systems; voice recorder; ARINC communications addressing and reporting system.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the airplane's communications systems and equipment.

Lesson #20 – Miscellaneous and Review (2 hours)

- A. Objective: The applicant will become familiar with the systems and components which have been covered and review Segment 2.
- B. Content (as applicable):
 - 1. All other systems included in the approved AFM/POH (e.g., stability augmentation devices, squat switch systems, drag chute).
 - 2. Review any problem areas from Segment 2 in preparation for the segment examination.
- C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the material covered during this segment to pass the written Segment 2 examination to acceptable standards.

Lesson #21 – Segment 2 Written Examination – The applicant must be able to pass the written examination on material covered during Segment 2.

SEGMENT 3 – AIRCRAFT-SPECIFIC EMERGENCY TRAINING

OBJECTIVE: The applicant will become familiar with emergency and abnormal procedures associated with aircraft systems, structural design, and operational characteristics.

COMPLETION STANDARDS: The applicant will have successfully completed Segment 3 when able to demonstrate knowledge and understanding of the emergency and abnormal procedures specified in the approved AFM/POH by passing a written examination.

Lesson #22 – Emergency Equipment (2 hours)

- A. Objective: The applicant will become familiar with the location and use of emergency equipment.
- B. Content (as applicable):
 - 1. Survival gear.
 - 2. Oxygen equipment and supply.
 - 3. Emergency exits and escape slides.
 - 4. Fire extinguisher(s).
 - 5. Life vests and other personal flotation device(s).
 - 6. Other emergency equipment.
- C. Completion Standards: The applicant must be able to demonstrate knowledge of the location and use of the airplane's emergency equipment.

Lesson #23 – Abnormal and Emergency Procedures (4 hours)

- A. Objective: The applicant will become familiar with the abnormal and emergency procedures in the AFM/POH.

B. Content (as applicable):

1. Abnormal starting procedures, including knowledge of external power source usage, abnormal starting limitations, and the proper corrective action required in the event of a malfunction.
2. Powerplant failure under circumstances, including but not limited to, prior to rotation, during climbout, during cruise flight, during approach, and in instrument meteorological conditions (IMC).
3. Rapid decompression and emergency descent.
4. Ditching and evacuation procedures.
5. Electrical failure.
6. Failure of navigation or communications equipment.
7. Hydraulic failure.
8. Landing gear and flap systems failure or malfunction.
9. In-flight fire.
10. Smoke control and removal.
11. Ice and rain protection.
12. Anti-icing or deicing system failure or malfunction.
13. Runaway stabilizer/trim.

C. Completion Standards: The applicant must be able to demonstrate knowledge and understanding of the abnormal and emergency procedures.

Lesson #24 – Segment 3 Written Examination – The applicant must be able to pass the written examination on material covered during Segment 3.

REVIEW AND FINAL EXAMINATION**Lesson #25 – Review (3 hours)**

- A. Objective:** The applicant will be prepared to successfully accomplish the final examination.
- B. Content:** All material covered during Segments 1-3.
- C. Completion Standards:** The applicant must be able to demonstrate knowledge and understanding of the material covered during ground training that is applicable to the aircraft.

Lesson #26 – Final Examination**SEGMENT 4 – SYSTEMS INTEGRATION TRAINING**

OBJECTIVE: The applicant will be able to operate the simulator or training device and understand the interrelation between the aircraft's systems and normal, abnormal, and emergency procedures.

COMPLETION STANDARDS: The applicant will have successfully completed Segment 4 when able to demonstrate proficiency, by performing the maneuvers and procedures of part 61, to PTS standards on the simulator/training device portion of the practical test.

Lesson #27 – Cockpit Familiarization and Use of Checklists (2 hours)

- A. Objective: The applicant will become familiar with the crew briefing, cockpit layout, checklists, and normal operating procedures and will be able to fly the aircraft, maintaining attitude and orientation.
- B. Content:
1. Preflight familiarization.
 2. Introduction – Cockpit familiarization.
 - a. Airplane systems operation and location of systems indicators, gauges, and warning devices.
 - b. Activation of airplane system controls and switches.
 - c. Use of checklists – Safety checks, cockpit preparation, checklist sequence.
 3. Flight.
 - a. Normal procedures.
 - b. Pretakeoff checks, crew briefing, as appropriate to the airplane type.
 - c. Normal or crosswind takeoffs – Knowledge of airspeeds, configurations, and emergency procedures recommended by the manufacturer for existing conditions. Following takeoff, performance of required pitch changes, gear and flap retractions, power adjustments, and other required pilot-related activities at the required airspeed/V-speeds within the tolerances established in the AFM/POH.
 - d. Airspeed/V-speed control.
 - e. Straight and level cruise flight.
 - f. Climbs.
 - g. Descents.
 - h. Level, climbing, and descending turns.
 - i. In-flight pressurization control.
 - j. Approach to landing and landings.
 - (1) Appropriate configurations.
 - (2) Normal or crosswind landings.
 4. Postflight critique and preview of next lesson.
- C. Completion Standards: At the completion of this lesson, the applicant shall demonstrate familiarity with the airplane checklists and normal operating procedures.

Lesson #28 – Flight Maneuvers and Display Systems (2 hours)

- A. Objective: The applicant will continue cockpit orientation and will review basic in-flight maneuvers and approaches (if applicable).
- B. Content (as applicable):
1. Preflight discussion.
 2. Introduction – Display systems operation (weather radar and other EFIS displays).
 3. Flight.
 - a. Review of previous lesson.
 - b. Normal takeoffs.

- c. Slow flight.
- d. Approach to stalls and recovery. For the purpose of this maneuver, the required approach to a stall is reached when there is a perceptible buffet or other response (stall warning or stick shaker, depending on the airplane devices) to the initial stall entry.
 - (1) Takeoff configuration.
 - (2) Clean configuration.
 - (3) Landing configuration.
- e. Steep turns.
- f. Unusual attitudes.
- g. Normal ILS approaches (coupled and manual).*
- 4. Postflight critique and preview of next lesson.

C. Completion Standards: The applicant shall demonstrate competency in performing the maneuvers and procedures contained in this lesson to levels consistent with the PTS.

Lesson #29 – Flight Operations and Use of Autopilot (3 hours)

A. Objective: The applicant will review instrument procedures (if applicable) and further develop the skills required for normal flight operations.

B. Content (as applicable):

- 1. Preflight discussion.
- 2. Introduction – Autoflight operation (autopilot, flight director, normal and abnormal indications and annunciators lights).
- 3. Flight.
 - a. Review of previous lesson.
 - b. Instrument Departure Procedure (DP) and Standard Terminal Arrival Routes (STAR).
 - c. Adherence to simulated air traffic control (ATC) clearances and to airspeed restrictions and adjustments required by regulations or the AFM/POH.
 - d. Use of autoflight system.
 - e. Performance of checklist items appropriate to the area of arrival.
 - f. Establishment, where appropriate, of a rate of descent consistent with the aircraft operating characteristics and safety.
 - g. Holding, including entering, maintaining, and leaving holding patterns.*
 - h. Instrument approaches.*
 - (1) Precision approaches.
 - (2) Nonprecision approaches, including circling approaches at the authorized minimum circling approach altitude.
 - (3) Missed approaches from precision and nonprecision approaches, including circling approaches.
- 4. Postflight critique and preview of next lesson.

C. Completion Standards: The applicant shall demonstrate competency in performing the maneuvers and procedures contained in this lesson to levels consistent with the PTS.

Lesson #30 – Emergency Procedures (2 hours)

- A. Objective: The applicant will practice the emergency procedures recommended in the approved AFM/POH. The applicant will demonstrate proper knowledge of the flight characteristics and controllability associated with maneuvering with powerplant(s) inoperative as appropriate to the airplane, including control of airspeed, configuration, direction, altitude, and attitude.
- B. Content (as applicable):
 - 1. Preflight discussion.
 - 2. Introduction.
 - 3. Flight.
 - a. Review of previous lesson.
 - b. Emergency procedures checklist familiarization.
 - c. Start malfunctions.
 - d. Instrument takeoff (simulated IMC at 100 feet).*
 - e. Powerplant failure(s) in flight.
 - f. In-flight fire.
 - g. Rapid decompression emergency procedures.
 - h. ILS approach with a simulated failure of one powerplant. The failure should occur before initiating the final approach course and must continue to touchdown or through the missed approach procedure.*
 - 4. Postflight critique and preview of next lesson.
- C. Completion Standards: The applicant shall display complete understanding of emergency and abnormal procedures as recommended by the manufacturer in the AFM/POH.

Lesson #31 – Normal/Abnormal Flight Operations Review; Use of Navigation Systems (2 hours)

- A. Objective: The applicant shall develop skills in normal flight operations and in abnormal flight situations with selected system malfunctions and gain skill in operating the airplane's navigation systems.
- B. Content (as applicable):
 - 1. Preflight discussion.
 - 2. Introduction – Navigation systems.
 - a. Preflight and operation of applicable receivers.
 - b. Onboard navigation systems.
 - c. Flight plan information input and retrieval.
 - 3. Flight.
 - a. Review of previous lesson.
 - b. Cold weather operation.
 - c. Rejected takeoff.
 - d. Climb to and cruise at high altitude, both with and without autopilot.
 - e. Use of navigation systems.
 - f. Ice and rain protection system operation and malfunction procedures.
 - g. Fuel systems malfunction.

- h. Engine(s) inoperative landing from an ILS.*
 - i. Engine(s) inoperative nonprecision approach, circle to land.*
 - 4. Postflight critique and preview of next lesson.
- C. Completion Standards: The applicant shall display complete understanding of the airplane's navigation systems and of emergency and abnormal procedures as recommended by the manufacturer.

Lesson #32 – Normal/Abnormal Flight Operations (2 hours)

- A. Objective: The applicant shall further develop skills in normal and abnormal flight operations.
- B. Content (as applicable):
 - 1. Preflight discussion.
 - 2. Flight.
 - a. Review of previous lesson.
 - b. Hot weather operation.
 - c. Takeoff with engine failure after V_1 and before V_2 .
 - d. Inadvertent overspeed recovery procedures.
 - e. Turbulence penetration.
 - f. Hydraulic system malfunction.
 - g. Flight control malfunctions.
 - h. Emergency gear extension.
 - i. No flap approach and landing.
 - j. Precision and nonprecision instrument approaches (normal and engine(s) inoperative).*
 - 3. Postflight critique and preview of next lesson.
- C. Completion Standards: The applicant shall demonstrate understanding of and proficiency in the aircraft's normal, abnormal, and emergency procedures to PTS standards.

Lesson #33 – Line Oriented Flight Training (LOFT) (2 hours)

- A. Objective: The applicant shall be able to conduct a cross-country flight using the airplane's available equipment. During the flight, the instructor shall evaluate the applicant's proficiency level in the maneuvers and procedures covered during the course as well as during earlier training (high-altitude enroute procedures, etc.). The instructor should identify and correct any maneuvers that may require additional instruction.
- B. Content (as applicable):
 - 1. Preflight discussion.
 - 2. Introduction – Flight planning.
 - a. Performance limitations (meteorological, weight, and MEL items).
 - b. Required fuel loads.
 - 3. Flight.
 - a. Preflight planning.
 - b. Instrument Departure Procedure (DP).

- c. Compliance with manufacturer's recommendations for power settings; airspeeds; rate of climb; configuration.
 - d. Adherence to actual or simulated ATC clearances (including assigned radials) and to airspeed restrictions and adjustments required by regulations or the AFM/POH.
 - e. Enroute.
 - (1) Appropriate use of oxygen and pressurization systems.
 - (2) Proper use of available navigation facilities and appropriate enroute procedures.
 - (3) Review of maneuvers and procedures from previous lessons, including simulated emergencies.
 - f. Standard Terminal Arrival Routes (STAR).
 - (4) Performance of checklist items appropriate to the area arrival.
 - (5) Establishment, where appropriate, of a rate of descent consistent with the aircraft operating characteristics and safety.
 - (6) Manually controlled ILS approach with a simulated failure of one powerplant. The simulated failure should occur before initiating the final approach course and continue to touchdown or through the missed approach procedure.*
4. Postflight critique and preview of practical test.
- C. Completion Standards: The applicant shall be able to demonstrate competency in performing the maneuvers and procedures required for the practical test to levels consistent with the PTS.

Lesson #34 – Crew Resource Management (2 hours)

- A. Objective: The applicant will become familiar with Crew Resource Management (CRM) techniques and be able to facilitate the smooth flow of information and application of skills between flight and ground crewmembers and ATC resulting in a safe, organized flight.
- B. Content:
- 1. Human physiology.
 - a. Rest, naps, and sleep.
 - b. Effects of drugs and alcohol.
 - c. Smoking.
 - d. Other stresses; e.g., divorce, finance.
 - e. Eating habits.
 - f. Stress management.
 - 2. Getting along with others.
 - a. Hazardous attitudes.
 - b. Communications skills.
 - 3. Aeronautical decision making.
 - a. Risk assessment.
 - b. Risk management.
 - c. How to develop decision making skills.
 - 4. Standard Operating Procedures (SOPs).
 - a. Use of checklists by the crew.
 - b. Challenge/No response.
 - c. Pilot flying vs. pilot not flying roles.
 - d. Abnormal/Emergency procedures.
 - e. First flight of the day.

- f. Critical situations.
- g. Deviations from the SOP.

C. Completion Standards: This lesson is complete when the applicant is able to demonstrate satisfactory knowledge on a written examination on the lesson subject matter.

SEGMENT 5 – FLIGHT INSTRUCTION

Time allocations are suggested only and should be adjusted according to the applicant's ability, the type of airplane and equipment, and the type of operation.

OBJECTIVE: The applicant shall apply the knowledge and skill acquired during ground training to the airplane.

COMPLETION STANDARDS: The applicant shall demonstrate proficiency in handling and operating the airplane by passing the flight portion of the practical test to levels consistent with the PTS.

Lesson #35 – Introduction to the Airplane; Basic Maneuvers (4 hours)

A. Objective: The applicant shall become familiar with the airplane and the local training environment, and will be able to apply the knowledge gained from ground training to the operation of the airplane.

B. Content:

- 1. Preflight discussion.
- 2. Introduction.
 - a. Airplane documentation – Registration; airworthiness certificate; maintenance logs; MEL/CDL.
 - b. Preflight inspection – Complete visual inspection of interior and exterior, using appropriate checklist.

C. Flight.

- 1. Prestart checklist.
- 2. Control system checks.
- 3. Normal starting procedures.
- 4. Radio and electronic equipment checks.
- 5. Systems operations familiarization and additional checks described in the approved AFM/POH, checklists, or other approved material appropriate to the airplane type and type of flight.
- 6. Taxiing.
- 7. Pretakeoff checks, crew briefing as appropriate to the airplane type.
- 8. Normal or crosswind takeoffs.
- 9. Airspeed/V-speed control.
- 10. Straight and level cruise flight.
- 11. Climbs.
- 12. Descents.
- 13. Level, climbing, and descending turns.
- 14. Steep turns.

15. Approach to stalls.
 - a. Takeoff configuration.
 - b. Clean configuration.
 - c. Landing configuration.
 16. Approach to landing and landings.
 - a. Appropriate configurations.
 - b. Normal or crosswind landings.
 17. Engine shutdown procedures.
- D. Postflight critique and preview of next lesson.
- E. Completion Standards: At the completion of this lesson, the applicant shall demonstrate basic airmanship qualities and understanding of flight characteristics of the aircraft.

Lesson #36 – Proficiency Training (4 hours)

- A. Objective: The applicant shall gain proficiency in takeoffs, landings, VFR patterns, and will begin instrument work, if applicable. This lesson should further acquaint the applicant with the local training area.
- B. Content.
1. Preflight discussion.
 2. Flight.
 - a. Review of previous lesson.
 - b. Practice takeoffs and landings to become proficient with power settings, airspeeds, and attitudes for flying a VFR pattern.
 - c. Takeoff with simulated IMC at or before reaching an altitude of 100 feet above the airport elevation.*
 - d. ILS to missed approach.*
 - e. ILS approach and landing.*
 - f. Nonprecision approach to the circling minimum descent altitude (MDA), followed by a change in heading and the necessary visual maneuvering to maintain a flight path that permits a normal landing on a runway at least 90° from the final approach course of the simulated instrument portion of the approach.*
- C. Postflight critique and preview of next lesson.
- D. Completion Standards: At the completion of this lesson, the applicant must be able to perform the maneuvers contained in this lesson to PTS standards and takeoff and land without assistance from the instructor.

Lesson #37 – Emergency Procedures; Proficiency (4 hours)

- A. Objective: The applicant shall be able to perform emergency procedures that can be safely simulated in the airplane. Although not all emergencies can be safely simulated in the airplane, those that can should be practiced in accordance with the manufacturer's recommendations.

B. Content (as applicable):

1. Preflight discussion.
2. Review of previous lessons.
3. Introduction – Emergency procedures review.
4. Flight.
 - a. Powerplant failure(s).
 - b. On takeoff roll, before reaching a specified airspeed/ V_1 speed. The rejected takeoff should encompass using the recommended braking procedure; maintaining positive control; and accomplishing the appropriate powerplant failure procedures as recommended by the appropriate checklist.
 - c. In multiengine airplanes, on climbout with a simulated failure of the most critical powerplant at a point appropriate to the airplane type under the prevailing conditions and in normal cruise flight. The recovery procedures should be as specified in the AFM/POH and will include setting powerplant controls; reducing drag as necessary; correctly identifying and verifying the inoperative powerplant; maintaining positive aircraft control; attempting to determine the reason for the powerplant failure; and following the prescribed aircraft checklist to secure the inoperative engine. When the engine is actually shut down and feathered (if appropriate), the proper powerplant restart procedures should be followed in accordance with the manufacturer's recommended procedures and pertinent checklist items.
 - d. In single-engine airplanes, establishing and maintaining the recommended best glide airspeed; selecting a suitable airport or landing area that is within the performance capability of the aircraft; following the emergency checklist items appropriate to the aircraft; maintaining positive aircraft control throughout the maneuver; and using airplane configuration devices, such as landing gear and wing flaps, in a manner recommended by the manufacturer. Landings from a forward slip should be practiced, as should spot simulated emergency landings from 1,000 feet above ground level (AGL) with a 180° change of direction.
 - e. Runaway stabilizer.
 - f. Simulated loss of pressurization – Rapid decompression emergency procedures.
 - (1) Knowing the location and correct use of oxygen masks.
 - (2) Rapid descent.
 - g. Manually controlled ILS approach with a simulated failure of one powerplant. The simulated failure should occur before initiating the final approach course and must continue to touchdown or through the missed approach procedure.*
 - h. Zero-flap landing to simulate inoperable full or partial flaps, leading edge flaps, and other similar devices.

C. Postflight critique and preview of next lesson.

- D. Completion Standards: At the completion of this lesson, the applicant will be proficient in the manufacturer's recommended emergency procedures for the airplane and will be able to competently demonstrate their execution in a simulated emergency situation.

Lesson #38 – Night Checkout; Review (3 hours)

- A. Objective: The applicant will become familiar with night operations in the airplane.
- B. Content:
 - 1. Preflight discussion.
 - 2. Review of previous lessons.
 - 3. Introduction – Night flying.
- C. Flight:
 - 1. Night aircraft inspection.
 - 2. Use of cockpit and cabin lights.
 - 3. Airplane lights (navigation; strobe; recognition beacon; landing; taxi and logo).
 - 4. Takeoff and landing practice, including a simulated electrical failure.
 - 5. Recovery from unusual attitudes in cruise flight.
 - 6. Multiple instrument approaches.*
 - 7. Review of any areas needing additional work.
- D. Postflight critique and preview of practical test.
- E. Completion Standards: The applicant must be able to demonstrate the ability to accurately control all aspects of flying the airplane at night, including night emergency procedures.

PRACTICAL TEST

OBJECTIVE: The applicant shall be able to demonstrate knowledge of operational proficiency in the airplane and its systems during the practical test.

CONTENT:

- A. Oral examination.
- B. Flight test.
 - 1. Simulator/training device.
 - 2. Airplane.
- C. Evaluation and critique.

COMPLETION STANDARDS: The applicant shall demonstrate the proficiency required to pass the practical test.

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS

This appendix provides pilot certificate designations adopted by the FAA for aircraft type ratings. It incorporates all revisions to previous listings, including new designations for aircraft type certificated as of August 4, 2000.

The designations in column 4 of appendix 2 have been entered on all pilot certificates issued or reissued with aircraft type ratings since May 1, 1977.

Previously used designations listed in column 3 of appendix 2 will remain in effect and will not require a reissuance or conversion to the new type rating designations in effect as of August 4, 2000.

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Aero Commander Division North American Rockwell Corp	1121 Jet Commander Commodore Jet 1123	AC-1121 CJ-1123	IA-JET
Aérospatiale, France	SN 601 Corvette		SN-601
Aérospatiale/Aeritalia, France	ATR-42, ATR-72		ATR-42, ATR-72
Armstrong Whitworth Aircraft, Ltd., UK	Argosy AW 650	Armstrong Whitworth AW-650	AW-650
Avions Dassault, General Aéronautique Marcel, Dassault, France	Mystere 10 Falcon		DA-10
	Mystere 20 Falcon, Fan Jet	GAMD/SUD-20	DA-20
	Falcon 50-A, DA 900, DA 900C, DA 900EX		DA-50
	Fan Jet Model 200		DA-200
	Falcon DA-2000		DA-2000
Beech Aircraft Corp., USA Wichita, KS	BE-200T/200TC (Restricted)		BE-200
	BE-300, BE-350, BE-300LW, BE-B300		BE-300
	BE-300FF		BE-300FF
	BE1900, BE1900C, BE1900D, C-12J (Military)		BE1900
	BE-2000S (single pilot) BE-2000		BE-2000S BE-2000
	Diamond I, MU-300, MU-300-10, BE-400 and 400T (USAF T-1A Jayhawk)	MU-300	MU-300, BE-400
Boeing Co., USA	247-D	Boeing 247	B-247
	314	Boeing 314	B-314
	S-307, SA-307	Boeing 307	B-307
	377, C-97, YC-97	Boeing 377	B-377
	707, 720, C-135, VC-137, E3-A, E6-A/B C-18B, EC-18B, EC-18D	Boeing 707/720	B-707/B-720
	727	Boeing 727	B-727
	737/100/200/300/400/500/600/ 700/800, T-43	Boeing 737	B-737
	T-747, E-4, 747SP	Boeing 747	B-747
	B-747-400		B-747-4
	757, 767, C-32A	Boeing 757, 767	B-757, B-767
	B-777-200		B-777
Boeing Commercial Airplane Company, USA	B-17 DC-9, DC-9-50, C-9, DC-9-80, MD-80, MD-88, MD-90, MD-90(EFD)	Boeing B-17 Douglas DC-9	B-17 DC-9
Breguet, France Bombardier Aerospace, Canada (Formerly Canadair Ltd.)	Fauvette 905A BD-700-1A10		BG 905 BBD-700
Bristol Aircraft Ltd., UK	Britannia 305		BR-305
British Aerospace/Taiwanese Aerospace Corp.	BAE-146-70/85/100/115 Series	BAE-146	BAE-146, AVR-146

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES (CONTINUED)

British Aerospace Corporation	BAE-ATP		BAE-ATP
	BAE-125-1000 HP.137, MK.1 Jetstream Series 200 Jetstream 3101, 3201		BAE-125 BAE-3100
	Jetstream 4100		BA-4100
	Concorde SST		CONCRD
British Aircraft Corp., UK	BAC 1-11	BAC-1-11	BA-111
Bushmaster Aircraft	Bushmaster 2000		BU-2000
Canadair, Ltd., Canada	CL-44 (Yukon)	Canadair	CL-44
	CL600-2B19		CL-65
	CL-215-1A10	CL-21	CL-215
	CL-415		CL-415
	(Challenger) CL-600, CL-601, CL-6013A		CL-600
	CL-604, CL-600-2B16		CL-604
Cessna Aircraft Corp., USA	CE-500, 501, 550, 552, 550S, 550B,, 560, 560 ULTRA, US ARMY UC-35, T-47		CE-500
	CE-525, CE-525S		CE-525, CE-525S
	CE-560XL		CE-560XL
	Citation III, Model 650 Citation VI, VII		CE-650
	Model CE-750 (Citation X)		CE-750
Chase (also Roberts Aircraft Co.), USA	YC-122	Chase YC-122	YC-122
Consolidated Vultee Aircraft	(See General Dynamics Corp.)		
Convair	(See General Dynamics Corp.)		
Construções Aeronauticas S.A.	CASA (Model) C-212-CB		CA-212
	CN-235-100/200/300, C-295	CN-235	C-295
Curtiss-Wright Corp., USA	Commando CW-20	Curtiss-Wright, C-46	CW-46
Dart Aircraft Corp.	(See General Dynamics Corp.)		
deHavilland Aircraft of Canada Ltd., Canada	Caribou 4A USAF C7A, Army CV2	deHavilland Caribou DH-4	DH-4
	DHC-7		DHC-7
	DHC-8		DHC-8
Dee Howard Co., USA	Howard 500	Howard 500	HW-500
Dornier, Deutsche Aerospace, Friedrichshafen, Germany	DO-228-101		DO-228
	DO-328-100		DO-328
	DO-328-300		DO-328JET
Douglas Aircraft Co.	(See McDonnell Douglas)		
Empresa Brasileira de Aeronautica, Brazil	EMB-110P1, P2, P3		EMB-110
	EMB-120		EMB-120
	EMB-135, EMB- 145		EMB-145
Fairchild Aircraft Corp., USA	Friendship F-27, F-227 SA 226-TC, SA 227-AT, TT, AC, BC, CC, DC, C-26A/B	Fairchild F-27/227	F-27 SA-227
	C-119C		FA-119C
	C-123		FA-C123
Fairchild Hiller	C-82A		C-82A
Fokker, Netherlands	Fokker F27 Mark100, 200, 300, 400, 500, 600, 700, and 800, Fairchild F-27, 27A, B, J, M Fairchild Hiller FH-227, FH- 227B/C/D/E Fellowship F-28 (Models 1000 & 4000)		F-27 FK-28
	Fokker 28 MK 0100, 0070		FK-100

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES (CONTINUED)

Ford Motor Corp., USA	Tri-Motor 4-AT 5-AT, FO-5	Ford-5	FO-5
General Dynamics Corp., USA	PB2Y, PB2Y-5	Consolidated-Vultee PB2Y	CV-PB2Y
	PB4Y-2, QP-4B	Consolidated-Vultee P4Y	CV-P4Y
	PBY-5, 5A, 6A, 28-4, 28-5 28-5ACF, AMC, OA-10, A	Consolidated-Vultee PBY-5	PBY-5
	LB-30, C87A, RB-24	Consolidated-Vultee LB-30	CV-LB30
	240, 340, 440, T-29, C-131	Convair 240/340/440	CV-240/340/440
	22, 22M (880) (090)	Convair 880/990	CV-880, CV-990
	Napier-Eland	Napier-Eland Convair	CV-N1, CV-N2 CV-A340, CV-A440 CV-600, CV-640
	Mark I, Mark II, Allison Project	Mark I/II	
	Convair 340, 440, 580	Allison 340/440	
	Dart Convair 240, 340, 440	Convair 600/640	
Groupement d'Interet Economique Airbus Industries, France	A-300B Airbus		A-300
	A-300-600R, A-310		A-310
	A-319, A320, A-321		A-320
	A-330-200/300 Series		A-330
	A-340-200/300 Series		A-340
Grumman Aircraft Engineering Corp., USA	TBF, TBM AF-2A (Ref. T.O.AR-36)	Grumman TBF	G-TBM
	G-64 Albatross, GSA16 HU-16RD		G-111
	G-73 Turbo Mallard (Frankes Conversion)	FA-73T	G-73T
	G-73 Mallard	Grumman G-73	G-73
	S2F/C1A, S2F-1, S2F-3		G-S2
Gulfstream Aerospace Corporation, USA	G-159 Gulfstream VC-4A, TC-4C	Grumman G-159	G-159
	G-1159, A, B, C-20A, B, C, D, E	Grumman G-1159	G-1159
	G-1159C, C-20F, C-20G, C-20H Variant G-1159 A&B, GIV		G-IV G-V
Hamburger FlugZeubau G.M.B.H., Germany	Hansa Jet 320		HF-320
Handley Page Aircraft Co., Ltd., UK	Herald 300	Handley Page 300	HP-300
Hawker Siddeley Aviation Ltd., UK (Also see Raytheon Hawker Corporate Jets)	DH-106, Comet 4C	deHavilland 4C	HS-106
	DH-114 Heron	Hawker Siddeley 114	HS-114
	DH-125, BH-125, HS-125 Series (Except 1000) & HS- 125/800XP		HS-125
	Hawker Siddeley 748		HS-748
Howard Aero Corp.	(See Dee Howard Co.)		
Israel Aircraft Ltd., Israel (See Aero Commander)	IA-GALAXY Westwind 1124		GALAXY IA-JET
	Astra IAI-1125		IA-1125
	ARAVA IA 101B		IA-101
Learjet Corp.	23, 24, 25, 28, 29, 31, 35, 36, 55, C21-A	LR-23, LR-24, LR-25, LR-28, LR-29, LR-35, LR-36, LR-50	JR-JET
	45 60	LR-45	LR-45 LR-60

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES (CONTINUED)

LET as Corporation 686 04 Kundovice Czech Republic/ Ayres Corporation, Albany, GA	L-420		L-420
Lockheed Aircraft Corp., USA	Lightning P-38	Lockheed P-38	L-P38
	B-34, PV-1, PV-2	Lockheed B-34	L-B34
	Series 14	Lockheed 14	L-14
	18, C-57, C-60, R-50, Learstar	Lockheed 18	L-18
	P2V7 (Restricted), LP2V-5F		L-P2V
	Constellation)49, 149, 649, 749, 1049, 1946	Lockheed Constellation	L-1049
	Electra 188A/C, P-3, EA	Lockheed 188	L-188
	Jetstar, C-140, Jetstar II	Lockheed 1329	L-1329
	382, B/E/F/G, C-130A/B/E/H	Lockheed 382	L-382
	300, C-141	Lockheed 300	L-300
	L-1011 Tristar		L-1011
	T-33		T-33
Lockheed Martin Aero Systems	L-382J		L382J
Martin-Marietta Corp., USA	B-26 Marauder	Martin B-26C	M-B26
	PBM-5, C-162	Martin PBM-5	M-PBM-5
	Mariner 202/404	Martin 202/404	M-202, M-404
McDonnell Douglas Aircraft Corp., USA	AD-4N		AD-4N
	A-20	Douglas A-20	DC-A20
	A-24, SBD	Douglas A-24	DC-A24
	PB-26	Douglas B-26	DC-B26
	B-18	Douglas B-18	DC-B18
	B-23, UC-67	Douglas-23	DC-B23
	DC-2, C-32, C-34, C-39, C-42	Douglas DC-2	DC-2
	DC-3, C-47, C-117	Douglas DC-3	DC-3
	Super DC-3, C-117D	Douglas DC-3S	DC-3S
	DC-3 (Turboprop)		DC-3TP
	DC-4, C-54	Douglas DC-4	DC-4
	DC-6, DC-7, C-118	Douglas DC-6, DC-7	DC-6, DC-7
	DC-8	Douglas DC-8	DC-8
	DC-10, KC-10		DC-10
	MD-11		MD-11
Mitsubishi Aircraft International, Inc.	YS-11	YS-11	YS-11
Morane-Saulnier, France	MS760	Morane-Saulnier, MS-760	MS-760
Nihon Aeroplane Manufacturing Co., Ltd., Japan	YS-11	NAMC YS-11	YS-11
Nord Aviation	262A Super Broussard, Mohawk 298	Nord 262 ND 262/262FM	ND-262
North American Rockwell Corp., USA	B-25 Mitchell	North American	N-B25
	NA-265 Sabreliner, T-39	North American, NA-265	N-265
Northrop Corp., USA	P-61 Black Widow	Northrop P-61	NH-P61
Piaggio, Italy	Piaggio-Douglas 808	Piaggio Douglas PD-808	P-808
Piper Aircraft, USA	PA-42-720 (Restricted)		PA-42R
Raytheon Hawker Corporate Jets (Also see Hawker Siddeley)	BAE-125-11000		BAE-125
	DH-125, BH-125, HS-125 Series (except -1000)	Hawker Siddeley 125	HA-125
SAAB-Fairchild International, S-58188 Linköping, Sweden	SAAB-Fairchild 340		SF-340

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—AIRPLANES (CONTINUED)

SAAB Aircraft AB, Sweden	SAAB-2000		SA-2000
Short Brothers and Harland Ltd., Northern Ireland (UK)	SD3-30, SD3-60 Variant 200	SD3-30	SD-3
Sikorsky Aircraft Division of United Aircraft Corp., USA	VS-44AC-32, C-34 S-43	Sikorsky VS-44 Sikorsky S-43	SK-44 SK-43
Sud Aviation, France	SE Caravelle I, II VIR	SUD 210	S-210
Swearingen Fairchild Aircraft Corp.	SA 226-TC, SA-227-AC, BC, AT, TT SA-227-DC C-26A, C-26B, SA-227-CC		SA-227
Vickers-Armstrong British Aircraft Corp., UK	700 and 800 Series	Vickers Viscount	VC-700, VC-800

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—ROTORCRAFT

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Bell, USA	BH-214ST		BH-14ST
Boeing Vertol, USA	107-11, H-46 Kawasaki, KV107-H	Vertol 107 H	BV-107
	114, Ch-47A, B, and C series BV-234		BV-114 BV-234
	BV-44, H-21	Vertol 44	BV-44
Sikorsky, USA	H-37 Series		SK-56
	S-58 Series, H-34 Series	Sikorsky S-58, S-581T	SK-58
	S-61 Series, H-3 Series	Sikorsky S-61	SK-61
	S-64 Series CH-53A Series	Sikorsky S-64	SK-64
	HH-53, CH-53A	Sikorsky S-65	SK-65
Sud Aviation, USA	SA321F		S-321
	SA330F, SA-332 AS-330		S-330

The following applies to helicopters weighing 12,500 pounds or less on which type ratings are issued to holder of airline transport pilot certificates only.

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Aerospatiale, France	SA 341-342 Gazelle		SA-341
	SA 360		
	AS 350 Astar		AS-350
	SA 355 Twinstar		AS-355
	SA-360C Dauphine (SE)		SA-360
	SA 365 Dauphine (ME)		SA-365
	SA 365 Dolphin (HH-65)		SA-365
Alaska Helicopters, Inc.	ALAHHEL HRP-1	PIASECKI HRP	PI-HRP
Bell, USA	47 Series H-13 Series	Bell 47	BH-47
	204-B, UHI-B, -D, H205A	Bell 204	BH-204
	206A, 206B	Bell 206	BH-206
	212/412 Series	Bell 212	BH-212
	214 Series (Except ST)	None	BH-214
	222 Series	None	BH-222
Brantely, USA	B-2 (YH03BR)	Brantely B-2	BY-2
	B-305	Brantely B-305	BY-305
Construzioni Aeronautiche Giovanni Agusta, Italy	A109 Agusta		A-109
Enstrom, USA	F-28	Enstrom F-28	EN-28
Hiller, USA	UH-12 Series, H-23 Series	Hiller UH-12	HH-12
Fairchild, USA	FH-1100	FH-1100	FH-1100
Hughes, USA (Schweizer)	300, 269 Series	Hughes 269A	HU-269
	500, 369 Series	Hughes 500	HU-369

PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS—ROTORCRAFT (CONTINUED)

Kaman Aerospace Corporation	K-MAX (K-1200)		KM-1200 (VFR ONLY)
Kaman, USA	K-190A	Kaman K-190A	KM-190
	K-225	Kaman K-225	KM-225
	K-240, HTK-1	Kaman K-240	KM-240
	K-600	None	KM-600
Lockheed, USA	Lockheed California 286	Lockheed California 286	L-286
McDonnell Douglas	Notar MD-500 369-E, 369FF		MD-500N, HU-369
Messerschmitt Bolkow GMBH (West Germany)	BO-105A		BO-105
	BK-177-A1		BK-117
Omega, USA	12D1A	Omega 12D1	OM-12
Piasecki, USA	HRP-1, HRP-2	Piasecki HRP	PI-HRP
Robinson Helicopter	R-22	None	R-22
	R-44		R-44
Scheutzwow, USA	Model B		SC
Sikorsky, USA	R-4B	Sikorsky R-4B	SK-4
	R-5A, YR-6A R-64, HOS-1	Sikorsky R-5A	SK-5
	S-51	Sikorsky S-51	SK-51
	S-52 Series	Sikorsky S-52	SK-52
	S-55, H-19 Series	Sikorsky S-55	SK-55
	S-62A, HH-52A	Sikorsky S-62	SK-62
	S-76		SK-76
Silvercraft, USA	SPA-SH4		SI-4
Sud Aviation (Aerospatiale)	SE 3130, SE 313B, SE 3160, SA 316B, SA 3180, SA 318B, SA 318C, SA 315B	Sud Alouette II/III	S-3130
	SO 1221	Sud Djinn	S-1221
Westland Helicopters, Inc., Yeoville, England	W-30		WH-30

OPERATIONAL RESTRICTIONS

Applicants for type ratings on aircraft for which a type rating is required under 14 CFR section 61.31, and which are not listed in appendix 2, will be required to present evidence that at least one aircraft of the type concerned has been issued an aircraft type certificate for civilian use.

NOTE: Since experimental aircraft are not issued type certificates, they are not eligible for pilot type ratings.

The following operational restrictions pertaining to type ratings will appear as limitations rather than as a part of the type rating on certificates:

1. Amphibian type ratings, such as CV-PBY5, will be repeated under limitations (Item XIII) with appropriate restrictions; i.e., CV-PBY5 LIMITED TO SEA, unless proficiency has been demonstrated on both land and water.
2. Type ratings restricted to VFR will be repeated under limitations (Item XIII) with appropriate restrictions; i.e., N-B25, VFR ONLY.

Airplane Multiengine Class Rating Limited To Center Thrust

Airplane multiengine class ratings are issued based on either the successful completion of an FAA practical test or on military qualification. A class rating issued for an airplane for which no minimum control speed has been established by the manufacturer, shall be limited to center thrust. The aircraft listed below are aircraft which are center thrust limited. A listing of specific makes and models of military aircraft for which a center thrust limitation is not required is also provided.

The FAA General Aviation and Commercial Division, AFS-800, determines any modifications to these lists. When a determination is made by AFS-800, the manufacturer's data and 14 CFR part 23 or part 25 criteria are used.

With Center Thrust Limitation

1. Cessna 336/337, T-37
2. Fairchild Republic A-10 Thunderbolt
3. General Dynamics F-111
4. Grumman A6-E Intruder
5. McDonnell-Douglas F-4 Phantom
6. McDonnell-Douglas F-15 Eagle
7. Northrop/McDonnell-Douglas F-18A Hornet
8. Northrop T-38 Talon
9. Rockwell International T2 Buckeye

Without Limitation

1. Cessna A-37 Dragonfly
2. Grumman American F-14 Tomcat

In the case of an applicant who requests the issuance of a multiengine class or type rating based on military qualification in an aircraft not listed herein, but for which the manufacturer has not provided documentary evidence of a minimum control speed for that aircraft, all available data shall be forwarded to AFS-800 for review and evaluation to determine the limitations necessary. It is expected that aircraft models will be added to, or deleted from, this list by AFS-800 as circumstances warrant in the future.