Section 61.35 Knowledge Test: Prerequisites and Passing Grades

Proposed § 61.35 would be retitled to read, "Knowledge test: Prerequisites and passing grades," instead of "Written test prerequisites and passing grades."

The proposed revisions to §61.35 are as follows:

(1) Replace the term "written test" with "knowledge test";

(2) Require an applicant to receive an endorsement that states the applicant completed ground training or a home study course on the aeronautical knowledge requirements for each certificate or rating and that the applicant is prepared for the knowledge test;

(3) Include and clarify the current requirements for the presentation of personal identification found in FAA Order 8700.1. These identification procedures were established in response to the Drug Enforcement Assistance Act of 1988 (Pub. L. 100–690, November 18, 1988). The proposal would require an applicant's identification to consist of:

a. The applicant's photograph;

b. The applicant's signature;

c. The applicant's date of birth, which shows the applicant meets or will meet the age requirements for the certificate sought before the expiration date of the knowledge test report; and

d. The applicant's actual residential address, if different from the applicant's mailing address.

Acceptable types of identification include, but are not limited to, a driver's license, a government identification card, a passport, or other forms of identification that meet the personal identification criteria. The photograph of the applicant would be reproduced on the airman identity card portion of the airman certificate; and

(4) Include applicants for ATP certificates and ratings into proposed §61.35. Currently, §61.35 does not apply to the written test for an ATP certificate or a rating associated with that certificate. The passing requirements for a written test for an ATP certificate or a rating associated with that certificate are found in existing § 61.167. Existing § 61.167 states that an applicant for an ATP certificate or rating must pass the knowledge test with a 70 percent minimum passing grade. Under §61.35, the minimum passing grade is specified by the Administrator. The FAA has determined provisions in §61.35 and §61.167 are similar, and therefore, duplication is not necessary.

Section 61.37 Knowledge Tests: Cheating or Other Unauthorized Conduct

The phrase "Except as authorized by the Administrator" is proposed to be deleted.

Section 61.39 Prerequisites for Practical Tests

The significant proposed changes to §61.39 are as follows:

 Replace the words "flight test" or "oral test" with the word "practical test";

(2) Replace the words "written test"with "knowledge test";

(3) Permit an applicant to hold at least a third-class medical certificate to be eligible for a practical test;

(4) Clarify that applicants for an ATP certificate be at least 23 years of age at the time of the practical test;

(5) Revise the existing provision for applicants for ATP certificates and ratings to allow them to take a practical test with an expired airman knowledge test report;

(6) Include the current prerequisites for practical tests procedures found in FAA Order 8700.1. The proposal would require an applicant to:

a. Present the airman knowledge test report at the time the applicant applies for the practical test; and

b. Complete and sign the application form.

(7) Clarify the eligibility prerequisites for a practical test, but the proposal does not contain any additional requirements from the existing requirements;

(8) Clarify the current provision for an applicant who is employed as a flight crewmember under part 121, part 125, or part 135, or as a flight crewmember in military transportation service to take a practical test with an expired airman knowledge test report. The proposal would clarify that to be afforded the relief provided by proposed § 61.39, the applicant would have to either:

a. Be employed as a flight crewmember by a U.S. air carrier or commercial operator under parts 121, 125, or 135 of this chapter and be employed by such a certificate holder at the time of the practical test and—

(i) Have satisfactorily accomplished that operator's approved PIC aircraft qualification training program, which is appropriate to the certificate and rating sought; and

(ii) Have satisfactorily accomplished that operator's approved requalification training requirements, which are appropriate to the certificate and rating sought; or

b. Be employed as a flight crewmember by a U.S. scheduled military air transportation service operator and—

(i) Be employed by such an operator at the time of the practical test; and

(ii) Have accomplished that operator's PIC aircraft qualification training program, which is appropriate to the certificate and rating sought.

Section 61.41 Flight Training Received From Flight Instructors Not Certificated by the FAA.

The FAA proposes to revise § 61.41 for the purposes of simplifying this section. The proposal would replace the word "instruction" with the word "training," and clarify that flight instructors not certificated by the FAA are not authorized to give any of the endorsements required under part 61, only the training.

Section 61.43 Practical Tests: General Procedures

The significant proposed changes to § 61.43 are as follows:

(1) Replace the term "flight test" with "practical test" and "maneuvers and procedures" with "approved areas of operation."

(2) Include applicants for ATP certificates or ratings by replacing the phrase "an applicant for a private or commercial pilot certificate, or for an aircraft or instrument rating on that certificate" with "an applicant for a certificate or rating, issued under this part."

(3) Modify the wording of this section for clarity and simplicity purposes. Proposed § 61.43 would be revised to state that an applicant would be required to:

a. Perform the approved areas of operation for the certificate or rating sought within the approved standards;

b. Demonstrate mastery of the aircraft throughout the practical test with the successful outcome of each task performed never seriously in doubt;

c. Demonstrate satisfactory airmanship throughout the practical test;

d. Demonstrate sound judgment throughout the practical test; and

e. Demonstrate single-pilot competence if the aircraft is type certificated for single-pilot operations.

(4) Require an applicant, who wants to accomplish a practical test in an aircraft that is type certificated for single-pilot operations, to demonstrate single-pilot competence. The proposal would require an applicant for a certificate or rating to demonstrate single-pilot competence in the aircraft in which the practical test is taken, if that aircraft is type certificated for one pilot. Most aircraft that are type

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