## APPLICATION FOR EMPLOYMENT WITH THE FEDERAL AVIATION ADMINISTRATION

## INSTRUCTIONS

**YOUR APPLICATION QUESTIONNAIRE WILL BE OPTICALLY SCANNED FOR COMPUTER PROCESSING, SO READ AND FOLLOW THESE INSTRUCTIONS CAREFULLY. IF YOUR FORM IS NOT COMPLETED CORRECTLY, WE WILL BE UNABLE TO PROCESS YOUR APPLICATION AND UNABLE TO CONSIDER YOU FOR EMPLOYMENT.**

***If you received this application form by fax and the corner boxes are distorted or missing from the top or bottom of any page, please contact the sending office to resend the fax or request a form by mail. The application form cannot be scanned or processed properly if the boxes are not intact.***

- You ***must*** enter your Social Security Number in the boxes on the bottom of each page of this questionnaire. This assures that the pages of your form are processed together. Executive Order 9397 authorized the solicitation of your Social Security Number (SSN) for use as an identifier in personnel records management, thus assuring proper identification of applicants throughout the selection and employment process. The information we collect by using your SSN will be used for employment purposes and may also be used for studies, statistics, and computer matching to benefit or payment files. Furnishing your SSN or any of the other information specified in the vacancy announcement is voluntary. However, failure to do so will prevent the processing of your application and will prevent consideration for employment.

- You ***must*** certify the application questionnaire by reading, answering, signing, and dating the "SIGNATURE, CERTIFICATION, AND RELEASE OF INFORMATION" questions, or your application form will ***not*** be processed.

- For statistical purposes, please complete the "RACE AND NATIONAL ORIGIN IDENTIFICATION" form (the last page of this application package). This information is voluntary and failure to provide it will not affect your consideration for employment, but it does help assure that our employment practices are free from prohibited discrimination and provide equal employment opportunities for all.

- Please use a **black pen** to complete this application questionnaire. Print plainly and carefully in capital block letters in the squares and completely darken the circle corresponding to the letter or number of your answer. **Use correction fluid to make changes**. Do not make or leave stray marks on the scannable form. A ruler may be helpful to ensure accuracy in marking the appropriate circles.

- Read each question carefully. Many questions are multiple choice; for those, darken completely the circle for the ***one*** answer that best describes you. If multiple answers are acceptable, that will be clearly indicated on the questionnaire itself. Answer all questions, but do not submit additional information or documents. ***Only*** information on this application form will be used to determine your eligibility for employment; additional information cannot be considered, and it will not be provided to the selecting officials.

Please remove this Instruction Sheet before submitting your application form.

Mail your completed application form to:

Federal Aviation Administration
Mike Monroney Aeronautical Center
Aviation Careers Division, AMH-300
P.O. Box 26650
Oklahoma City, OK 73126

# COUNTRY CODES

**Please reference these codes when completing the "Country Code" section on page 4 of FAA Form 27152.**

| | |
|---|---|
| 001 | Afghanistan |
| 003 | Albania |
| 005 | Algeria |
| 007 | American Samoa |
| 008 | Andorra |
| 010 | Angola |
| 012 | Antigua and Barbuda |
| 015 | Argentina |
| 016 | Armenia |
| 017 | Aruba |
| 020 | Australia |
| 025 | Austria |
| 029 | Azerbaijan |
| 030 | Azores |
| 035 | Bahamas |
| 040 | Bahrain |
| 045 | Bangladesh |
| 050 | Barbados |
| 094 | Belarus |
| 055 | Belgium |
| 056 | Belize |
| 058 | Benin |
| 060 | Bermuda |
| 063 | Bhutan |
| 065 | Bolivia |
| 069 | Bosnia and Herzegovina |
| 070 | Botswana |
| 075 | Brazil |
| 080 | British West Indies |
| 081 | Brunei Darussalam |
| 085 | Bulgaria |
| 593 | Burkina Faso |
| 092 | Burundi |
| 307 | Cambodia |
| 095 | Cameroon |
| 100 | Canada |
| 106 | Cape Verde |
| 113 | Central African Republic |
| 114 | Chad |
| 115 | Chile |
| 457 | China, People's Republic of |
| 120 | Colombia |
| 122 | Comoros |
| 125 | Congo |
| 126 | Cook Islands |
| 130 | Costa Rica |
| 290 | Côte d'Ivoire (Ivory Coast) |
| 133 | Croatia |
| 135 | Cuba |
| 140 | Cyprus |
| 142 | Czech Republic |
| 150 | Denmark |
| 153 | Djibouti |
| 154 | Dominica, Commonwealth of |
| 155 | Dominican Republic |
| 165 | Ecuador |
| 170 | Egypt |
| 175 | El Salvador |
| 180 | England |
| 183 | Equatorial Guinea |
| 182 | Eritrea |
| 184 | Estonia |
| 185 | Ethiopia |
| 187 | Faeroe Island |
| 107 | Federated States of Micronesia |
| 190 | Fiji |
| 195 | Finland |
| 200 | France |
| 203 | French Guiana |
| 202 | French Polynesia |
| 204 | Gabon |
| 205 | Gambia, The |
| 208 | Georgia |
| 210 | Germany |
| 215 | Ghana |
| 220 | Greece |
| 225 | Greenland |
| 227 | Grenada |
| 228 | Guadeloupe |
| 229 | Guam |
| 230 | Guatemala |
| 233 | Guinea |
| 234 | Guinea-Bissau |
| 235 | Guyana |
| 240 | Haiti |
| 245 | Honduras |
| 250 | Hong Kong |
| 251 | Hungary |
| 255 | Iceland |
| 260 | India |
| 265 | Indonesia |
| 270 | Iran |
| 273 | Iraq |
| 275 | Ireland |
| 277 | Isle of Man |
| 280 | Israel |
| 285 | Italy |
| 295 | Jamaica |
| 300 | Japan |
| 305 | Jordan |
| 308 | Kazakstan |
| 310 | Kenya |
| 312 | Kiribati |
| 314 | Korea (DPR) |
| 315 | Korea (ROK) |
| 320 | Kuwait |
| 323 | Kyrgyzstan |
| 325 | Laos |
| 328 | Latvia |
| 330 | Lebanon |
| 333 | Lesotho |
| 335 | Liberia |
| 340 | Libya |
| 343 | Liechtenstein |
| 344 | Lithuania |
| 345 | Luxembourg |
| 347 | Macau |
| 348 | Former Yugoslav Republic of Macedonia |
| 350 | Madagascar |
| 353 | Madeira Islands |
| 355 | Malawi |
| 360 | Malaysia |
| 361 | Maldives |
| 363 | Mali |
| 365 | Malta |
| 367 | Northern Mariana Islands |
| 368 | Marshall Islands |
| 366 | Martinique |
| 369 | Mauritania |
| 370 | Mauritius |
| 375 | Mexico |
| 376 | Moldova |
| 378 | Monaco |
| 379 | Mongolia |
| 380 | Morocco |
| 385 | Mozambique |
| 090 | Myanmar (Burma) |
| 388 | Namibia |
| 386 | Nauru |
| 387 | Nepal |
| 390 | Netherlands |
| 395 | Netherlands Antilles |
| 396 | New Caledonia |
| 405 | New Zealand |
| 420 | Nicaragua |
| 425 | Niger |
| 430 | Nigeria |
| 433 | Niue Island |
| 434 | Northern Ireland |
| 435 | Norway |
| 443 | Oman |
| 445 | Pakistan |
| 447 | Palau |
| 450 | Panama |
| 400 | Papua New Guinea |
| 455 | Paraguay |
| 460 | Peru |
| 465 | Philippines |
| 470 | Poland |
| 475 | Portugal |
| 474 | Puerto Rico |
| 477 | Qatar |
| 482 | Reunion |
| 483 | Romania |
| 484 | Russia |
| 487 | Rwanda |
| 486 | St. Kitts and Nevis |
| 521 | St. Lucia |
| 522 | St. Vincent and the Grenadines |
| 488 | San Marino |
| 489 | Sao Tome and Principe |
| 490 | Saudi Arabia |
| 495 | Scotland |
| 497 | Senegal |
| 498 | Seychelles |
| 500 | Sierra Leone |
| 505 | Singapore |
| 503 | Slovak Republic |
| 504 | Slovenia |
| 506 | Solomon Islands |
| 507 | Somalia |
| 510 | South Africa |
| 515 | Spain |
| 520 | Sri Lanka |
| 525 | Sudan |
| 527 | Suriname |
| 530 | Swaziland |
| 535 | Sweden |
| 540 | Switzerland |
| 545 | Syria |
| 550 | Tahiti |
| 555 | Taiwan |
| 556 | Tajikistan |
| 560 | Tanzania |
| 565 | Thailand |
| 567 | Togo |
| 570 | Tonga |
| 575 | Trinidad and Tobago |
| 580 | Tunisia |
| 584 | Turkmenistan |
| 585 | Turkey |
| 587 | Tuvalu |
| 590 | Uganda |
| 589 | Ukraine |
| 591 | United Arab Emirates |
| 588 | United Kingdom* |
| 592 | United States of America |
| 607 | US Virgin Islands |
| 595 | Uruguay |
| 594 | Uzbekistan |
| 596 | Vanuatu |
| 597 | Vatican City |
| 600 | Venezuela |
| 605 | Vietnam |
| 610 | Wales |
| 620 | Western Samoa |
| 623 | Yemen |
| 625 | Yugoslavia |
| 630 | Zaire |
| 635 | Zambia |
| 480 | Zimbabwe |
| 999 | Other |

*See England, Scotland, Wales, and Northern Ireland.

# AVIATION SAFETY INSPECTOR FG-1825 - 9/11/12

## U.S. DEPARTMENT OF TRANSPORTATION
## FEDERAL AVIATION ADMINISTRATION

# APPLICATION FOR EMPLOYMENT WITH THE FEDERAL AVIATION ADMINISTRATION

### SIGNATURE, CERTIFICATION, AND RELEASE OF INFORMATION

YOU **MUST** COMPLETE THIS PORTION OF THE QUESTIONNAIRE IN ORDER TO BE CONSIDERED FOR FEDERAL AVIATION ADMINISTRATION EMPLOYMENT.

**NOTE:** You **must** sign the application and , **using a black pen** , darken the circle corresponding to the appropriate answer for **each** question below. **If you answer "NO" to any of these questions, your application for FAA employment will not be considered**.

Read the following carefully before you sign this application:

- I understand that a false statement on any part of this application may be grounds for not hiring me or for firing me after I begin work. I also understand that I may be punished by fine or imprisonment for falsification of my employment application (18 USC 1001). ○ Yes ○ No
- I understand that information I give may be investigated as allowed by law or Presidential order. ○ Yes ○ No
- I consent to the release of information concerning my background, ability, and fitness for employment with the Federal Aviation Administration by employers, schools, law enforcement agencies, and other individuals and organizations to investigators, personnel staffing specialists, and other authorized employees of the Federal Aviation Administration. ○ Yes ○ No
- I certify that, to the best of my knowledge and belief, ALL of the information provided on this application is true, accurate, and complete, and that this application for employment with the Federal Aviation Administration is made in good faith. ○ Yes ○ No

_____ ***(Signature)*** _____ ***(Date)***

Privacy Act and Public Burden Statements

Public Law 104-50 allows the Federal Aviation Administration to rate applicants for employment. We need the information on this application questionnaire to see how well your education and work skills qualify you for employment with the FAA. We also need information on matters such as citzenship and military service to see whether you are affected by laws we must follow in deciding whom the Federal government may employ.

Executive Order 9397 authorizes the solicitation of your Social Security Number (SSN) for use as an identifier in personnel records management to assure proper identification of applicants throughout the selection and employment process. The information we collect on this questionnaire, including your SSN, will be used for employment purposes, and it may also be used for statistical studies or computer matching with other government files. Furnishing your SSN or any of the other information requested in the vacancy announcement is voluntary; however, failure to provide this information will prevent the processing of your application and will prevent your consideration for employment. The nature of the information received is confidential, and authorized officials will handle it appropriately. This information becomes part of a Privacy Act System of Records as identified in 5CFR 552a, under OPM/GOVT-1: General Personnel Records.

We estimate it will take you 60 minutes or less to complete this form, including the time required to read the instructions, provide the requested information, and review your responses. Send comments regarding this estimate or any other aspect of the collection of information, including suggestions for reducing the burden, to the Federal Aviation Administration, Assistant for Human Resource Management, 800 Independence Avenue, SW, Washington, D.C. 20591.

**Social Security Number**

□□□ - □□ - □□□□

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

**NOTE**: If you received this application questionnaire by fax or it has been otherwise reproduced, please be sure the four corner boxes are not cut off any of the pages. If they are, contact the sending office to fax the form again or to request a form by mail. If the four corner boxes are not intact on every page, your questionnaire cannot be scanned, and you cannot be considered for employment.

44140

# INSTRUCTIONS

Please use a **black pen**. Print plainly and carefully in capital block letters in the squares, and completely darken the circle corresponding to the letter or number of your answer. **Please use correction fluid to make changes**. Do not make or leave stray marks on the scannable form. A ruler may be helpful to ensure accuracy in marking the appropriate circles. SOCIAL SECURITY NUMBERS **MUST** BE FILLED IN ACCURATELY **ON EACH PAGE** for this application to be accepted.

**First Name**

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| B | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| C | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| D | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| E | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| F | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| G | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| H | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| I | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| J | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| K | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| L | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| M | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| N | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| O | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| P | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Q | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| R | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| S | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| T | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| U | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| V | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| W | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| X | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Y | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Z | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

**MI**

| | |
|---|---|
| A | ○ |
| B | ○ |
| C | ○ |
| D | ○ |
| E | ○ |
| F | ○ |
| G | ○ |
| H | ○ |
| I | ○ |
| J | ○ |
| K | ○ |
| L | ○ |
| M | ○ |
| N | ○ |
| O | ○ |
| P | ○ |
| Q | ○ |
| R | ○ |
| S | ○ |
| T | ○ |
| U | ○ |
| V | ○ |
| W | ○ |
| X | ○ |
| Y | ○ |
| Z | ○ |

**Last Name**

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | A |
| B | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | B |
| C | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | C |
| D | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | D |
| E | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | E |
| F | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | F |
| G | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | G |
| H | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | H |
| I | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | I |
| J | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | J |
| K | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | K |
| L | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | L |
| M | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | M |
| N | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | N |
| O | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | O |
| P | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | P |
| Q | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Q |
| R | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | R |
| S | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | S |
| T | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | T |
| U | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | U |
| V | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | V |
| W | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | W |
| X | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | X |
| Y | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Y |
| Z | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Z |

**Social Security Number**

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

Suffix

| Jr. | Sr. | 2nd | 3rd |
|---|---|---|---|
| ○ | ○ | ○ | ○ |

44140

**Please write your mailing address in the spaces below and darken the corresponding circle below each letter or number. Leave blank spaces where appropriate; i.e., between street number and street name.**

**Address Line 1**

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | A |
| B | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | B |
| C | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | C |
| D | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | D |
| E | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | E |
| F | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | F |
| G | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | G |
| H | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | H |
| I | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | I |
| J | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | J |
| K | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | K |
| L | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | L |
| M | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | M |
| N | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | N |
| O | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | O |
| P | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | P |
| Q | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Q |
| R | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | R |
| S | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | S |
| T | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | T |
| U | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | U |
| V | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | V |
| W | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | W |
| X | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | X |
| Y | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Y |
| Z | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Z |
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

**Address Line 2**

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | A |
| B | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | B |
| C | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | C |
| D | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | D |
| E | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | E |
| F | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | F |
| G | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | G |
| H | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | H |
| I | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | I |
| J | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | J |
| K | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | K |
| L | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | L |
| M | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | M |
| N | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | N |
| O | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | O |
| P | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | P |
| Q | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Q |
| R | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | R |
| S | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | S |
| T | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | T |
| U | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | U |
| V | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | V |
| W | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | W |
| X | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | X |
| Y | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Y |
| Z | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | Z |
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

**Social Security Number**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ | ○ | ○ | 0 |

44140

**Darken the corresponding circle below each letter or number of your address. For addresses outside the United States and its territories, write ZZ in the State column and darken the corresponding circles. Complete the country code and all other applicable information below.**

**City (leave space between words)**

**State**

**Zip**

**Country Code**

Please fill in the phone numbers where you can be reached (Day, Night, Fax/Pager). **DO NOT LEAVE BLANK SPACES OR USE DASHES OR PARENTHESES**.

**Day Phone (include Area Code)**

**Night Phone (include Area Code)**

**Optional (include Area Code)** ○ **Fax** ○ **Pager**

**Social Security Number**

44140

**Read each question carefully. Darken the circle for the ONE answer that best describes you.**

## Section 1: APPLICANT INFORMATION

1. I am a citizen of the United States, Guam, American Samoa, U.S. Virgin Islands, or Puerto Rico. ○ Yes ○ No
2. I am registered with the Selective Service System, or I have a valid exemption from registration. (NOTE: If you are a female, or were born before December 31, 1959, answer YES to this question.) ○ Yes ○ No
3. I have never advocated the overthrow of the United States Government. ○ Yes ○ No
4. I am currently a permanent civilian employee of the Federal Aviation Administration. ○ Yes ○ No
5. I am currently a permanent civilian employee, or I have been a permanent civilian employee, of a Federal agency. ○ Yes ○ No
6. I am currently a temporary civilian employee of a Federal agency. ○ Yes ○ No
7. I currently possess a valid driver's license. ○ Yes ○ No
8. I am able to communicate orally and in writing in the English language. ○ Yes ○ No
9. I am able to communicate orally and in writing in a language other than English. ○ Yes ○ No
10. I am able to communicate in sign language. ○ Yes ○ No

**Use this space to explain answers to questions 1, 2, or 3 above if answered "No":**

_____

_____

_____

_____

_____

## Section 2: MILITARY SERVICE

1. I have served on active duty in the United States military service. ○ Yes ○ No
2. I am claiming 5-point veteran preference based on my active duty military service. ○ Yes ○ No
3. I am claiming 10-point veteran preference. ○ Yes ○ No
4. I am claiming 10-point veteran preference as the spouse, widow, widower, or natural mother of a disabled or deceased veteran. ○ Yes ○ No

If NO to all, complete SSN below and on page 6. Skip to page 7, Section 3: Applicant-Preferred Conditions of Employment.
If YES to 1, 2 or 3, continue.
If YES to 4, complete SSN below. Skip to page 6, question 19.

5. My beginning date of military service is:

| Month | Day | | Year | | |
|---|---|---|---|---|---|
| ○ Jan | ○ 0 | ○ 0 | ○ 19 | ○ 0 | ○ 0 |
| ○ Feb | ○ 1 | ○ 1 | ○ 20 | ○ 1 | ○ 1 |
| ○ Mar | ○ 2 | ○ 2 | | ○ 2 | ○ 2 |
| ○ Apr | ○ 3 | ○ 3 | | ○ 3 | ○ 3 |
| ○ May | | ○ 4 | | ○ 4 | ○ 4 |
| ○ Jun | | ○ 5 | | ○ 5 | ○ 5 |
| ○ July | | ○ 6 | | ○ 6 | ○ 6 |
| ○ Aug | | ○ 7 | | ○ 7 | ○ 7 |
| ○ Sep | | ○ 8 | | ○ 8 | ○ 8 |
| ○ Oct | | ○ 9 | | ○ 9 | ○ 9 |
| ○ Nov | | | | | |
| ○ Dec | | | | | |

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

6. My ending date of military service is: .....

| Month | Day | | Year | | |
|---|---|---|---|---|---|
| ○ Jan | ○ 0 | ○ 0 | ○ 19 | ○ 0 | ○ 0 |
| ○ Feb | ○ 1 | ○ 1 | ○ 20 | ○ 1 | ○ 1 |
| ○ Mar | ○ 2 | ○ 2 | | ○ 2 | ○ 2 |
| ○ Apr | ○ 3 | ○ 3 | | ○ 3 | ○ 3 |
| ○ May | | ○ 4 | | ○ 4 | ○ 4 |
| ○ Jun | | ○ 5 | | ○ 5 | ○ 5 |
| ○ July | | ○ 6 | | ○ 6 | ○ 6 |
| ○ Aug | | ○ 7 | | ○ 7 | ○ 7 |
| ○ Sep | | ○ 8 | | ○ 8 | ○ 8 |
| ○ Oct | | ○ 9 | | ○ 9 | ○ 9 |
| ○ Nov | | | | | |
| ○ Dec | | | | | |

7. My DD-214 or discharge papers reflect that all of my active duty service was for training purposes only. ..... ○ Yes ○ No
8. My DD-214 or discharge papers reflect I received the National Defense Service Medal. ..... ○ Yes ○ No
9. My DD-214 or discharge papers reflect I received a Campaign Badge or Expeditionary Medal for the period of active duty. ..... ○ Yes ○ No
10. My DD-214 or discharge papers reflect that I received a Purple Heart. ..... ○ Yes ○ No
11. I was (or expect to be) discharged under honorable conditions. ..... ○ Yes ○ No
12. I retired from military service at or above the rank of major (0-4) or its equivalent. ..... ○ Yes ○ No
13. I have an official statement from the Veterans Administration or a branch of the Armed Forces certifying to the present existence of a service-connected disability of less than 10% or that I receive a nonservice-connected disability pension. ..... ○ Yes ○ No
14. I have retirement orders from a branch of the Armed Forces showing that I retired because of permanent service-connected disability or that I was transferred to the permanent disability retirement list. ..... ○ Yes ○ No
15. My VA letter reflects I receive compensation for a service-connected disability or my retirement orders reflect I receive disability retired pay. ..... ○ Yes ○ No
16. My disability is rated at 10% or more, but less than 30%. ..... ○ Yes ○ No
17. My disability is rated at 30% or more. ..... ○ Yes ○ No
18. My VA letter or Armed Forces orders are dated within the last year. ..... ○ Yes ○ No

**Spouse, widow, widower or natural mother**

19. I have an official statement for my spouse or child from the Veterans Administration or a branch of the Armed Forces certifying the present existence of a service-connected disability dated within the last year. ..... ○ Yes ○ No
20. I have retirement orders for my spouse or child from a branch of the Armed Forces showing that he/she retired because of permanent service-connected disability or that he/she was transferred to the permanent disability retirement list. ..... ○ Yes ○ No
21. I am the widow, widower or natural mother of a deceased veteran and can provide documentation regarding military service, disability, and/or death as required. ..... ○ Yes ○ No

**Social Security Number**

□□□ - □□ - □□□□

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

**YOU WILL BE REQUIRED TO VERIFY ANY CLAIMS REGARDING VETERAN PREFERENCE. COPIES OF ALL DOCUMENTS WILL BE REQUIRED. FAILURE TO PROVIDE WILL IMPACT YOUR OPPORTUNITY FOR EMPLOYMENT.**

44140

## Section 3: APPLICANT-PREFERRED CONDITIONS OF EMPLOYMENT

I am available for: (Mark all that apply)

- ○ Full-time Employment (40 hours per week)
- ○ Part-time Employment
- ○ Temporary Employment

➧ Please indicate 12 or fewer locations where you would like to be considered for employment. If you mark more than 12 locations, only your first 12 will be considered.

ALABAMA
- ○ Birmingham

ALASKA
- ○ Anchorage
- ○ Fairbanks
- ○ Juneau

ARIZONA
- ○ Phoenix
- ○ Scottsdale

ARKANSAS
- ○ Little Rock

CALIFORNIA
- ○ Burlingame
- ○ Fresno
- ○ Long Beach
- ○ Los Angeles
- ○ Oakland
- ○ Riverside
- ○ Sacramento
- ○ San Diego
- ○ San Jose
- ○ Van Nuys

COLORADO
- ○ Denver

CONNECTICUT
- ○ Windsor Locks

FLORIDA
- ○ Ft. Lauderdale
- ○ Miami
- ○ Orlando
- ○ Tampa

GEORGIA
- ○ Atlanta

HAWAII
- ○ Honolulu

IDAHO
- ○ Boise

IOWA
- ○ Des Moines

ILLINOIS
- ○ Schiller Park
- ○ Springfield
- ○ West Chicago

INDIANA
- ○ Indianapolis
- ○ South Bend

KANSAS
- ○ Wichita

KENTUCKY
- ○ Louisville

LOUISIANA
- ○ Baton Rouge

MAINE
- ○ Portland

MARYLAND
- ○ Glen Burnie

MASSACHUSETTS
- ○ Bedford
- ○ East Boston

MICHIGAN
- ○ Belleville
- ○ Grand Rapids

MINNESOTA
- ○ Minneapolis

MISSISSIPPI
- ○ Jackson

MISSOURI
- ○ Kansas City
- ○ Saint Ann

MONTANA
- ○ Helena

NEBRASKA
- ○ Lincoln

NEVADA
- ○ Las Vegas
- ○ Reno

NEW JERSEY
- ○ Teterboro

NEW MEXICO
- ○ Albuquerque

NEW YORK
- ○ Albany
- ○ Farmingdale (Long Island)
- ○ Garden City
- ○ Rochester

NORTH CAROLINA
- ○ Charlotte
- ○ Winston-Salem

NORTH DAKOTA
- ○ Fargo

OHIO
- ○ Cincinnati
- ○ Cleveland
- ○ Columbus

OKLAHOMA
- ○ Oklahoma City

OREGON
- ○ Hillsboro

PENNSYLVANIA
- ○ Allentown
- ○ Coraopolis
- ○ New Cumberland
- ○ Philadelphia
- ○ West Mifflin

PUERTO RICO
- ○ San Juan

SOUTH CAROLINA
- ○ West Columbia

SOUTH DAKOTA
- ○ Rapid City

TENNESSEE
- ○ Memphis
- ○ Nashville

TEXAS
- ○ Dallas / Fort Worth
- ○ Houston
- ○ Lubbock
- ○ San Antonio

UTAH
- ○ Salt Lake City

VIRGINIA
- ○ Chantilly
- ○ Sandston

WASHINGTON
- ○ Renton
- ○ Spokane

WEST VIRGINIA
- ○ Charleston

WISCONSIN
- ○ Milwaukee

WYOMING
- ○ Casper

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

In addition to the geographic areas I selected above, I am willing to work anywhere if there are insufficient applicants for a specific geographic area. ..... ○ Yes ○ No

44140

## Section 4: BASIC REQUIREMENTS

1. I am a high school graduate, or I have an equivalency certificate. ○ Yes ○ No
2. I have not had more than two separate incidents involving Federal Aviation Regulations violations in the last 5 years. ○ Yes ○ No

**Operations**

3. I have not had more than two flying accidents in the last 5 years. ○ Yes ○ No
4. I have at least 1,500 total flight hours. ○ Yes ○ No
5. I have accrued at least 1,000 flight hours in the last 5 years. ○ Yes ○ No
6. I have at least 1 year of pilot experience in large multiengine aircraft over 12,500 pounds gross takeoff weight. ○ Yes ○ No
7. I have had Pilot-in-Command experience in large aircraft (over 12,500 pounds gross takeoff weight) in the last 3 years. ○ Yes ○ No
8. I have accrued at least 100 flight hours in the last 3 years. ○ Yes ○ No
9. I have at least 1 year of professional pilot experience which provided a comprehensive knowledge of operations requirements, facilities, practices, procedures and flight activities of aircraft. ○ Yes ○ No
10. I have a **current** flight instructor certificate with single and multiengine airplane and instrument airplane ratings. ○ Yes ○ No
11. I have had some aviation work experience in the last 10 years. ○ Yes ○ No
12. I have accrued at least 300 flight hours in the last 3 years. ○ Yes ○ No

**Maintenance**

13. I have at least 3 years of full-time supervisory experience in aviation maintenance as a lead mechanic or repairman who supervises others. ○ Yes ○ No
14. I have aircraft maintenance experience in a repair station, air carrier or airline repair facility or military repair facility. ○ Yes ○ No
15. I have had some aviation maintenance work experience in the last 3 years. ○ Yes ○ No
16. I have experience involving the maintenance and repair of airframes, powerplants, and systems of large aircraft (over 12,500 pounds gross takeoff weight) maintained under an airworthiness maintenance and inspection program. ○ Yes ○ No
17. I have experience involving the maintenance and repair of airframes, powerplants and aircraft systems with responsibility for certifying airworthiness. ○ Yes ○ No
18. I have aviation maintenance experience with aircraft of 12,500 pounds or less gross takeoff weight. ○ Yes ○ No

**Avionics**

19. I have at least 3 years of full-time supervisory experience in aircraft avionics as a lead mechanic or repairman who supervises others. ○ Yes ○ No
20. I have aircraft avionics work experience in a repair station, air carrier or airline repair facility, or military repair facility. ○ Yes ○ No
21. I have had some aircraft avionics work experience in the last 3 years. ○ Yes ○ No
22. I have aircraft avionics experience involving the maintenance and repair of avionics systems of large aircraft (over 12,500 pounds gross takeoff weight). ○ Yes ○ No
23. I have aircraft avionics experience with aircraft 12,500 pounds or less gross takeoff weight. ○ Yes ○ No

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

## Section 5: Airman Certificates Held

**Darken the circle adjacent to any airman certificates that you hold or have held.**

| | | | | | |
|---|---|---|---|---|---|
| 1. | ○ | Airline Transport Pilot | 8. | ○ | Flight Engineer - Reciprocating engine powered |
| 2. | ○ | Commerical Pilot | 9. | ○ | Air Traffic Control Tower Operator |
| 3. | ○ | Private Pilot | 10. | ○ | Aircraft Dispatcher |
| 4. | ○ | Flight Instructor | 11. | ○ | Mechanic - Airframe |
| 5. | ○ | Ground Instructor | 12. | ○ | Mechanic - Powerplant |
| 6. | ○ | Flight Engineer - Turbojet powered | 13. | ○ | Repairman |
| 7. | ○ | Flight Engineer - Turbopropeller powered | 14. | ○ | Parachute Rigger |

## Section 6: Pilot Rating Record

**Indicate certificate privileges for the ratings listed below by darkening the circles in the appropriate column.**

**A = Airline Transport**
**C = Commercial**
**P = Private**
**F = Flight Instructor**

| | | A | C | P | F |
|---|---|---|---|---|---|
| 1. | Airplane Single-engine land | ○ | ○ | ○ | |
| 2. | Airplane Single-engine sea | ○ | ○ | ○ | |
| 3. | Airplane Multiengine land | ○ | ○ | ○ | |
| 4. | Airplane Multiengine sea | ○ | ○ | ○ | |
| 5. | Rotorcraft Helicopter | ○ | ○ | ○ | ○ |
| 6. | Rotorcraft Gyroplane | ○ | ○ | ○ | ○ |
| 7. | Powered-lift | ○ | ○ | ○ | ○ |
| 8. | Glider | | ○ | ○ | ○ |
| 9. | Lighter-than-air Balloon | | ○ | ○ | |
| 10. | Lighter-than-air Airship | | ○ | ○ | |
| 11. | Instrument - Airplane | | ○ | ○ | ○ |
| 12. | Instrument - Helicopter | | ○ | ○ | ○ |
| 13. | Instrument - Powered-lift | | ○ | ○ | ○ |
| 14. | Airplane Single-engine | | | | ○ |
| 15. | Airplane Multiengine | | | | ○ |

## Section 7: FAA Designations and Authorizations

**Darken the circle adjacent to any FAA designation or authorization that you hold or have held.**

| | | | | | |
|---|---|---|---|---|---|
| 1. | ○ | Designated Pilot Examiner | 7. | ○ | Designated Airworthiness Representative |
| 2. | ○ | Pilot Proficiency Examiner | 8. | ○ | Designated Mechanic Examiner |
| 3. | ○ | Check Airman Authorization | 9. | ○ | Inspection Authorization |
| 4. | ○ | Aircrew Program Designee | 10. | ○ | Designated Manufacturing Inspection Representative |
| 5. | ○ | Designated Flight Engineer Examiner | 11. | ○ | Designated Parachute Rigger Examiner |
| 6. | ○ | Training Center Evaluator | 12. | ○ | Designated Aircraft Dispatcher Examiner |

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

## Section 8: Total and Type of Flight Hours

**Darken the circles for the ranges which represent the number of flight hours you have in the Pilot-in-Command (PIC) and/or Second-in-Command (SIC) categories.**

| FLIGHT HOURS IN AIRPLANES | PIC 1-99 | PIC 100-499 | PIC 500-1499 | PIC 1500-3000 | PIC Over 3000 | | SIC 1-99 | SIC 100-499 | SIC 500-1499 | SIC 1500-3000 | SIC Over 3000 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Total Flight Hours | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 2. Total Flight Hours in Last 12 Months | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 3. Total Flight Hours in Last 3 Years | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 4. Single Engine | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 5. Twin Engine | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 6. Three or More Engines | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 7. Multiengine Over 12,500 Pounds | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 8. Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 9. Instrument | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 10. Flight Simulator | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 11. Night | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 12. Total Flight Instructor | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 13. Instrument Instructor | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 14. Multiengine Instructor | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |

| FLIGHT HOURS IN ROTORCRAFT | PIC 1-99 | PIC 100-499 | PIC 500-1499 | PIC 1500-3000 | PIC Over 3000 | | SIC 1-99 | SIC 100-499 | SIC 500-1499 | SIC 1500-3000 | SIC Over 3000 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Total Flight Hours | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 2. Total Flight Hours in Last 12 Months | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 3. Total Flight Hours in Last 3 Years | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 4. Single Engine | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 5. Twin Engine | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 6. Three or More Engines | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 7. Multiengine Over 12,500 Pounds | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 8. Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 9. Instrument | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 10. Flight Simulator | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 11. Night | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 12. Total Flight Instructor | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 13. Instrument Instructor | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 14. Multiengine Instructor | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |

**Social Security Number**

□□□ - □□ - □□□□

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

## Section 9: Aircraft Type Rating Information

**Darken the circles for the types of aircraft for which you have a type rating on either your Airline Transport Pilot certificate or Commercial Pilot certificate. Indicate the number of flight hours you have flown in each aircraft type (regardless of a type rating) by filling in the appropriate circle, either less than 100 hours or 100 hours or more.**

**NOTE: You will be required to provide your pilot license and logbook documentation at the time of your interview.**

| | Aircraft | Type Rating | Less than 100 Hours | 100 Hours or More | | Aircraft | Type Rating | Less than 100 Hours | 100 Hours or More |
|---|---|---|---|---|---|---|---|---|---|
| 1. | A-109 | ○ | ○ | ○ | 43. | BH-205 | ○ | ○ | ○ |
| 2. | A-300 | ○ | ○ | ○ | 44. | BH-206 | ○ | ○ | ○ |
| 3. | A-310 | ○ | ○ | ○ | 45. | BH-212 | ○ | ○ | ○ |
| 4. | A-320 | ○ | ○ | ○ | 46. | BH-214 | ○ | ○ | ○ |
| 5. | A-330 | ○ | ○ | ○ | 47. | BH-222 | ○ | ○ | ○ |
| 6. | A-340 | ○ | ○ | ○ | 48. | BH-412 | ○ | ○ | ○ |
| 7. | A-600 | ○ | ○ | ○ | 49. | BH-47 | ○ | ○ | ○ |
| 8. | A-65 | ○ | ○ | ○ | 50. | BK-117 | ○ | ○ | ○ |
| 9. | AD-4N | ○ | ○ | ○ | 51. | BO-105 | ○ | ○ | ○ |
| 10. | AF2S | ○ | ○ | ○ | 52. | BR-305 | ○ | ○ | ○ |
| 11. | AS-350 | ○ | ○ | ○ | 53. | BU-2000 | ○ | ○ | ○ |
| 12. | AS-355 | ○ | ○ | ○ | 54. | BV-107 | ○ | ○ | ○ |
| 13. | AS-377T | ○ | ○ | ○ | 55. | BV-234 | ○ | ○ | ○ |
| 14. | ATR-42/ATR-72 | ○ | ○ | ○ | 56. | BV-44 | ○ | ○ | ○ |
| 15. | AVR-146/BAE-146 | ○ | ○ | ○ | 57. | BY-2 | ○ | ○ | ○ |
| 16. | AW-650 | ○ | ○ | ○ | 58. | BY-305 | ○ | ○ | ○ |
| 17. | B-17 | ○ | ○ | ○ | 59. | C-82A | ○ | ○ | ○ |
| 18. | B-247 | ○ | ○ | ○ | 60. | CA-212 | ○ | ○ | ○ |
| 19. | B-307 | ○ | ○ | ○ | 61. | CE-500 | ○ | ○ | ○ |
| 20. | B-314 | ○ | ○ | ○ | 62. | CE-525 | ○ | ○ | ○ |
| 21. | B-377 | ○ | ○ | ○ | 63. | CE-650 | ○ | ○ | ○ |
| 22. | B-52 | ○ | ○ | ○ | 64. | CE-750 | ○ | ○ | ○ |
| 23. | B-707/B-720 | ○ | ○ | ○ | 65. | CH-47 | ○ | ○ | ○ |
| 24. | B-727 | ○ | ○ | ○ | 66. | CL-21 | ○ | ○ | ○ |
| 25. | B-737 | ○ | ○ | ○ | 67. | CL-44 | ○ | ○ | ○ |
| 26. | B-747 | ○ | ○ | ○ | 68. | CL-600 | ○ | ○ | ○ |
| 27. | B-747-4 | ○ | ○ | ○ | 69. | CL-604 | ○ | ○ | ○ |
| 28. | B-757/B-767 | ○ | ○ | ○ | 70. | CL-65 | ○ | ○ | ○ |
| 29. | B-777 | ○ | ○ | ○ | 71. | CN-235 | ○ | ○ | ○ |
| 30. | BA-111 | ○ | ○ | ○ | 72. | CONCRD | ○ | ○ | ○ |
| 31. | BA-3100 | ○ | ○ | ○ | 73. | CV-A340/CV-A440 | ○ | ○ | ○ |
| 32. | BA-4100 | ○ | ○ | ○ | 74. | CV-LB30 | ○ | ○ | ○ |
| 33. | BAE-ATP | ○ | ○ | ○ | 75. | CV-N1/CV-N2 | ○ | ○ | ○ |
| 34. | BAE-125 | ○ | ○ | ○ | 76. | CV-PBY5 | ○ | ○ | ○ |
| 35. | BE-1900 | ○ | ○ | ○ | 77. | CV-PB2Y | ○ | ○ | ○ |
| 36. | BE-200 | ○ | ○ | ○ | 78. | CV-P4Y | ○ | ○ | ○ |
| 37. | BE-2000 | ○ | ○ | ○ | 79. | CV-240/CV-340/CV-440 | ○ | ○ | ○ |
| 38. | BE-300 | ○ | ○ | ○ | 80. | CV-580 | ○ | ○ | ○ |
| 39. | BE-400/MU-300 | ○ | ○ | ○ | 81. | CV-600/CV-640 | ○ | ○ | ○ |
| 40. | BG-905 | ○ | ○ | ○ | 82. | CV-880/CV-990 | ○ | ○ | ○ |
| 41. | BH-14ST | ○ | ○ | ○ | 83. | CW-46 | ○ | ○ | ○ |
| 42. | BH-204 | ○ | ○ | ○ | 84. | DA-10 | ○ | ○ | ○ |

**Social Security Number**

□□□ - □□ - □□□□

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

## Section 9: Aircraft Type Rating Information (cont'd)

| | Aircraft | Type Rating | Less than 100 Hours | 100 Hours or More | | | Aircraft | Type Rating | Less than 100 Hours | 100 Hours or More |
|---|---|---|---|---|---|---|---|---|---|---|
| 85. | DA-20 | ○ | ○ | ○ | | 127. | FK-28 | ○ | ○ | ○ |
| 86. | DA-200 | ○ | ○ | ○ | | 128. | FK-50 | ○ | ○ | ○ |
| 87. | DA-2000 | ○ | ○ | ○ | | 129. | FO-5 | ○ | ○ | ○ |
| 88. | DA-50 | ○ | ○ | ○ | | 130. | G-AF2S | ○ | ○ | ○ |
| 89. | DC-A20 | ○ | ○ | ○ | | 131. | G-F7F | ○ | ○ | ○ |
| 90. | DC-A24 | ○ | ○ | ○ | | 132. | G-IV | ○ | ○ | ○ |
| 91. | DC-B18 | ○ | ○ | ○ | | 133. | G-SA16 | ○ | ○ | ○ |
| 92. | DC-B23 | ○ | ○ | ○ | | 134. | G-S2 | ○ | ○ | ○ |
| 93. | DC-B26 | ○ | ○ | ○ | | 135. | G-TBM | ○ | ○ | ○ |
| 94. | DC-C133 | ○ | ○ | ○ | | 136. | G-TS2A | ○ | ○ | ○ |
| 95. | DC-10 | ○ | ○ | ○ | | 137. | G-V | ○ | ○ | ○ |
| 96. | DC-2 | ○ | ○ | ○ | | 138. | G-111 | ○ | ○ | ○ |
| 97. | DC-3 | ○ | ○ | ○ | | 139. | G-1159 | ○ | ○ | ○ |
| 98. | DC-4 | ○ | ○ | ○ | | 140. | G-159 | ○ | ○ | ○ |
| 99. | DC-6/DC-7 | ○ | ○ | ○ | | 141. | G-73 | ○ | ○ | ○ |
| 100. | DC-8 | ○ | ○ | ○ | | 142. | HB-211 | ○ | ○ | ○ |
| 101. | DC-9 | ○ | ○ | ○ | | 143. | HF-320 | ○ | ○ | ○ |
| 102. | DH-C4 | ○ | ○ | ○ | | 144. | HH-12 | ○ | ○ | ○ |
| 103. | DH-115 | ○ | ○ | ○ | | 145. | HP-300 | ○ | ○ | ○ |
| 104. | DH-125 | ○ | ○ | ○ | | 146. | HS-106 | ○ | ○ | ○ |
| 105. | DH-4 | ○ | ○ | ○ | | 147. | HS-114 | ○ | ○ | ○ |
| 106. | DH-6 | ○ | ○ | ○ | | 148. | HS-125 | ○ | ○ | ○ |
| 107. | DH-7 | ○ | ○ | ○ | | 149. | HU-369/MD-500N | ○ | ○ | ○ |
| 108. | DHC-7 | ○ | ○ | ○ | | 150. | HW-500 | ○ | ○ | ○ |
| 109. | DHC-8 | ○ | ○ | ○ | | 151. | IA-JET | ○ | ○ | ○ |
| 110. | DO-228 | ○ | ○ | ○ | | 152. | IA-101 | ○ | ○ | ○ |
| 111. | DO-328 | ○ | ○ | ○ | | 153. | IA-1125 | ○ | ○ | ○ |
| 112. | EMB-110 | ○ | ○ | ○ | | 154. | JU-52 | ○ | ○ | ○ |
| 113. | EMB-120 | ○ | ○ | ○ | | 155. | JU-523M | ○ | ○ | ○ |
| 114. | EMB-145 | ○ | ○ | ○ | | 156. | KM-190 | ○ | ○ | ○ |
| 115. | EN-28 | ○ | ○ | ○ | | 157. | KM-225 | ○ | ○ | ○ |
| 116. | ER-415 | ○ | ○ | ○ | | 158. | KM-240 | ○ | ○ | ○ |
| 117. | F-27 | ○ | ○ | ○ | | 159. | KM-600 | ○ | ○ | ○ |
| 118. | F-50 | ○ | ○ | ○ | | 160. | L-B34 | ○ | ○ | ○ |
| 119. | FA-C123 | ○ | ○ | ○ | | 161. | L-P2 | ○ | ○ | ○ |
| 120. | FA-1100 | ○ | ○ | ○ | | 162. | L-P38 | ○ | ○ | ○ |
| 121. | FA-119C | ○ | ○ | ○ | | 163. | L-T33 | ○ | ○ | ○ |
| 122. | FA-227 | ○ | ○ | ○ | | 164. | L-1011 | ○ | ○ | ○ |
| 123. | FA-27 | ○ | ○ | ○ | | 165. | L-1049 | ○ | ○ | ○ |
| 124. | FA-82 | ○ | ○ | ○ | | 166. | L-1329 | ○ | ○ | ○ |
| 125. | FAC-82A | ○ | ○ | ○ | | 167. | L-14 | ○ | ○ | ○ |
| 126. | FK-100 | ○ | ○ | ○ | | 168. | L-18 | ○ | ○ | ○ |

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

## Section 9: Aircraft Type Rating Information (cont'd)

| | Aircraft | Type Rating | Less than 100 Hours | 100 Hours or More | | | Aircraft | Type Rating | Less than 100 Hours | 100 Hours or More |
|---|---|---|---|---|---|---|---|---|---|---|
| 169. | L-118 | ○ | ○ | ○ | | 203. | SA-350 | ○ | ○ | ○ |
| 170. | L-286 | ○ | ○ | ○ | | 204. | SA-360 | ○ | ○ | ○ |
| 171. | L-300 | ○ | ○ | ○ | | 205. | SA-365 | ○ | ○ | ○ |
| 172. | L-382 | ○ | ○ | ○ | | 206. | SC | ○ | ○ | ○ |
| 173. | L-500 | ○ | ○ | ○ | | 207. | SD-3 | ○ | ○ | ○ |
| 174. | LR-JET | ○ | ○ | ○ | | 208. | SF-340 | ○ | ○ | ○ |
| 175. | LR-60 | ○ | ○ | ○ | | 209. | SH-2 | ○ | ○ | ○ |
| 176. | M-B26 | ○ | ○ | ○ | | 210. | SH-3 | ○ | ○ | ○ |
| 177. | M-PBM5 | ○ | ○ | ○ | | 211. | SI-4 | ○ | ○ | ○ |
| 178. | M-202/M-404 | ○ | ○ | ○ | | 212. | SK-37 | ○ | ○ | ○ |
| 179. | MD-11 | ○ | ○ | ○ | | 213. | SK-4 | ○ | ○ | ○ |
| 180. | MS-760 | ○ | ○ | ○ | | 214. | SK-43 | ○ | ○ | ○ |
| 181. | N-B25 | ○ | ○ | ○ | | 215. | SK-44 | ○ | ○ | ○ |
| 182. | N-F86 | ○ | ○ | ○ | | 216. | SK-5 | ○ | ○ | ○ |
| 183. | N-265 | ○ | ○ | ○ | | 217. | SK-51 | ○ | ○ | ○ |
| 184. | ND-262 | ○ | ○ | ○ | | 218. | SK-52 | ○ | ○ | ○ |
| 185. | NH-P61 | ○ | ○ | ○ | | 219. | SK-55 | ○ | ○ | ○ |
| 186. | OM-12 | ○ | ○ | ○ | | 220. | SK-56 | ○ | ○ | ○ |
| 187. | P-808 | ○ | ○ | ○ | | 221. | SK-58 | ○ | ○ | ○ |
| 188. | PA-42R | ○ | ○ | ○ | | 222. | SK-61 | ○ | ○ | ○ |
| 189. | PI-HRP | ○ | ○ | ○ | | 223. | SK-62 | ○ | ○ | ○ |
| 190. | P3-2P | ○ | ○ | ○ | | 224. | SK-64 | ○ | ○ | ○ |
| 191. | R-22 | ○ | ○ | ○ | | 225. | SK-65 | ○ | ○ | ○ |
| 192. | R-44 | ○ | ○ | ○ | | 226. | SK-70 | ○ | ○ | ○ |
| 193. | S-1221 | ○ | ○ | ○ | | 227. | SK-76 | ○ | ○ | ○ |
| 194. | S-210 | ○ | ○ | ○ | | 228. | SK-78 | ○ | ○ | ○ |
| 195. | S-25 | ○ | ○ | ○ | | 229. | SKI-4 | ○ | ○ | ○ |
| 196. | S-3130 | ○ | ○ | ○ | | 230. | SN-601 | ○ | ○ | ○ |
| 197. | S-321 | ○ | ○ | ○ | | 231. | T-33 | ○ | ○ | ○ |
| 198. | S-330 | ○ | ○ | ○ | | 232. | VC-700/VC-800 | ○ | ○ | ○ |
| 199. | SA-2000 | ○ | ○ | ○ | | 233. | VFW-614 | ○ | ○ | ○ |
| 200. | SA-227 | ○ | ○ | ○ | | 234. | WH-30 | ○ | ○ | ○ |
| 201. | SA-315B | ○ | ○ | ○ | | 235. | YC-122 | ○ | ○ | ○ |
| 202. | SA-341 | ○ | ○ | ○ | | 236. | YS-11 | ○ | ○ | ○ |

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

## Section 10: Total Flight Hours by Make of Aircraft

**Darken the circles for the ranges which represent the number of flight hours you have in the Pilot-in-Command (PIC) and/or Second-in-Command (SIC) categories.**

| | | PIC | | | | | | SIC | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **FLIGHT HOURS IN AIRPLANES** | 1-99 | 100-499 | 500-1499 | 1500-3000 | Over 3000 | | 1-99 | 100-499 | 500-1499 | 1500-3000 | Over 3000 |
| 1. | Cessna Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 2. | Cessna Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 3. | Cessna Multiengine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 4. | Cessna Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 5. | Piper Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 6. | Piper Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 7. | Piper Multiengine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 8. | Piper Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 9. | Beech Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 10. | Beech Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 11. | Beech Multiengine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 12. | Beech Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 13. | Other Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 14. | Other Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 15. | Other Multiengine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 16. | Other Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |

| | | PIC | | | | | | SIC | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **FLIGHT HOURS IN ROTORCRAFT** | 1-99 | 100-499 | 500-1499 | 1500-3000 | Over 3000 | | 1-99 | 100-499 | 500-1499 | 1500-3000 | Over 3000 |
| 1. | Bell Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 2. | Bell Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 3. | Bell Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 4. | Hughes Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 5. | Hughes Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 6. | Hughes Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 7. | Aerospatiale Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 8. | Aerospatiale Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 9. | Aerospatiale Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 10. | Other Single Engine Piston-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 11. | Other Single Engine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |
| 12. | Other Multiengine Turbine-powered | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ |

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

## Section 11: Training and Experience by Aircraft

**Darken the circles for the following types of aircraft for which you have:**

1. **Formal systems training resulting in a certificate of completion;**

   **AND/OR**

2. **Experience in the maintenance of airframes and powerplants**

**NOTE: You will be required to provide the certificate(s) of training at the time of your interview.**

| | Aircraft | Training | Experience | | Aircraft | Training | Experience |
|---|---|---|---|---|---|---|---|
| 1. | A-300 | ○ | ○ | 29. | DC-4 | ○ | ○ |
| 2. | A-310 | ○ | ○ | 30. | DC-6/7 | ○ | ○ |
| 3. | A-319/320/321 | ○ | ○ | 31. | DC-8 | ○ | ○ |
| 4. | A-330/340 | ○ | ○ | 32. | DC-9 | ○ | ○ |
| 5. | ATR-42 | ○ | ○ | 33. | DC-10 | ○ | ○ |
| 6. | ATR-72 | ○ | ○ | 34. | DHC-7 | ○ | ○ |
| 7. | B-707/720 | ○ | ○ | 35. | DHC-8 | ○ | ○ |
| 8. | B-727 | ○ | ○ | 36. | DO-228 | ○ | ○ |
| 9. | B-737 | ○ | ○ | 37. | DO-328 | ○ | ○ |
| 10. | B-747 (except 400 series) | ○ | ○ | 38. | EMB-110 | ○ | ○ |
| 11. | B-747-400 | ○ | ○ | 39. | EMB-120 | ○ | ○ |
| 12. | B-757 | ○ | ○ | 40. | EMB-145 | ○ | ○ |
| 13. | B-767 | ○ | ○ | 41. | F-27 | ○ | ○ |
| 14. | B-777 | ○ | ○ | 42. | F-28 | ○ | ○ |
| 15. | BAC-111 | ○ | ○ | 43. | F-100 | ○ | ○ |
| 16. | BA-3100/3200 | ○ | ○ | 44. | G-IV | ○ | ○ |
| 17. | BA-4100 | ○ | ○ | 45. | G-V | ○ | ○ |
| 18. | BAE-ATP | ○ | ○ | 46. | G-1159 | ○ | ○ |
| 19. | BAE-146 | ○ | ○ | 47. | G-159 | ○ | ○ |
| 20. | BE-1900 | ○ | ○ | 48. | L-1011 | ○ | ○ |
| 21. | CASA-212 | ○ | ○ | 49. | L-188 | ○ | ○ |
| 22. | CE-208 | ○ | ○ | 50. | L-382 | ○ | ○ |
| 23. | CL-600 | ○ | ○ | 51. | MD-11 | ○ | ○ |
| 24. | CL-604 | ○ | ○ | 52. | SA-227 | ○ | ○ |
| 25. | CV-240/340/440 | ○ | ○ | 53. | SD-3 | ○ | ○ |
| 26. | CV-580 | ○ | ○ | 54. | SF-340 | ○ | ○ |
| 27. | CV-600/640 | ○ | ○ | 55. | YS-11 | ○ | ○ |
| 28. | DC-3 | ○ | ○ | | | | |

**Social Security Number**

☐☐☐ - ☐☐ - ☐☐☐☐

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 1 |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 2 |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 3 |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 4 |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 5 |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 6 |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 7 |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 8 |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9 |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 0 |

44140

# RACE AND NATIONAL ORIGIN IDENTIFICATION

*(Please read the instructions and Privacy Act Statement before completing form.)*

Please use a **black pen.** Print plainly and completely darken the circle that best describes you **Use correction fluid to make changes.** Do not make or leave stray marks on the scannable form. **YOUR SOCIAL SECURITY NUMBER MUST BE FILLED IN ACCURATELY** to process this form.

**First Name**

**M I**

**Last Name**

**Social Security Number**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 4 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 5 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 6 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 7 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 8 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 9 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 0 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

The categories below provide descriptions of race and national origins. Read the Definition of Category descriptions and then blacken the circle next to the category with which you identify yourself. If you are of mixed race and/or national origin, select the category with which you most closely identify yourself. Please mark only one circle.

| Male | Female | Name of Category | Definition of Category |
|---|---|---|---|
| ○ | ○ | American Indian or Alaskan Native | A person having origins in any of the original peoples of North America, and who maintains cultural identification through community recognition or tribal affiliation. |
| ○ | ○ | Asian or Pacific Islander | A person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. For example, this area includes China, India, Japan, Korea, the Phillippine Islands, and Samoa. |
| ○ | ○ | Black, not of Hispanic origin | A person having origins in any of the black racial groups of Africa. This does not include persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish cultures or origins. |
| ○ | ○ | Hispanic | A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish cultures or origins. This does not include persons of Portuguese culture or origin. |
| ○ | ○ | White, not of Hispanic origin | A person having origins in any of the original peoples of Europe, North America, or the Middle East. This does not include persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish cultures or origins. |

PRIVACY ACT STATEMENT

Solicitation of this information is authorized by section 2000e-16 of title 42, which requires that agency employment practices be free from discrimination and provide equal employment opportunities for all, and by the Uniform Guidelines on Employee Selection Procedures (1978), 43 FR 38297 et seq. (August 25, 1978), which requires agencies to examine their employee selection procedures to identify any adverse impact those procedures have on women and minorities. Solicitation of this information is in accordance with Department of Commerce Directive 15, "Race and Ethnic Standards for Federal Statistics and Administrative Reporting." This information will be used to make statistical determinations under the Federal Equal Opportunity Recruitment Program (5 USC 7201) and affirmative action programs under section 717 of title VII of the Civil Rights Act of 1964 as amended. The furnishing of this data is voluntary; however, collection of the information is essential to the design and maintenance of effective recruitment and preemployment processing programs which will provide the best possible employment opportunities to all candidates. You are requested to furnish your social security number (SSN) under the authority of Executive Order 9397 (November 22, 1943), which requires agencies to use the SSN for the sake of economy and orderly administration in the maintenance of personnel records. Furnishing of the SSN is voluntary; however, failure to provide the SSN may result in inaccurate statistical records.

PUBLIC BURDEN INFORMATION

The public reporting burden for completing this form is estimated to vary from 1 to 3 minutes with an average of 2 minutes. This estimate includes time for reviewing instructions, gathering data needed, and completing and reviewing entries. Send comments about the burden estimate or any other aspect of this form, including suggestions for reducing this burden to: Federal Aviation Administration, Assistant Administrator for Human Resource Management, 800 Independence Ave. S.W., Washington D.C. 20591.

26264