

## **Another Benefit of Flight Training at CBU**

California Baptist University has been approved by the Federal Aviation Administration (FAA) to certify qualified Aviation Flight graduates for an Airline Transport Pilot (ATP) certificate with reduced aeronautical experience.

This an advantage and benefit for CBU aviation students. The FAA mandates an FAR Part 121 pilot (airline pilot) possess an ATP certificate requiring 1500 flight hours of experience prior to applying for the ATP certificate. However, the FAA has recognized that specific flight training experiences can allow a Restricted ATP (R-ATP) to be earned with less than 1500 flight hours.

When you complete your Bachelor's degree with CBU in either Aviation Flight or Aviation Management, and have completed a minimum of 60 credit hours of the 72 hours of FAA approved CBU aviation courses, you are eligible to apply for the R-ATP with just 1000 hours of flight training experience – 500 less hours of flight experience than previously mandated. If you complete between 30 and 59 credit hours from the FAA approved CBU aviation courses, you are eligible for the R-ATP with 1250 hours of flight experience. The ground and flight portions of the FAA Instrument rating and Commercial certificate also need to be earned at CBU. If you enroll at CBU having already earned your Private Pilot certificate, we can give you academic credit for those equivalent CBU courses. But, again, you need to earn your Instrument rating and Commercial certificate from CBU's FAR Part 141 courses.

If you are currently attending a four-year institution of higher learning that is approved by the FAA to qualify its graduates for the R-ATP, you can transfer to CBU and most, if not all of your earned aviation credits from the other institution can be transferred when an equivalent course is offered at CBU.

Question: "Why is the R-ATP important to me, the prospective CBU aviation student?" The answer is the reduced aeronautical experience required to earn your R-ATP (1,000 or 1,250 flight hours) allows the opportunity to be hired by a Part 121/Airline carrier earlier than those that must have 1,500 hours of flight experience and therefore need an additional year or two to earn those extra flight hours. Being hired earlier than other pilots will afford a higher seniority number, which benefits quality of life – choosing your crew base, choosing the aircraft you fly, choosing the trips to be flown, vacation time, and reducing the odds of furloughs, to name a few.

Get a jump on your competition. Earn your FAA flight certificates and ratings, and your Bachelor's Degree in Aviation Flight or Aviation Management at California Baptist University! Fly nearly new training aircraft equipped with the latest in digital instrumentation in complex Southern California airspace while earning your degree and strengthening your Christian faith.

The online link to the CBU Aviation program can be found at: <https://calbaptist.edu/department-of-aviation-science/>

The online link for more information on the Aviation Flight Bachelor Degree can be found at: [https://calbaptist.edu/programs/bachelor-of-science-aviation-flight/#request\\_information](https://calbaptist.edu/programs/bachelor-of-science-aviation-flight/#request_information)

The online link for more information on the Aviation Management Bachelor Degree can be found at: [https://calbaptist.edu/programs/bachelor-of-science-aviation-management/#request\\_information](https://calbaptist.edu/programs/bachelor-of-science-aviation-management/#request_information)

**14 CFR Part 61  
Training Specifications For R-ATP With Reduced Aeronautical Experience**

**Approved CBU Credit Hours Earned**

60 - 72 Credit Hours
30 - 59 Credit Hours
< 30 Credit Hours

**Eligible for Restricted ATP With Reduced Aeronautical Experience**

Yes, at 1000 Flight Hours
Yes, at 1250 Flight Hours
No, Still Requires 1500 Flight Hours

**Note:** Do not confuse the FAA regulations regarding the R-ATP in FAR Part 61.160, *Certifications: Pilots and Instructors* with the FAA regulations regarding approved flight schools in FAR Part 141, *Pilot Schools*. To be eligible for the R-ATP at CBU, **you may** obtain your Private Pilot Certificate in a Part 61 flight school prior to enrolling at CBU. This can be an advantage, as you can become a Certificated Flight Instructor sooner and start earning flight hours and income while still a CBU student. However, to remain eligible for the R-ATP, you must obtain your Instrument Rating and Commercial Certificate at an FAA approved four-year institution of higher learning that is approved under FAR Part 61.160 with the ground and flight courses approved under Part 141. Not all Part 141 approved Instrument and Commercial flight courses, or four-year institutions of higher learning can certify their graduates for the R-ATP. To be eligible for the R-ATP, the Part 141 Instrument and Commercial courses have to be earned in a four-year institution of higher learning that is approved by the FAA under Part 61.160.

While this can feel like a complex issue, you can rest assured that earning your aviation certificates at CBU gives you the advantage of Part 141 Instrument and Commercial courses **and** the FAA authorization for its Bachelor of Science graduates in Aviation Flight or Aviation Management, who have at least 30 FAA approved credit hours to be eligible for the R-ATP at 1250 flight hours and graduates with 60 or more of the FAA approved credit hours are eligible to apply for the R-ATP at 1000 flight hours.

The list of CBU Aviation courses which have been authorized by the FAA for inclusion towards the award of the Restricted ATP with Reduced Aeronautical Experience are listed below:

Course Number	Course Title	Semester Credits
AVN 110	Introduction to Aviation	3
AVN210	Meteorology (Superseded October 2021)	3
AVN210	Aviation Meteorology (Approved October 2021)	3
AVN310	Aviation Law & Regulations	3
AVN322	Aviation Safety (Approved October 2021)	3
DSP330	Dispatch I	3
DSP430	Dispatch II	3

FLT 116	Private Pilot Ground	3
FLT 117	Private Airplane Pilot Lab I (Superseded October 2021)	2
FLT 117	Private Flight I (Approved October 2021)	2
FLT 118	Private Airplane Pilot Lab II (Superseded October 2021)	2
FLT 118	Private Flight II (Approved October 2021)	2
FLT 119	Instrument Pilot Ground	3
FLT214	Instrument I Airplane Pilot Lab (Superseded October 2021)	2
FLT 214	Instrument Flight I (Approved October 2021)	2
FLT 216	Instrument II Airplane Pilot Lab (Superseded October 2021)	2
FLT 216	Instrument Flight II (Approved October 2021)	2
FLT 224	Modern Avionics and Navigational Aids	3
FLT 301	Advanced Commercial Airplane Pilot Ground (Superseded October 2021)	3
FLT 301	Advanced and Commercial Airplane Pilot Ground (Approved October 2021)	3
FLT 311	Commercial Pilot Ground	3
FLT 312	Commercial I Airplane Pilot Lab (Superseded October 2021)	2
FLT 312	Commercial Flight I (Approved October 2021)	2
FLT 313	Commercial II Airplane Pilot Lab (Superseded October 2021)	2
FLT 313	Commercial Flight II (Approved October 2021)	2
FLT 314	Advanced Commercial Airplane Pilot Lab (Superseded October 2021)	1
FLT 314	Commercial Multi Engine Flight (Approved October 2021)	1
FLT315	Flight Instructor Pilot Ground	3
FLT318	Certified Flight Instructor Lab	1
FLT 319	Certified Flight Instrument Instructor Lab	1
FLT 322	Aviation Safety (Superseded October 2021)	3
FLT 326	Human Factors	3
FLT 328	Aircraft System (Approved October 2021)	3
FLT 350	Airplane Aerodynamics	3
FLT410	Turbine Systems	3
FLT420	Crew Resource Management	3
FLT430	Airline Prep	3
FLT 495	Advanced Aerodynamics	3