AFS
AFS-600

DESIGNEE UPDATE

Vol. 9, No. 2 | A quarterly publication designed to serve the Examiner, Designee, and Instructor Community | April 1997

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NTSB RECOMMENDATION

On November 22, 1994, a McDonnell Douglas DC-9-82 (MD-82), collided with a Cessna 441 at the intersection of runway 30R and taxiway Romeo at the Lambert-St. Louis International Airport. The MD-82 was operating as a regularly scheduled passenger flight under 14 CFR part 121 with 132 passengers, five flight attendants, and three flightcrew members aboard the airplane which sustained substantial damage during the collision. The Cessna 441 was operating as a 14 CFR part 91 positioning flight. The commercial pilot and the passenger, who was rated as a private pilot, were the sole occupants on board the Cessna and were killed. Of the 140 persons on board the MD-82, eight passengers sustained minor injuries during the evacuation.

The NTSB determined that the probable cause of this accident was the Cessna 441 pilot's mistaken belief that his assigned departure runway was runway 30R, which resulted in his undetected entrance onto runway 30R, which was being used by the MD-82 for its departure.

At the conclusion of their investigation, the National Transportation Safety Board (NTSB) made a number of safety recommendations to the FAA that they believed would prevent this type of accident in the future. One such recommendation was to require flight instructors to stress airport surface operations, including airport markings, signs, and lighting; situational awareness; clearance readbacks; and proper phraseology during initial training and biennial flight reviews.

The FAA is requesting that all flight instructors, designated examiners, and aviation safety inspectors stress the above operations whenever they come into contact with any airman. This should not just occur during initial training or the biennial flight review, but also during any contact made during the course of their activities.

The FAA has several publications to assist all airmen during airport operations, and include: Land and Hold Short Operations; Reducing Runway Incursions; and Airport Markings, Signs, And Selected Surface Lighting, Introducing SMGCS. These are available from your local FSDO, and also at the following internet address:

http://www.faa.gov/avr/news/ASPHome.htm.

ADDED INITIAL SEMINAR
June 23 - 27, 1997.

Due to unanticipated and unprecedented demand for slots in our Pilot Examiner Initial Seminars we have

added the June 23-27, '97 seminar. Yes, CFIs, you are still welcome to attend, but commit early. Space is limited and the last CFIs registered or still unpaid will give way to newly designated examiners.

SAN JUAN SEMINAR

The Recurrent Pilot Examiner Seminar scheduled for October 8-9, has been **changed to October 15-16**. The seminar will be held at the Ambassador Plaza Hotel, 1369 Ashford Ave, Condado, San Juan, PR. The phone number is 809/721-7300.

TYPE RATING UPGRADE

Type rating upgrade has been discussed in the DE Update January '96 and October '95 issues. In the more recent issue we stated that the upgrade will normally be accomplished during a certification action, but can be accomplished at any time by either an inspector or pilot examiner. Since the January '96 issue we have been asked many times for instructions on how the inspector or examiner is to process this upgrade. Here they are: Use the Airman Certificate and/or Rating Application, FAA Form 8710-1.

Applicant's entries:
Block I. Application Information -- check "Reissuance of _____ Certificate", and fill in as appropriate (Commercial or ATP). Complete all blanks A. through W. as appropriate. Don't fail to answer block U.
Block II. Certificate or Rating Applied For on Basis of: -- No entry is applicable.
Block III. Record of Pilot Time: Optional.
Block IV. Have you failed ... rating? -- Do not mark; no entry is applicable.
Block V. Must be signed and dated.

Examiner's entries:
In Designated Examiner's Report mark the second and fifth squares -- reviewed logbook and approved/ issued temporary certificate. Complete the date/signature line. Enter "Airman's Identification" information and mark "Temporary Pilot Certificate (copy)" and "Superseded Pilot Certificate" as attachments.

Inspector's entries:
In the Inspector's Report mark "Approved" and "Reissue or Exchange of Pilot Certificate" and complete date, signature, FSDO line. If a designated examiner is not involved complete the "Attachments:" section.

NEW COMMERCIAL PTS (FAA-S-8081-12A) (MAY)

The Flight Standards Service of the Federal Aviation Administration (FAA) has developed this practical test book as the standard to be used by FAA inspectors and designated pilot examiners when conducting the commercial pilot-airplane (single-engine land, multiengine land, single-engine sea and multiengine sea) practical tests. Flight instructors are expected to use this book when preparing applicants for the practical test. Applicants should be familiar with this book and refer to these standards during their training.

The practical test standards may be accessed through the FedWorld information system by computer modem at 703-321-3339. It may also be accessed on the internet at **http://WWW.fedWorld.gov/pub/faa-att/faa-att.htm.** This address goes to the index of training and testing files in the FAA-ATT Library on FedWorld.

This publication may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

Comments regarding this publication should be sent to:

Federal Aviation Administration
Flight Standards Service
Airman Testing Standards Branch, AFS-630
P.O. Box 25082
Oklahoma City, OK 73125

PEN AND INK CHANGE

If you have obtained a copy of the new Commercial Practical Test Standards (FAA-S-8081-12A) from the various sources available, please make the following minor changes.

INTERNET DOWNLOAD VERSION

Page 1-16, Area Of Operation 5, Task A, Objective #3, delete the plus or minus 5 knots at the end of the sentence. The sentence should read as follows: Establishes and maintains the manufacturer's recommend entry speed (or in its absence, the design maneuvering speed).

Make the same correction to the following pages:

Page 2-16, objective #3, Page 3-20, objective #3, Page 4-21, objective #3.

APPLICATION FORM ON YOUR COMPUTER

The Computer generated application form 8710-1 is being accepted by the Airmen Certification Branch, AFS-760. However, before purchasing a software program, be sure it meets ALL of the following requirements:

1. The formatting, fonts, density and size must be identical to the FAA form in current use, and cannot be altered by any print process or computer system.

2. The application form must be printed on a single sheet of paper, front and back. A dot matrix printer cannot be used as it does not meet the readability standards for reproduction. Only high quality white bond paper that does not allow bleed through can be used to print the form.

3. The software program must produce a form identical to the current FAA form, that is, comply with the Office of Management and Budget (OMB) requirements to show the OMB clearance number, the OMB statement, the Privacy Act statement, and the FAA form number and edition date. The software program MUST be identified as a commercial form bearing the name and address of the company.

AFS-760 reserves the right to refuse any electronically reproduced application form that does not meet the standards and requirements for permanent record storage described above. Application forms that do not meet these standards will be refused and returned to the appropriate FSDO.

CAN'T MAINTAIN THAT AIRSPEED!

Some applicants may find it difficult to comply with certain TASKS in the Private and Commercial Practical Test Standards if they plan to take their practical test in certain older training type airplanes.

> AREA OF OPERATION V. TASK A. STEEP TURNS states that the applicant:
> 3. Establishes and maintains the manufacturer's recommended entry speed (or in its absence, the design maneuvering speed).
> 7. Maintains the entry altitude throughout the maneuver, ± 100 feet, and airspeed ± 10 knots.

Applicants who use some of these old airplanes may have difficulty in maintaining the entry airspeed, particularly in high density altitude situations and when operating at maximum allowable gross weight. V_A and the recommended entry speed in many of these airplanes was a bit higher than normal cruising speed. In some cases it is necessary to descend in order to attain this entry airspeed, and after rolling in the required angle of bank, it may be impossible to maintain altitude and the entry airspeed ± 10 knots.

For the flight test, be prepared to provide an aircraft capable of performing this maneuver.

WE'RE ON THE WEB

AFS-600 is on the Internet and you can now download a copy of this and the last few issues of the Designee Update as well as other nifty things. We have a movie clip of the 1997 examiner seminar Introduction, and designee application forms. Our Internet address is **http://www.mmac.jccbi.gov/afs/afs600**, give us a visit.

CORRECTION

Correct reference in the ~~third line of January 1997~~ article about PTS REVISION-INSTRUMENT APPROACHES is section **61.65(g)** rather than the misprinted 61.56(g).

U. S. Department
of Transportation

**Federal Aviation
Administration**

Flight Standards Service
P.O. Box 25082
Oklahoma City, OK 73125-5013

AFS-642

BULK MAIL
POSTAGE & FEES PAID
Federal Aviation
Administration
PERMIT No. G44

Official Business
Penalty for Private Use $300

Printed on Recycled Paper

BULLETIN BOARD NUMBER
THE CURRENT NUMBER IS (888) 750-8324
LOCAL # (405) 954-4530
19200 BAUD 8 BITS, NONPARITY, 1 STOP BIT(8N1)

Designee Update is published quarterly by the
Designee Standardization Branch
AFS-642, P.O. Box 25082
Oklahoma City, OK 73125-5013

To Register for an Examiner Seminar

CALL: (405) 954-0138

FAX: (405) 954-0189

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