

DESIGNEE UPDATE

Vol. 11, No. 2

A quarterly publication designed to serve the
Examiner, Designee, and Instructor Community

APRIL 1999

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OFFICIAL CLARIFICATION (61.109)

Many questions have been received regarding the meaning of FAR 61.109(i)(1), which speaks to “permitted credit for use of flight simulator or flight training device.” This paragraph allows up to 2.5 hours of training in a simulator or flight training device that represents the category, class and type, if applicable, of aircraft appropriate to the rating sought, and in turn, may be credited toward the flight training time required in the aircraft. This same paragraph, 61.109(i), is referenced in each of the first paragraphs of 61.109(a), (b), (c), (d), and (e), which basically speaks to (total) flight training times.

So, as an example, a person who applies for a private pilot certificate with an airplane single engine class rating, could be credited for a maximum of 2.5 hours of simulator time towards the 20 hours flight training time requirement. The simulator or training

device must represent a single engine class airplane and the training must be from an authorized instructor.

Now, if you revisit 61.109(a)(1) through (5), and carefully read the verbiage, you will notice the simulator or training device credit does not spill into any of the subparagraphs. The subparagraph clearly states “3 hours of cross-country flight training **in a single engine airplane**”, or “3 hours of flight training **in a single-engine airplane** on the control and maneuvering of an airplane solely by reference to instruments.” It was never intended to permit substitution of simulator time in the subparagraphs. Sooooo, as stated in the above title, this clarification is official. Also, refer to Q&A number 60, in the Q&A section of our Web site. (See address on last page)

NEW NUMBERING SYSTEM

Recently, the FAA announced in advisory circular (AC) 60-29, dated February 1, 1999, the renumbering of airman training and testing materials published by the Airman Testing Standards Branch, Oklahoma City, OK. This was done to provide an easier means for the aviation community to successfully locate the necessary training and testing publications for airman certification. As AC’s relating to airman training and testing are revised, the AC number will be canceled. A specific series number will be assigned to the publication, according to the appropriate grouping listed below, and these publications will be listed in Appendix of AC 00-2, Advisory Circular Checklist.

- FAA Computerized Testing Supplements,
FAA-CT-8080 (currently listed)
- FAA Practical Test Standards,
FAA-S-8081 (currently listed)
- FAA Knowledge Test Guides,
FAA-G-8082 (proposed)
- FAA Aeronautical Handbooks,
FAA-H-8083 (proposed)

The current airman training and testing material can be obtained from the Regulatory Support Division, AFS-600, home page on the internet. This internet address is listed on the last page.

AC 60-29 can be read in its entirety by dialing our Web site.

PILOT EXAMINER SEMINAR SCHEDULE

- April 7-8 Reno, NV
- April 7-8 Las Vegas
- April 14-15 Richmond, VA, Baltimore, MD,
and Washington, DC @ Alexandria
- April 28-29 Nashville, TN & Louisville, KY
@ Nashville
- April 28-29 Fresno, CA
- May 19-20 Albany, NY
- May 19-20 Pittsburgh, PA
- June 9-10 Lincoln, NE
- June 21-25 Oklahoma City, OK (Initial)
- July 14-15 Cincinnati, OH & Indianapolis, IN
@ Indianapolis, IN
- July 14-15 Chicago, IL & South Bend, IN
@ Chicago, IL
- July 21-22 Boston, MA
- August 9/10 Teterboro, NJ
- August 11/12 Philadelphia, PA
- August 12/13 Farmingdale, NY
- August 16/20 Oklahoma City, OK (Initial)
- August 25/26 Fargo, ND, Rapid City, SD
@ Grand Forks, ND
- August 25/26 Springfield, IL

CROSS COUNTRY QUESTION??

Question: A student, in preparing for the Private Pilot certificate, who conducted a solo cross country flight from Seattle to Los Angeles and back, met and exceeded the Section 61.129(a)(4)(i) cross country distance requirement. Can this experience later be used to meet the Commercial Pilot certificate cross country training experience requirements?

Answer: NO. The flight time is usable to meet the total time requirement and the 50 hour cross country flight time required in Section 61.129(a)(1) and 61.129(a)(2). However, this experience SHALL NOT BE USED to meet the specific long cross country solo flight training requirement of Section 61.129(a)(4)(i). The training requirements established in Section 61.129 are outlined in Section 61.127 and stand alone for commercial pilot certification. Remember, all training is on a building block basis.

CLARIFICATION NEW AIRCRAFT TYPE DESIGNATIONS

The new aircraft type designations addressed in the January Designee Update apply to flight plan filing only. Pilot certificate aircraft designations were not affected by this change. The most current type designations for pilot certification can be found in Chapter 9, 8700.1, General Aviation Operations Inspector's Handbook, or Advisory Circular 61.89D, Pilot Certificates: Aircraft Type Ratings.

The Altoona AFSS has a web site that will provide you the latest information concerning aircraft designations to be utilized on the flight plan. The address is <http://www.faa.gov/ats/afss/aoafss>.

NO ENDORSEMENT REQUIRED

Questions are still being received regarding endorsement requirements for the flight and ground instructors knowledge tests.

Flight instructors take note, **NO** endorsement is required to take the flight or ground instructor knowledge tests. This is also true for the fundamentals of instructing (FOI) test.

All testing centers have received guidance on this subject.

PRACTICAL TEST STANDARDS (PTS) UPDATE

The following Practical Test Standards are available and the effective date for implementation is April 1, 1999:

- FAA-S-8081-8A, Flight Instructor Glider
- FAA-S-8081-22, Private Pilot Glider
- FAA-S-8081-23, Commercial Pilot Glider

An error was found after printing the Private and Commercial Glider PTSs. Correct the feet to meter conversion in the **Normal and Crosswind Landing** task in the Private Glider PTS from 120 to 60 meters and the Commercial PTS from 60 to 30 meters.

Change 2, Instrument Rating Practical Test Standards is effective 03/11/99. The following is a summary:

- Added a Rating Task Table matrix and changed appropriate references in the introduction and text.
- Removed a reference applicable to added ratings (in parenthesis) by each Task on the Examiner's Checklist and throughout the PTS.
- All references to Standard Instrument Departure (SID or SID's) have been changed to read: instrument departure procedures (DP's).

INSTRUMENT PROFICIENCY CHECKS

FAR 61.57(d) and the Instrument Rating Practical Test Standards now address the minimum requirements in order to accomplish an instrument proficiency check. It is no longer an instrument competency check. The minimum required tasks are listed in the matrix on page 15, Instrument Rating PTS Introduction. In order for an authorized instructor to sign-off an individual to meet the requirements of FAR 61.57(d), all of the required tasks must be satisfactorily completed.

NIT PICKING BUT TRUE

Mechanics who choose **not** to use their social security number as their airman certificate number on their temporary certificate, cannot exercise their mechanic privileges until the Airman Certification Branch issues a permanent certificate that replaces the word (**pending**), with a "pseudo" or unique number.

A newly certificated private pilot with "pending" on his/her temporary airman certificate could not perform maintenance permitted under FAR 43, that requires a log book endorsement with his/her pilot certificate number. New, or first time flight instructors would not be affected, in that they already hold a pilot certificate number.

NO MORE FREEBIES FOR GROUND INSTRUCTORS

The old Part 61 allowed for an individual to take the Basic and Instrument Ground Instructor knowledge test and be issued an Advanced and Instrument Ground Instructor certificate provided the individual held a Flight Instructor Certificate or had passed the Fundamentals of Instructing knowledge test. This is no longer the case under the new Part 61. Each rating added to a Ground Instructor Certificate must be earned separately. The Advanced Ground Instructor certificate provides privilege to instruct students from the private through airline transport pilot level.

"NIGHT FLYING PROHIBITED" LIMITATION

FAR Section 61.110, allows for Alaskan *residents only* to obtain the "Night Flying Prohibited" limitation placed on their pilot certificate if they can not meet the training requirements of FAR Section 61.109(a)(2) or (b)(2). They have 12 calendar months to have the limitation removed by completing the training or their private pilot privileges become invalid. The term "invalid" means that they no longer can exercise the pilot privileges on their certificate. Applicants are required to meet all of the night training requirements even if there is a night limitation on their medical certificate

PILOT KNOWLEDGE

A recent **Malfunction or Defect Report, FAA Form 8010-4**, provided an example of improper training or complacency on the part of the pilot. The pilot reported that on the cross-country flight the engine started running rough and performance steadily deteriorated to a point that an off-field landing was necessary.

An investigation revealed that all four of the lower plugs were severely fouled. No other engine problem was found. The pilot admitted that he did not understand proper leaning procedures for the aircraft. This incident might have been avoided with proper training conducted by the instructor.