

# AFS-600

Regulatory Support Division

## DESIGNEE UPDATE

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

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### NOTICE

This may be the last “mailed out” issue of the “Designee Update” newsletter. The electronic format version will be available on the AFS-600 web site. The address is: [www.afs600.faa.gov](http://www.afs600.faa.gov).

### NEW E-MAIL DISTRIBUTION SYSTEM

Flight instructors have informed us that they were under the impression that the new e-mail distribution system was for designee use only. Due to this misunderstanding, we suggest that you read the first article in the April, 2000 issue and take advantage of this offer.

To receive heads up on new policy, policy changes, new regulations, etc., designees and flight instructors are welcome to participate in this program. If you desire to be on the mailing list, send a blank e-mail to the following:

For pilot information the address is: **Error! Bookmark not defined.**, and for airworthiness, the address is: **Error! Bookmark not defined.** Once again, flight instructors are welcome.

### EXPERIMENTAL AIRCRAFT

Questions have come up concerning the use of experimental aircraft during practical tests. FAR Section 61.45(a)(1) allows, at the discretion of the examiner who administers the test, the applicant to provide an aircraft that has a current airworthiness certificate other than standard, limited, or primary, but otherwise meets the requirements of paragraph (a)(1) of this section. Section 61.45(a)(1) states that an applicant for a certificate or rating issued under this part must furnish an aircraft of U.S. registry for each required test that is of the category, class, and type, if applicable, which the applicant is applying for a certificate or rating.

The Operating Limitations issued for experimental category aircraft in accordance with FAA Order 81.302D, Change 1, specifically addresses that the pilot in command must meet the requirements of FAR Sections 61.31(e), (f), (h), (i), and (j), as appropriate.

So, for an examiner to conduct the test in an experimental aircraft, he/she must first be willing to do so, and secondly, must be rated in the aircraft. And finally, the examiner must comply with Part 61 and the Operating Limitations issued for that specific aircraft. The aircraft must be capable of performing all the tasks required for the test. If the aircraft is not capable then the applicant will be

required to provide an additional aircraft that can meet the PTS requirements.

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## **PRACTICAL TEST STANDARDS ADDITIONAL RATING TABLE**

The Additional Rating Table located in the front of each section of the Practical Test Standards is a tool used by examiners to develop their plans of action for the practical test to meet the requirements for the certificate or rating the applicant is seeking. The intent of this table is to give credit to an applicant for areas of operation and tasks previously demonstrated during testing for certificates and ratings they already hold. It establishes a minimum number of subjects that must be tested. These are the minimum tasks that the examiner must test. The examiner, however, may test other areas of operation or tasks that are not listed in the table.

The flight instructor must understand that his/her responsibility is addressed in the introduction. It states that the instructor is responsible for training the applicant to acceptable standards in all knowledge areas, procedure, and maneuvers as outlined in the Objective of each Task within the **appropriate Practical Test Standard**. If the instructor prepares and signs off an applicant by using just the tasks reflected in the table, he is setting his student up for a possible failure.

An applicant should be aware that he/she is subject to any task during a practical test. Proper preparation is the key. Remember, the examiner uses the table as a tool, but is not limited to only the areas of operation or tasks listed.

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## **NEW AIRMAN APPLICATION FAA Form 8710-1**

The Pilot Examiner Standardization Team is now teaching the proper use of the new Airman Application. The form is still called FAA Form 8710-1 but is completely new. Many Flight Standards District Offices (FSDO) have already received the application.

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## **AFS-600 WEB SITE**

The AFS-600 web site address changed in April. As would be expected, some hiccups occurred

during the change over. Hopefully by now, all things being equal, the new address works and the data supports the general aviation community needs. The new site is at: <http://afs600.faa.gov>

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## **NEW NEB APPLICATION FAA Form 8710-10**

A new National Examiner Board-Designated Pilot Examiner Application is now available on the afs600 web page (**Error! Bookmark not defined.**) for individuals wanting to apply to be a designated pilot examiner. Select AFS640, Designee Seminars, DPE, Application Form to download.

The new FAA Form 8710-10 is available now and supersedes FAA Form 8710-9. Effective October 1, 2000, the old form will be obsolete and **will not** be accepted by the NEB.

The Examiner Designation and qualification Record, FAA Form 8710-6, is the correct form to be used for **renewal** of designated pilot examiners and pilot proficiency examiners. The new Form 8710-10 is also used when applying for **reinstatement** via the National Examiner Board or at a Flight Standards District Office. This form is also available at the web site mentioned above.

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## **NEW FAA HANDBOOKS**

The advent of the new FAA Handbooks has caused some confusion amongst instructors and examiners. The new handbooks supersede the old Advisory Circulars (AC). The Practical Test Standards (PTS) still address the old AC. Most of the pilot and flight instructor PTSs will reflect the old references until revised. Efforts are being made by AFS-600 to revise and update the PTSs as soon as possible; however, this is a huge task and will take time to complete. In the meantime flight instructors and examiners are to use the most current information available. If there is a conflict between the new handbook and the old AC then the new handbook information shall take precedence.

All of the pilot and flight instructor knowledge tests that were affected by the new handbooks have been updated. The new material has been incorporated in the knowledge test. New Subject Matter Knowledge Codes have also been added to

reflect the new material. A new AC 60.25D, Reference Materials and Subject Matter Knowledge Codes for Airman Knowledge Testing and dated 6/9/00 is available.

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### EXAMINER SEMINAR SCHEDULE

July 12 & 13 Windsor Locks, CT  
July 12 & 13 Detroit/Ypsilanti, MI  
July 17 to 21 Initial Course Oklahoma City, OK  
July 26 & 27 Portland, ME  
August 2 & 3 Oshkosh, WI (NDPER's Only)  
August 22 & 23 Los Angeles & Long Beach, CA  
@ Long Beach  
August 24 & 25 Van Nuys, CA  
September 6 & 7 Greensboro, NC  
September 13 & 14 Little Rock, AR  
September 20 & 21 Fort Worth, TX  
September 25 to 29 Initial Crs. Oklahoma City, OK  
October 18 & 19 Columbus, OH  
November 1 & 2 Memphis, TN & Jackson, MS  
@ Grenada, MS  
November 1 & 2 Honolulu, HI  
November 15 & 16 Lubbock, TX  
November 27 to December 1 Initial Course  
@ Oklahoma City, OK

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### NOTICE OF PROPOSED RULE MAKING

In the very near future, a Notice Of Proposed Rule Making (NPRM) will be released in the Federal Register pertaining to FAR Part 61. All examiners and flight instructors are encouraged to carefully review this publication and send in your comments during the public response period.

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### MILITARY OR FAA FLIGHT INSTRUCTOR?

An individual who fails a FAA practical test is no longer required to wait 30 days in any case to retake the practical test. Under the current rules, the individual is required to receive appropriate training and an endorsement from an authorized instructor.

If the individual is a member of the armed forces, a military instructor may give the training in accordance with FAR 61.41, but the endorsement for the retest must be from a person who holds a current flight instructor certificate issued under FAR 61 and in accordance with the privileges and limitations of his or her flight instructor certificate.

This is addressed in FAR 61.1 defining authorized instructor and FAR 61.49, which addresses the training to be received from an authorized instructor.

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### DUAL CONTROLS

Flight Standards Handbook Bulletin for General Aviation (HBGA) 00-08 addresses the issue of brakes and dual flight controls. The General Aviation and Commercial Division, AFS-800, Washington, D.C. published this bulletin on May 5<sup>th</sup>, 2000.

In accordance with this bulletin the term "dual controls" refers solely to the flight controls of an aircraft (e.g., pitch, yaw, and roll controls). Brakes are not part of this definition. If a task requires the applicant to use brakes, he or she may either switch seats with the examiner to perform the task or ask the examiner to apply and release the brakes at the applicant's request.

Hopefully this policy will eliminate some confusion in the flight instructor and examiner community. As an examiner or flight instructor, it is recommended that you read this bulletin because it slightly changes the language and intent previously issued in a memorandum by the FAA Office of General Counsel (AGC).

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### SPECIAL VFR WEATHER MINIMUMS

FAR 91.157 (c)(2) now states: No person may take off or land an aircraft under special VFR unless ground visibility is at least 1 statute mile; or if ground visibility is not reported, then the flight visibility must be at least 1 statute mile. For the purpose of this paragraph, the term flight visibility includes the visibility from the cockpit of an aircraft in **takeoff position**

Paragraph (2)(i)(ii) states: If the flight is conducted under this part; and the airport at which the aircraft is located is a satellite airport that does not have weather reporting capabilities.

(d) The determination of visibility by a pilot in accordance with paragraph (c) (2) of this section is not an official weather report or an official ground visibility report.