AFS
AFS-600

DESIGNEE UPDATE

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CHANGE OF ADDRESS

About 25,000 of you receive this newsletter. Pilots and flight instructor names are obtained from one data base, while balloon pilots, mechanics, inspectors, FSDO's, and IFO's are obtained from other data bases. In order to accommodate a change of address, please inform us which category you are in. It will save hours.....

WHICH TWO ???

In our January 1997 issue of the "Designee Update", we ran an article regarding the choice of approaches used during an instrument practical test. It has been brought to our attention that there may be a misconception of what was meant and what was perceived.

If the aircraft has a certified and permanently installed (not portable) GPS system, the examiner could choose to allow the applicant to use the GPS instead of some other non precision approach, i.e. NDB, LDA, SDF, LOC, or VOR. Our callers were under the impression that the GPS could only be used in lieu of the NDB. The example used in the article may have confused the issue, so lets try it again.

The current instrument PTS requires an ILS, VOR and a NDB approach, in other words, one precision, and two non-precision. The revised regulation requires training in three different KINDS of approaches meaning, one precision and two non-precision approaches.

The intent of our previous article was to inform you that a certified GPS could be used as a non-precision approach during the instrument test. This was good news for some, because this provided a means for NOT having to perform the dreaded NDB (ADF) approach.

All would have been fine had the article not stated the words "using two different approach systems".
So, if we have the following kinds of approaches i.e., NDB, LDA, SDF, LOC, VOR, GPS, LORAN, some would say that the NDB is low frequency, so that's one system, and the LOC, LDA, VOR is VHF, so that's another system, and GPS is data, so that's another system..... Very confusing to say the least.

Here it is clear and simple. Using the same terms used in FAR 61 for training, you must do three different KINDS of approaches. The ILS is a given. So, you would choose two non precision approaches from the following: NDB, LDA, SDF, LOC, VOR, GPS, LORAN. (NO, a VOR A and a VOR B are not two different kinds of approaches).

The most common preference for many would be to substitute the GPS for the NDB. However; you should remember that the inspector/examiner is in charge of conducting the test, and if you have both GPS and NDB capabilities, it is the examiners choice. You could end up being asked to do both, or you might get a VOR. That is what testing is all about. An applicant could use an aircraft not equipped with ADF if it has certified GPS, ILS, and VOR capability. Incidentally, radar approaches are not acceptable for the test.

INTERNET DOWNLOAD

ATP CROSS COUNTRY

AFS-840, and AFS-640 are receiving tons of phone calls regarding the new FAR-61. It is recommended that callers read the "P" (preamble) pages first, because that section has in most cases, the history and explanation on why a paragraph reads a particular way. Also, the Federal Register dated July 30, 1997, contains corrections and incorporates certain provisions that were inadvertently omitted in the final rule.

The following is an example taken from that document:

After August 4, 1997, cross-country time for pilots seeking an airline transport pilot (ATP) certificate (except with a rotorcraft rating) must involve a flight that is at least a straight-line distance of more than 50 nautical miles from the original point of departure. If the pilot is seeking an ATP certificate with a rotorcraft rating, the cross-country flight must include a landing that is at least a straight-line distance of more than 25 nautical miles from the original point of departure.

Because pilots seeking an ATP certificate did not previously have to meet these distance requirements, ANY cross-country time logged before August 4, 1997, may be used to meet the ATP aeronautical experience requirements. However, **AFTER** that date, cross-country time logged for the purposes of meeting the aeronautical experience requirements for an ATP certificate must **comply** with the distance requirements under the new part.

HIGH PERFORMANCE

The definition of a "high performance" airplane has changed. It is apparent that many people didn't understand the **old** definition and are now reading too much into the **new** definition. It was NEVER the intent to allow adding the horse power of two or more engines together to qualify an airplane as high performance. The new rule (61.31 (f), states that a "high performance airplane" is, (an airplane with an **engine** of more than 200 hp). So, in the case of a multiengine airplane, it must have at least one engine that is more than 200 hp to be considered high performance. It can't get any clearer than that.....

A GLIDER IS A GLIDER

When you obtain a glider rating, the inspector/examiner will simply type GLIDER on the temporary certificate. It will not say "AERO TOW ", OR "SELF LAUNCH", OR "GROUND TOW". It will say "GLIDER". After accomplishing one of the above during an initial glider certification ride, NO other glider check ride will be necessary. A certified glider flight instructor can train you and endorse your log book appropriately.

It now becomes apparent that you might consider carrying your glider log book with you when flying gliders, just in case you are asked to verify your qualifications.

Glider limitations will be removed by the Flight Standards District Office, or "any" pilot examiner, during some future certification action.

Another question that is asked: Can a motor glider be used for the private pilot airplane practical test? No! A glider (with an engine) has a type certificate. The type certificate says "glider", not airplane.....

ATTENTION

The dates for two pilot examiner seminars have changed. The Milwaukee, WI seminar has been backed up one day due to a motorcycle convention. The seminar will be conducted on Tuesday, June 23 and Wednesday, June 24, 1998.

The St.Louis, MO seminar was also backed up one day. That seminar will be conducted on Tuesday June 9 and Wednesday June 10, 1998. Mark your calendars!!!

INITIAL PILOT EXAMINER SEMINARS

ID#	DATE	
789802	Jan. 12-16	INITIAL - Oklahoma City
789803	Mar. 16-20	INITIAL - Oklahoma City
789804	May 11-15	INITIAL - Oklahoma City
789805	July 13-17	INITIAL - Oklahoma City

RECURRENT PILOT EXAMINER SEMINARS

ID #	DATE	LOCATION
769804	Jan. 21-22	Minneapolis, MN
769805	Jan. 28-29	Orlando Flight Schools, FL
769806	Jan. 28-29	Oklahoma City, OK
769807	Feb. 2-3	Orlando, FL
769808	Feb. 11-12	San Antonio
769809	Feb. 11-12	Houston, TX
769810	Feb. 25-26	Atlanta, GA
769811	Feb. 25-26	Denver, CO
769812	Mar. 11-12	Miami, FL
769813	Mar. 11-12	San Diego, & @ Riverside, CA
769814	Mar. 25-26	Spokane, & @ Seattle, WA
769815	Apr. 8-9	Sacramento, CA
769816	Apr. 8-9	Cleveland, OH
769817	Apr. 22-23	Des Moines, LA
769818	May 6-7	Boise, ID & @ Salt Lake City,
769819	May 6-7	Kansas City, MO
769820	May 20-21	Rochester, NY
769821	May 20-21	Phoenix, AZ
769822	June 9-10	St. Louis, MO
769823	June 23-24	Milwaukee, WI
769824	July 8-9	Windsor Locks, CT

769825	July 8-9	Ypsilanti, MI
769826	July 22-23	Portland, ME
769827	July 28-29	Oshkosh, WI
769828	Aug. 5-6	Allentown, PA
769829	Aug. 18-19	Los Angeles & Van Nuys, CA
769830	Aug. 20-21	Long Beach., CA
769831	Sep. 2-3	Little Rock, AR
769832	Sep. 2-3	Winston-Salem, NC
769833	Sep. 16-17	Fort Worth, TX

HEADS UP EXAMINERS !!

For you that may not have gotten the word, the following memorandum dated 5/30/97, was prepared by the Civil Aviation Registry, AFS-700, and was sent to all Regional Flight Standards Division Managers, and Flight Standards District Office Managers.

The Flight Standards Service is moving forward to improve data quality in its systems, to comply with NTSB recommendations, and to collect meaningful information that will assist in its mission to improve aviation safety.

In July of 1995, we required that a designated examiner include his/her certificate number in the examination block of the airman application. This information can be used by the FSDO's to evaluate the performance of designated examiners and to identify potential aviation safety problems.

To fully realize our needs in data quality, collection of meaningful information and compliance with NTSB recommendation, FAA inspectors who conduct practical tests and/or issue temporary certificates as a result of certification actions are required to place their appropriate airmen certificate number in the inspector's signature block on the airman application and the Inspector's Reg. No. block of the temporary certificate. At this time, we are also requiring designated examiners to place their number in the Examiner's Designation No. block on the temporary certificate. These requirements are effective October 1, 1997, and those applications without the appropriate certificate numbers will be returned to the FSDO for correction.

ANTIDRUG/ALCOHOL TESTING PROGRAM

14 CFR 135.1 (c), as described in CFR 121 Appendix I, is now in effect. Nonstop sightseeing flights for compensation or hire that begin and end at the same airport, and are conducted within a 25 statute mile radius of that airport, in an airplane or rotorcraft, are required to comply with FAR 135.249, 135.251, 135.253, 135.255 and 135.353. It should also be noted that additional requirements apply to those operations subject to SFAR 50-2.

All interested parties may contact Mr. James Olavarria, at (202) 267-8501. Mr. Olavarria can supply applications and guidance materials including a copy of the current regulations.

Flight Standards is not directly involved with this program. The Office of Aviation Medicine conducts their own complete program including surveillance.

SUSPECTED UNAPPROVED PARTS SEMINAR

As announced in the July 97 DESIGNEE UPDATE, the Designee Standardization Branch, AFS-640 will begin presenting SUSPECTED UNAPPROVED PARTS SEMINARS beginning on January 14, 1998 in SACRAMENTO, CA. and January 28, 1998 in Fort Worth, TX.

Additional seminar dates will be announced in the General Aviation Airworthiness Alerts, the Designee Update newsletter and on the Internet under FEDworld.gov. You can access the FEDWorld BBS directly at telephone number (703) 321-3339. You may access this publication through the Internet, on the Regulatory Support Division, AFS-600 "HomePage" using the following address.

http://www.mmac.jccbi.gov/afs/afs600

The seminar will cover, what is an approved part, how approved parts can be produced, what is a suspected unapproved part, how to report a suspected unapproved part in accordance with FAA Order 8120.10A, Suspected Unapproved Parts Program. utilizing FAA Form 8120-11, Suspected Unapproved Parts Notification.

The cost will be $60 for the 8 hour seminar and may be used for the Inspector Authorization (IA) renewal training contained in FAR 65.93 (a) (4).

This seminar is open to the aviation industry. Anyone wishing to attend may do so by calling 405-954-0138. Payment in advance by, Visa, Mastercard, or check is required .

NATIONAL EXAMINER BOARD (NEB)

For designee application information and requirements, status of current applications and schedule of quarterly NEB meetings, please contact Barbara Schnell, NEB, AFS-640. The phone numbers are 405-954-9564 and the fax number is 405-954-4748.