



DESIGNEE UPDATE

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Examiner, Designee, and Instructor Community

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NOTICE

The date for the **Columbus, OH** Pilot Examiner Standardization Recurrent Seminar has been **CHANGED**. The original date was October 21 and 22, 1998. The seminar date is now Tuesday October 20, and Wednesday October 21, 1998.

This change was necessary due to availability of meeting rooms in the Columbus area. The seminar will be conducted at the Holiday Inn, Columbus East I-70, 4560 Hilton Corporate Drive, Columbus, Ohio.

IS THE NDB APPROACH REQUIRED?

We have made several attempts to explain what kind of instrument approaches are required during the instrument practical test. This was explained in the January, 1997 issue of this newsletter, and numerous magazine articles.

However, phone calls indicate that confusion still exists. So, let's discuss it *one more time*.

The Practical Test Standards (PTS) require one precision approach and two non-precision approaches. The ILS requirement is obvious, so let's focus on the non-precision area of confusion.

There are seven different kinds of non-precision approaches. The aircraft used for the test must have properly installed (certified) navigational equipment capable of performing at least two of the following non-precision approaches: VOR, NDB, LOC, LDA, SDF, RNAV, and GPS.

If the aircraft has equipment capable of performing more than two different kinds of approaches, the examiner, **not the applicant**, chooses which two are to be demonstrated. For this reason, the flight instructor must train and familiarize the student with **all** the navigational equipment in the aircraft being used for the test.

If the aircraft is equipped with only VOR receivers, the examiner could select two different approaches i.e., (VOR, LOC), (SDF, LDA), or (LOC, LDA), etc.

The **new** instrument PTS became effective October 1, 1998. That document uses the words "**different systems**" instead of "**different kinds**" of approaches. The term "systems" has confused some people, but the intent is the same. Even though the VOR and LOC approaches utilize the same instrument, they are still two different kinds of approaches.

Finally, if an aircraft being used for the test is properly equipped with a VOR, NDB, and a GPS; would the NDB approach be required? Maybe so, maybe not. This is the examiners decision....

CONDUCTING PRACTICAL TESTS OUTSIDE THE DISTRICT

Examiners are cautioned **NOT** to conduct practical tests that **ORIGINATE** outside their Flight Standards District Office (FSDO) boundaries. The flight portion of the test may go beyond the FSDO boundaries.

When examiners receive a request to conduct a test that originates outside the boundaries, they should make a written request to their FSDO. If time is a factor, they should contact the FSDO by phone or in person, and seek approval. Leaving a message on an answering machine informing the office that you intend to conduct a test outside the area **WILL NOT SUFFICE**. If authorization is granted, the examiner's FSDO will coordinate with the FSDO where the test is to be conducted. The examiner should not travel to the location on the assumption that authorization will be granted.

EXPIRED STUDENT PILOT CERTIFICATE

It is Sunday morning and the Private Pilot applicant shows up with all of the required paperwork. The examiner notes that the Medical Certificate and Student Pilot Certificate, FAA Form 8430-2, was issued prior to the applicant's 40th birthday and more than 24 months ago. The medical certificate is still valid, but the student pilot certificate portion is not. What should the examiner do?

Since the student pilot portion of the certificate is no longer valid, the applicant will need a Student Pilot Certificate, FAA Form 8710-2, issued. A separate Airman Certification and/or Rating Application, FAA Form 8710-1, will need to be completed by the applicant. No signatures are required by the instructor on either form. The new Student Pilot Certificate will be issued with a new 24 month expiration date. The applicant will now have a medical with one expiration date and a Student Pilot certificate with a different date.

The practical test may then begin unless the required endorsements in the log book have expired, (i.e., three hours of flight training in preparation for the test which must have been performed within 60 days preceding the test). If they have expired the examiner shall not conduct the practical test.

DUPLICATE AIRMAN TEST REPORTS

Upon completion of the airman knowledge test and the subsequent printing of the original test report, all data relating to the knowledge test is transmitted to the FAA.

Therefore, a test site does not have the data nor the capability of reproducing a duplicate test report.

Further, Order 8080.6B, Chapter 5. Test Procedures-General, paragraph 5-10, states:

5-10. DUPLICATE AIRMAN TEST REPORTS. A testing center shall not provide an applicant a duplicate test report, nor shall the **TCS** or test proctor (s) have the capability of duplicating a test report. An applicant who requires a duplicate test report due to loss, theft, or destruction of the original, shall send a signed request, including a check or money order for \$1, to: Federal Aviation Administration, Airmen Certification Branch (AFS-760), PO Box 25082, Oklahoma City, OK, 73125.

The request letter should state the applicant's full name, date of birth, social security number and/or airman certificate number, name and approximate date of test, reason for replacement, and the applicant's current address and phone number. For further information on duplicate airman tests, call (405) 954-3235.

DPE LISTING AVAILABLE TO PUBLIC

In the near future, you will be able to access the names of all designated pilot examiners in the country. This information will include their city, (no street address), state and phone numbers. Street addresses will not be available without the examiners authorization, and home phone numbers will be removed at the examiners request.

Numerous calls are received each year requesting information for locating an examiner that can conduct a practical test in a particular type aircraft; therefore, this new data base will depict the examiners level of testing authority including "Letters Of Authorization" (LOA's) for specific aircraft. So, let your fingers do the walking. The Web page address is:
<http://www.mmac.jccbi.gov/afs/afs600/dpelist.html>

If an examiner notes an error with any of the information shown under his/her name, corrections can be accomplished by contacting this office at 954-6448. Requests for corrections will be confirmed with the appropriate Flight Standards District Office (FSDO).

PRACTICAL TEST STANDARDS "UPDATE"

A new Instrument Rating Practical Test Standard (FAA-S-8081-4C) took effect October 1998. There are some significant changes within the introduction and areas of operations. The Instrument Rating PTS now incorporates tasks that need to be completed for an Instrument Proficiency Check. The approaches now

required for an instrument rating are addressed as precision and non-precision. See the discussion in this Update titled "Is the NDB approach required?"

As of August 1998, the Airline Transport Pilot and Type rating Practical Test Standards are in two books. The airplane standards are in FAA-S-8081-5C and the helicopter standards are in FAA-S-8081-20. The airplane PTS now addresses seaplane requirements for the ATP level of certification. Additionally there is a listing of the area of operations and tasks required for an aircraft type rating limited to VFR.

NOTIFICATION OF UNSATISFACTORY PERFORMANCE

The question was recently discussed during an Examiner Recurrent Seminar as to when to inform applicants that their performance of a specific task was unsatisfactory. The answer is specifically addressed in FAR Part 61.43(e)(1) and Order 8710.3C. They state that the examiner/inspector or the applicant may discontinue a practical test at any time when the applicant fails one or more of the areas of operation. This very same verbiage is in the introduction of the pilot and flight instructor Practical Test Standards. It is FAA policy that when an applicant becomes ineligible for a certificate or rating, due to failure of an area of operation, the individual shall be informed so that a decision can be made to either stop, or continue the test.

It is very important that adherence to §61.43(e) and the PTS be maintained throughout the practical test. In order to ensure that this occurs, the applicant shall be notified *immediately* whenever a specific task is performed unsatisfactorily, which makes that area of operation unsatisfactory, and therefore makes the applicant ineligible for the certificate or rating sought. The decision to continue will be an agreement between the examiner/inspector and applicant, either of which can discontinue the test. Safety of flight and adherence to the regulations must be considered in making the decision.

These procedures are taught at the Initial and Recurrent Seminar's and are not only regulatory, but also national policy.

MOVING ON

Two instructors, Walt Schamel and Larry Fann, of the Pilot Examiner Standardization team are moving.

Walt is moving to the Tampa, Florida FSDO, and Larry is moving to the Honolulu, Hawaii FSDO. Good luck guy's.

OOP'S! BETTER READ THE REG

In past years, inspectors could issue a U.S. commercial pilot certificate based on a **foreign** commercial, or ATP license.

The rule has been changed. FAR 61.75, clearly states, that a person who holds a current foreign pilot license may apply for and be issued a U.S. **PRIVATE** pilot certificate with the appropriate ratings when the application is based on the foreign pilot license that meets the requirements of this section.

Numerous files have been returned by Airmen Records, because a commercial pilot certificate based on a foreign license, was issued in error. Heads up everyone, maybe its time to read the rule.

OK, WHO HAS AC 61-65D ?

When the new FAR 61 hit the street, it rendered AC 61-65C useless. In case you have forgotten, AC 61-65C "Certification: Pilots and Flight and Ground Instructors", contains the endorsements recommended for use by instructors. The new "D" model is in draft stage but is still sometime away from going to the printers.

These endorsements can be found in the "Frequently Asked Questions" (FAQ) section of the AFS-600 Web Page. The address is:

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

NATIONAL EXAMINER BOARD (NEB)

The NEB will meet during the week of October 26, 1998. All designee candidate applications received since July, will be evaluated at this time.

FOREIGN AIRCRAFT

Occasionally, this question is asked: Can a U.S. pilot examiner conduct a certification ride in a foreign registered aircraft while in the U.S.? The answer is yes. The Pilot Examiner Handbook, Order 8710.3C, page 5-4, paragraph 13, is quite clear. However, we qualify that answer by telling the examiner, "check with your District Office **FIRST**"! There may be extenuating circumstances.