

# **AFS-600**

*Regulatory Support Division*

## **DESIGNEE UPDATE**

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### **EMPHASIS ON NIGHT QUALIFICATIONS**

A non-instrument rated private pilot's limited experience in flight solely by reference to instruments and in night operations is being considered as a probable cause or factor in a recent accident under investigation. The pilot in this accident conducted a night flight over water in conditions of reduced visibility.

All examiners, particularly private pilot examiners, must assure that applicants are thoroughly examined on areas of the practical test standards that relate to night VFR operations, weather, recovery from unusual attitudes, flight solely by reference to instruments, and decision-making. Flight Instructor Refresher Clinics are being asked to ensure continued and heightened emphasis to certificated flight instructors that they thoroughly cover these areas during primary training and flight reviews.

### **AIRPORT AND RUNWAY MARKINGS**

The Practical Test Standards require pilot applicants to demonstrate knowledge of airport and runway markings and lighting. Our requirement as examiners is to ensure that the applicant can properly navigate his/her way around the airport safely without causing undue hazard to other aircraft and airport operations.

Today we have a complex environment on the airport surface that is demanding, tight, and dynamic. The proof is in the increasing number of runway incursions. A quick scan any morning of the Administrator's Alert Bulletin indicates the gravity of the situation, as at least one and usually two or three runway incursions occur every day. And no aviation segment is immune. From air carrier pilots to private pilots, the windows of opportunity beckon, and every pilot seems to be responsive to the call. I know, one of my morning tasks is reading that Alert Bulletin.

During the past 5 years, the FAA's Airport Safety and Operations Division has succeeded in standardizing marking, lighting, and signs on airports certificated under 14 CFR part 139 (airports at which operations are conducted by more-than-30 seating capacity aircraft). Many non-certificated airports also have adopted the standards, but more remains to be accomplished, in order to claim that pilots are familiar with the conventions of marking, lighting, and signs. One of the means of achieving this depends on DPE actions during the certification process. Relieving applicants of their workload during taxiing does them no favor. In fact, it allows them to neglect a task they will be forced to conduct alone once they have the certificate for which they are being tested, and worse, it minimizes the criticality of operating the aircraft safely while navigating the airport surface.

How do we know that pilots are not knowledgeable when it comes to marking, lighting, and signs? Just get a group of pilots together in a safety seminar; draw or present a picture of hold lines. Ask them which side they are on. In the last session I conducted, three voted for taxiway side; three voted for runway side; 63 abstained. And this was not an isolated experience. At nearly every location where I have posed this question, very few, if any, pilots are sure of the answer they offer.

There has been a generation of flight instructors who admonish their students to stay out of controlled airspace and not go into "big" airports. This situation must not continue. Today's student pilot often has aspirations of conducting business with his/her airplane or of moving up through the professional pilot ranks. Flight instructors who limit a student's exposure to the real demands of aviation in the name of keeping flying simple are simply failing to listen to the plans that many of their students are developing for their pilot certificates.

Succeeding at getting questions on marking, lighting, and signs on the testing venue is on the list of "to-do" for the FAA's Airports Office. Informing pilots entering the flying community so they won't become part of the growing number of pilot deviations is another. A new program, a PowerPoint presentation of 40 slides, is being reviewed by Flight Standards (AFS-800) for inclusion in the Aviation Safety Programs conducted by Aviation Safety Program Managers. Field tested and recently accepted as part of FAA's Runway Incursion Program, the presentation is available by contacting AAS-300, (202) 267-8723

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### NOW AVAILABLE

Advisory Circular (AC) 61-65D, Certification: Pilots and Flight and Ground Instructors has been officially "published". It is available at:

[www.faa.gov/avr/afs/acs/61-65d.pdf](http://www.faa.gov/avr/afs/acs/61-65d.pdf)

### COMPUTER-GENERATED FORMS

Flight instructors who are using the computer generated FAA Form 8710-1, are discovering that in many cases pilot examiners are refusing to accept these forms. **WHY?** Well for one thing, commercial software must meet the following standards:

1. If possible, the software program should ensure that the applications are printed on a **single sheet of paper, front and back**. This will insure that the applicant's certification, flight instructor's recommendation, and designated examiner's or inspector's report are maintained on a single document. If the program cannot print the application on a single sheet of paper, then the applicant's name, date of birth and certificate number must appear on the second page.
2. 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.

3. The software program must produce a form identical to the current FAA form that complies with the Office of Management and Budget requirements.

4. The software program must be identified as a commercial form bearing the name and address of the company.

The 8710-1, which can also be downloaded from our web site, is acceptable. If possible it should be printed on a **duplex (2-sided copy) laser printer**. If the application is printed on one side, then the applicant's name, date of birth and certificate number must appear on page 2.

Remember, if the application is two separate pages, the additional information should be shown on the lower portion of the application in the attachments block. The computer generated form must be **EXACTLY** like the original 8710-1 to be acceptable, and as stated in item (4) above, must include the name, address, and phone number of the company who created the form.

### AIRWORTHINESS DIRECTIVES

Numerous calls have been received for individual copies of Airworthiness Directives (AD), but AFS-600 is unable to provide such service. Pilots should normally find the easiest source for a copy of an AD is their local IA or aircraft mechanic. AD's are initially published in the Federal Register. The FAA Aircraft Registry sends pertinent AD's to aircraft owners whenever they are issued. The FAA and several commercial companies sell subscriptions to AD's and these are periodically updated. Advisory Circular 39-7C, Airworthiness Directives, dated 11/16/95, is an excellent resource for understanding AD's and compliance.

### BYE BYE FAA FORM 8060-7

The FAA has announced the cancellation of FAA Form 8060-7, Airman's Authorization for Written Test. This information was released via Notice (N8080.215), and states the cancellation will be effective 7/6/00.

To clarify this issue, **effective immediately**, any further use of FAA Form 8060-7 is prohibited. This means that the Form 8060-7 shall no longer be issued by Aviation Safety Inspectors (ASI's), nor should it be accepted by computer testing designees or their representative as proof of an applicant's eligibility for testing, even if an expiration date is not provided on a previously issued FAA Form 8060-7.

To simplify the certification process for applicants, the following airman testing authorization policy shall apply:

For pilot testing, if required by §61.35(a)(1) of the Federal Aviation Regulations (14 CFR Section 61.35) an appropriate knowledge test (formerly called written test) will only be administered to an applicant who presents acceptable evidence of completion of the required knowledge training. Applicants are not required to show such evidence to take the ATP, CFI, CGI, Military Competency, or Foreign Pilot Instrument (IFP) knowledge tests, unless they are applying to retake a test after failing that test (per §61.49).

Applicants for recreational pilot, private pilot, commercial pilot, and instrument rating knowledge tests must have an endorsement from an appropriately-rated FAA certificated ground or flight instructor. If a home study curriculum is used this requirement may be met with a certificate of graduation from an industry-produced course or an endorsement certifying that an instructor has reviewed the course materials and questioned the applicant to determine that the course was completed and that the applicant does possess the knowledge required for the certificate or rating sought.

**ATP EXAMINERS STAY ALERT!!** Airline Transport Pilot (ATP) applicants need only show evidence of holding a commercial pilot certificate with an instrument rating, foreign ATP, or military experience prior to taking the knowledge test. They are no longer required to have ATP eligibility flight experience before taking the knowledge test as required before Aug. 4, 1997. As the last qualification and quality control point in the certification chain, it is important that you closely check the log book and determine that the required flight times are documented. Remember, no one has checked until now. True, you may be faced with the dubious task of informing applicants that, although they have passed the knowledge test, they do not possess the required flight time for the ATP certificate. Oh, Wow, PAIN!!

Part 147 school graduates may take knowledge tests upon presenting an appropriate graduation certificate or certificate of course completion to an approved and affiliated test center. Other applicants may take the appropriate mechanic test upon presenting an FAA Form 8610-2, Airman Certificate and/or Rating Application, indicating the test(s) authorized to be administered and endorsed in block V by an airworthiness ASI.

Flight engineer applicants may take the knowledge test upon presenting their FAA commercial pilot certificate with an instrument rating, an ATP certificate, or a logbook endorsement from an authorized instructor or person authorized to recommend flight engineer applicants for the knowledge test. Foreign pilots holding a valid unrestricted commercial pilot or ATP license

issued by an ICAO member state also may take the flight engineer knowledge test.

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## HAVE YOU SENT IN YOUR CHANGE OF ADDRESS??

If you are the holder of a pilot, flight instructor, or ground instructor certificate and you have made a change in permanent mailing address you must notify the FAA Airman Certification Branch **IN WRITING**. If this notification is not made you may **NOT** exercise the privileges of the certificate(s) “**after 30 days from that date**” (of change) in accordance with 4 CFR §61.60.

To update your address send a signed written request stating your name, date of birth, social security number and/or certificate number, and your new address to: FAA Airman Certification Branch, P.O. Box 25082, Oklahoma City, Oklahoma 73125.

If your mailing address is listed as a Post Office Box, General Delivery, Rural Route, or Star Route, please include your residence address or directions or a map for locating your residence. A new certificate will not be issued when updating your address. If you wish verification that your notification has been received include a self-addressed and stamped envelope and a request for the response. If you need to talk to someone at the Airman Certification Branch, their phone number is 405/954-3261. Their web site is:

[www.mmac.jccbi.gov/afs/afs700](http://www.mmac.jccbi.gov/afs/afs700)

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## LAHSO

Land and Hold Short Operations (LAHSO) is rapidly becoming an emphasis area in daily airport operations. Air traffic control is utilizing this method to help expedite landing traffic at airports with crossing runways. The FAA has put together several documents to help in understanding the pilots responsibilities in participating in LAHSO. FAA Notice N7110.199Land and Hold Short Operations (LAHSO) dated 3/26/99, prescribes specific operational requirements for air traffic, flight standards, and airports in approving and conducting LAHSO activities. Flight Standards Handbook Bulletin for Air Transportation (HBAT) 99-04Land and Hold Short Operations (LAHSO); Operations Specifications describes operational policies, procedures, and training requirements for parts 135 and 121 certificate holders, and part 129 operations, as applicable. The FAA Aviation Safety office also has a very good handout titled Land and Hold Short Operations Primer. You can obtain copies of this document by calling (202) 267-7770 or through the FAA web site

[www.faa.gov/avr/news/asphome](http://www.faa.gov/avr/news/asphome)