

ORDER: 8700.1 and 8710.3C

APPENDIX: 3

BULLETIN TYPE: Flight Standards Handbook Bulletin for General Aviation (HBGA)

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BULLETIN TITLE: Revision of Certain Prerequisite Eligibility Qualification Requirements for Designated Pilot Examiner Applicants

EFFECTIVE DATE: 03-17-99

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1. SUBJECT. This bulletin further amends and refines revisions on Federal Aviation Administration (FAA) directives on certain prerequisite eligibility qualifications for applying for a designated pilot examiner (DPE) position.

2. BACKGROUND. One of the mandated functions of the FAA's National Examiner Board (NEB), in accordance with the NEB Charter, dated February 17, 1999, is to ". . . recommend and make improvements to the national designee program . . ." By the issuance of HBGA 99-03, dated March 17, the FAA updated the prerequisite eligibility qualifications for applying for a DPE position. After a further review of HBGA 99-03, it was discovered some of the DPE prerequisite eligibility qualifications contained in the text of the bulletin did not match the DPE prerequisite eligibility qualifications contained within figures 5-2, 15-3, and 15-4 and vice versa. Therefore, FAA is further amending HBGA 99-03 to correct those discrepancies. In effect, these changes to HBGA 99-03 also amends the DPE prerequisite eligibility qualifications contained in FAA Order 8700.1, "General Aviation Operations Inspector's Handbook and FAA Order 8710-3C, "Pilot Examiner's Handbook."

A. One of the prerequisite eligibility qualification requirements contained in FAA Order 8700.1, volume 2, chapter 15, section 1, paragraph 13A(6) and in FAA Order 8710.3C chapter 2, section 1, paragraph 3A(6) states, ". . . be employed as a professional flight instructor, serve in another type of piloting service such as executive or air carrier, or serve as a part 121 or 135 check airman. If the candidate is not employed as a flight instructor, the candidate's employment must include duties primarily devoted to testing airmen or similar evaluation activities." It has been determined that the prerequisite eligibility qualification language, ". . . as a professional flight instructor, serve in another type of piloting service . . ." is not defined and has not been uniformly enforced or understood. Therefore, FAA is revising the prerequisite eligibility qualification requirements contained in FAA Order 8700.1, volume 2, chapter 15, section 1, paragraph 13A(6) and FAA Order 8710.3C, chapter 2, section 1, paragraph 3A(6) to read as: "(6) be serving as a flight instructor, or serving in another comparable position for a flight school, executive operator, air carrier operator, or a commercial operator, or serving as a check airman or check pilot for a part 121, 125, or 135 operator or for a commercial operator."

B. Additionally, the NEB has found that certain prerequisite eligibility qualification requirements for the airline transport pilot examiner (ATPE)airplane designee need to be revised to correct several "loopholes." For example, the pilot-in-command (PIC) prerequisite eligibility qualification requirements for the commercialInstrument rating examiner (CIRE)airplane designee applicants require these applicants to have at least 100hours of PIC aeronautical experience at night and at least 200 hours of PIC aeronautical experience in a complex airplane. These requirements do not exist for the ATPE-airplane designee applicants. Therefore, the prerequisite eligibility qualification requirements for the ATPEairplane designee applicants have been revised to also require at least 100 hours of PIC aeronautical exprience at night and at least 200hours of PIC aeronautical experience in a complex airplane, so the two requirements are identical. Additionally, another prerequisite eligibility requirement for the CIREairplane designee applicants is to have at least 500 hours of aeronautical experience as a certificated flight instructor (CFI) with at least 100hours of CFI aeronautical experience in the appropriate class of airplane. These CFI prerequisite eligibility requirements do not exist for the ATPEairplane designee applicants. Therefore, the CFI prerequisite eligibility requirements for the ATPEairplane designee applicants have been revised to also require at least 500 hours of aeronautical experience as a CFI with at least 100hours of CFI aeronautical experience in the appropriate class of airplane.

C. The prerequisite eligibility qualification requirements for the commercial pilotship designee applicants is 50hours as a flight instructor in airship, while the flight instructor time for the private pilot-airship designee applicants is at least 100hours as a flight instructor in airships. Therefore, the flight instruction time prerequisite eligibility qualification requirements for the commercial pilotship designee applicants have been increased to be at least 100hours of flight instructor time in airships, so that it's identical with the flight instruction time prerequisite eligibility qualification requirements of the private pilot-airship designee applicants.

D. The PIC time prerequisite eligibility qualification requirements for the commercial pilotballoon designee applicants did not require PIC recency within the past year, while the PIC recency for the private pilot-balloon designee applicants was 20hours in balloons in the past year that includes at least 10 flights with each flight being at least 30minutes duration. Therefore, the PIC recency time prerequisite eligibility qualification requirements for the commercial pilot-balloon designee applicants has been revised to also require at least 20hours in balloons in the past year that includes at least 10 flights with each flight being at least 30minutes in duration so that it's identical with the PIC recency time prerequisite eligibility qualification requirements of the private pilotballoon designee applicants.

E. The PIC time prerequisite eligibility qualification requirements for the private pilotship designee applicants requires at least 500hours of PIC time in airships with at least 200hours of PIC recency time in airships within the past year, while the PIC time prerequisite eligibility qualification requirements for the commercial pilotairship designee applicants was only 250hours of PIC time in airships with 100 hours of PIC recency time in airships within the past year. Therefore, the PIC time prerequisite eligibility qualification requirements for the commercial pilotship designee applicants has been revised to also require at least 500hours of PIC time in airships with at least 200hours of PIC recency time in airships within the past year.

F. This bulletin further revises the instrument flight time prerequisite eligibility qualification requirements for the ATPEhelicopter designee applicants. The revised instrument flight time prerequisite eligibility qualification requirement will read: “at least 100 hours of instrument flight time (actual or simulated)” instead of the old instrument flight time eligibility requirements that was “50 hours of instrument flight time as a PIC which includes at least 25 hours of PIC time in helicopters in instrument meteorological conditions (IMC).” Furthermore, the PIC instrument flight time prerequisite eligibility qualification requirement has also been revised in that it no longer specifies the category and class of aircraft that the instrument flight time has to be performed in (it will read “100 hours of instrument flight time in simulated or actual conditions”).

G. Additionally, this bulletin has made numerous reformatting and editorial changes to the DPE prerequisite eligibility qualification requirements that are contained in FAA Order 8700.1, “General Aviation Operations Inspector’s Handbook” and FAA Order 8710.3C, “Pilot Examiner’s Handbook.”

3. POLICY. This bulletin updates information in FAA Orders 8700.1 and 8710.3C.

A. FAA Order 8700.1 volume 2, chapter 15, section 1, paragraph 13A(6) will read:

13. INITIAL DESIGNATION.

* * * * *

A. *General Criteria.*

* * *

(6) be serving as a flight instructor, or serving in another comparable position for a flight school, executive operator, air carrier operator, or a commercial operator, or serving as a check airman or check pilot for a part 121, 125, or 135 operator or for a commercial operator.

* * *

B. FAA Order 8700.1 volume 2, chapter 15, section 2, figure 15-2 will read:

**FIGURE 15-2
SPECIFIC ELIGIBILITY REQUIREMENTS FOR PRIVATE PILOT
EXAMINER (PE) DESIGNEES**

ELIGIBILITY REQUIREMENTS	AIRPLANE	ROTORCRAFT	GLIDERS	L-T-A AIRSHIPS	L-T-A BALLOON
CERTIFICATES REQUIRED	Commercial Pilot Flight Instructor	Commercial Pilot Flight Instructor	Commercial Pilot Flight Instructor	Commercial Pilot	Commercial Pilot
CERTIFICATE CATEGORIES	Both with Airplane category	Both with Rotorcraft category	Both with Glider category	Lighter than Air	Lighter than Air
RATINGS	Both with appropriate airplane class rating(s) Instrument-Airplane on pilot certificate only	Helicopter or Gyroplane class rating(s), as approp.		Airship class rating	Balloon class rating
HOURS AS PIC	2,000 • 1,000 in airplanes that includes 300 in past year • 300 in airplane class • 100 at night	1,000 • 500 in rotorcraft that includes at least 100 in past year • 250 in helo's or 150 in gyro's, as appropriate	500 • 200 in gliders that includes 10 hours in past year of at least 10 flights	1,000 • 500 in airships that includes at least 200 in past year • 50 night	200 • 100 in balloons that incl. 20 hours in past year of at least 10flts each of at least 30 min. duration
HOURS AS FLIGHT INSTRUCTOR (as a CFI or as a Mil.Flt. Instructor)	500 in airplanes • 100 in class	200 in helo's or gyro's, as appropriate.	100 in gliders	100 in airships	50 in balloons • 10 in past year

C. FAA Order 8700.1 volume 2, chapter 15, section 2, figure 15-3 will read:

**FIGURE 15-3
SPECIFIC ELIGIBILITY REQUIREMENTS FOR COMMERCIAL PILOT
EXAMINER (CE) DESIGNEES**

ELIGIBILITY REQUIREMENTS	AIRPLANE	ROTORCRAFT (VFR ONLY)	GLIDERS	L-T-A AIRSHIPS	L-T-A BALLOON
CERTIFICATES REQUIRED		Commercial Pilot Flight instructor	Commercial Pilot Flight instructor	Commercial Pilot	Commercial Pilot
CERTIFICATE CATEGORIES		Both with Rotorcraft category	Both with Glider category	Lighter than air	Lighter than air
RATINGS		Helicopter or Gyroplane class rating(s), as appropriate		Airship class rating	Balloon class rating
HOURS AS PIC		2,000 • 500 in rotorcraft that incl. at least 100 in past year • 250 in helo's or 150 in gyro's, as appropriate. • If appl, 100 in largehelos, incl. 50 in typehelo sought, and 25 in each additional type sought.	500 • 250 in gliders that incl. at least 20 hours in past year of at least 50 flights	2,000 • 500 in airships that includes at least 200 in past year • 50 at night	200 • 100 in balloons that incl. at least 20 hours in past year of at least 10flts each of at least 30 min. duration • Held a Comm. Pilot Cert.-Balloon for at least 1 year
HOURS AS FLIGHT INSTRUCTOR (as a CFI or as a Mil.Flt. Instructor)		200 in helo's or gyro's, as appropriate. • 50 in helo's or gyro's, as appropriate, preparing pilots for aComm Pilot Certificate	200 • 100 in gliders	100 in airships	50 in balloons • 10 past year

D. FAA Order 8700.1 volume 2, chapter 15, section 2, figure 15-4 will read:

**FIGURE 15-4
SPECIFIC ELIGIBILITY REQUIREMENTS FOR COMMERCIAL AND INSTRUMENT RATING
EXAMINER (CIRE) AND AIRLINE TRANSPORT PILOT EXAMINER (ATPE) DESIGNEES**

ELIGIBILITY REQUIREMENTS	TYPE OF CIRE DESIGNATION		TYPE OF ATPE DESIGNATION	
	AIRPLANE & INSTRUMENT	HELICOPTER & INSTRUMENT	AIRPLANE	HELICOPTER
CERTIFICATES REQUIRED	Commercial Pilot Flight Instructor	Commercial Pilot Flight Instructor	Airline Transport Pilot Flight Instructor	Airline Transport Pilot Flight instructor
CERTIFICATE CATEGORIES	Both with Airplane category	Both with Rotorcraft category	Both with Airplane category	Both with Rotorcraft category
RATINGS	Both with appropriate airplane class ratings and Instrument-Airplane	Helicopter class rating; Instrument-Helicopter	Both with appropriate airplane class rating(s) and instrument privileges on ATP and Instrument-Airplane on CFI	Both with Helicopter-rating and instrument privileges on ATP and Instrument- Helicopter on CFI
HOURS AS PIC	2,000 • 1,000 in airplanes that incl. 300 in airplanes past year • 500 in class of airplane • 100 at night in airplanes • 200 in complex airplanes • 100 inst. flt. (act. orsim.) • If appl, 300 in large or turbine-power airplanes, incl. 50 in type sought and 25 in each additional types sought	2,000 • 500 in helicopters that incl. 100 in helo's in past year • 100 instrumentflt (act. orsim.) • If applicable, 100 in large helicopters, incl. 50 in type sought and 25 in each additional. type sought	2,000 • 1,500 in airplanes that incl. 300 in airplanes past year • 500 in class airplane • 100 at night in airplanes • 200 complex airplanes • 100 inst. flt (act. orsim) • If appl, 300 in large or turbine-power airplanes, incl. 50 in type sought and 25 in each additional types sought	2,000 • 1200in helicopters that incl. 100 in helicopters in past year • 100 inst. flt (act. Orsim.) • If applicable, 100 in large helicopters, incl. 50 in type sought and 25 in each additional. Type sought
HOURS AS Flight Instructor(as a CFI or as a MilFt. Inst)	500 in airplanes • 100 in class of airplane • 250 instrument flight inst. time, incl. 200 in airplanes	250 in helicopters • 50 instrument flight instruction in helicopters • 100 preparing pilots for Comm. Pilot-Helicopter	500 in airplanes • 100 in class of airplane • 250 instrument flight inst. time, incl. 200 given in airplanes • 150 prep. pilots for Comm. Pilot or ATP with airplane category or type rating or Instrument-Airplane rating	250 in helicopters • 50 of instrument flight instruction in helicopters • 100 in helicopters prep. pilots for Comm. Pilot Cert. or ATP Cert. with a Helicopter class or type rating or Instrument-Helicopter rating.

E. FAA Order 8710.3C, chapter 2, section 1, paragraph 3A(6) will read:

3. General.

* * * * *

A. *General Criteria.*

* * *

(6) be serving as a flight instructor, or serving in another comparable position for a flight school, executive operator, air carrier operator, or a commercial operator, or serving as a check airman or check pilot for a part 121, 125, or 135 operator or for a commercial operator.

* * *

F. FAA Order 8710.3C, chapter 2, section 1, paragraph 5, subparagraphs A through O will read:

5. ELIGIBILITY AND EXPERIENCE REQUIREMENTS (EXCEPT TCE, PPE, ACR, AND MC/FPE.

* * * * *

A. *Private Pilot Examiner-Airplane.* The candidate must have at least:

(1) A commercial pilot certificate with an airplane category rating and appropriate class rating(s), and an instrument-airplane rating;

- (2) A valid flight instructor certificate with an airplane category and appropriate class rating(s);
- (3) 2,000 hours as PIC which includes at least:
 - a. 1,000 hours in airplanes, of which 300 hours were accrued within the past year;
 - b. 300 hours in the class of airplane for which the designation is sought; and
 - c. 100 hours in airplanes at night.
- (4) 500 hours as a flight instructor in airplanes (instructor time must have been accrued as a CFI or as a military flight instructor), which includes at least 100 hours of flight instruction given in the class of airplane pertinent to the designation sought,

B. Private Pilot Examiner-Rotorcraft. The candidate must have at least:

- (1) A commercial pilot certificate with a rotorcraft category and appropriate class rating(s);
- (2) A valid flight instructor certificate with a rotorcraft category and appropriate class rating(s);
- (3) 1,000 hours as PIC which includes at least:
 - a. 500 hours in rotorcraft, of which 100 hours were accrued within the past year; and
 - b. 250 hours in helicopters or 150 hours in gyroplanes, as applicable for the designation sought.
- (4) 200 hours as a flight instructor in helicopters or gyroplanes, as appropriate for the designation sought. (instructor time must have been accrued as a CFI or as a military flight instructor)

C. Private Pilot Examiner-Glider. The candidate must have at least:

- (1) A commercial pilot certificate with a glider category rating;
- (2) A valid flight instructor certificate with a glider category rating;
- (3) 500 hours as PIC which includes at least:
 - a. 200 hours in gliders; and
 - b. 10 hours in gliders within the past year of at least 10 flights.
- (4) 100 hours as a flight instructor in gliders.

D. Private Pilot Examiner-Airships. The candidate must have at least:

- (1) A commercial pilot certificate with a lighter-than-air category rating and an airship class rating;
- (2) 1,000 hours as PIC, which includes at least:
 - a. 500 in airships;
 - b. 200 hours in airships that were accrued within the past year; and
 - c. 50 hours in airships at night.
- (3) 100 hours as a flight instructor in airships.

E. Private Pilot Examiner-Balloon. The candidate must have at least:

- (1) A commercial pilot certificate with a lighter-than-air category rating and a balloon class rating;
- (2) 200 hours as PIC, which includes at least
 - a. 100 hours in balloons; and
 - b. 20 hours in balloons within the past year, that includes 10 flights in balloons, of which each was at least 30 minutes duration.
- (3) 50 hours as a flight instructor in balloons, of which 10 hours were accrued within the past year.

F. Commercial and Instrument Examiner-Airplane. The candidate must have at least:

- (1) A commercial pilot certificate with an airplane category and appropriate class rating(s), and an instrument-airplane rating;
- (2) A valid flight instructor certificate with an airplane category rating and the appropriate class rating(s) and an instrument - airplane rating;
- (3) 2,000 hours as PIC, which includes at least:
 - a. 1,000 hours in airplanes, of which 300 hours were accrued within the past year;
 - b. 500 hours in the class of airplane for which the designation is sought;
 - c. 100 hours at night in airplanes;
 - d. 200 hours in complex airplanes;
 - e. 100 hours of instrument flight time in actual or simulated conditions; and

f. If the designation will include authority to conduct practical tests in large or turbine powered airplanes, the applicant must have 300 hours in large or turbine-powered airplanes of which 50 hours are in the type of airplane for which designation is sought. If authorization is for additional types of large or turbine powered airplanes, then the applicant must have 25 hours in each of those additional types sought.

(4) 500 hours as a flight instructor in airplanes (instructor time must have been accrued as a CFI or as a military flight instructor), which includes at least:

a. 100 hours of flight instruction given in the class of airplane pertinent to the designation sought;; and

b. 250 hours of instrument flight instruction, of which 200 hours were given in airplanes.

G. Commercial and Instrument Examiner~~Helicopter~~. The candidate must have at least:

(1) A commercial pilot certificate with a rotorcraft category rating, helicopter class rating, and an instrument~~helicopter~~ rating;

(2) A valid flight instructor certificate with a rotorcraft category rating, helicopter class rating, and an instrument~~helicopter~~ rating;

(3) 2,000 hours as PIC, which includes at least:

a. 500 hours in helicopters;

b. 100 hours in helicopters in the past year; and

c. 100 hours of instrument flight time in simulated or actual conditions; and

d. If the designation will include authority to conduct practical tests in large helicopters, the applicant must have 100 hours in large helicopters which includes 50 hours in the type of helicopter for which designation is sought. If authorization for additional types of large helicopters is sought, 25 hours is required in each of those additional types sought.

(4) 250 hours as a flight instructor (instructor time must have been accrued as a CFI or as a military flight instructor) in helicopters, which includes at least :

a. 50 hours of instrument flight instruction in helicopters; and

b. 100 hours preparing pilots for a commercial pilot certificate in helicopters.

H. Commercial Pilot Examiner~~Rotorcraft~~. The candidate must have at least:

(1) A commercial pilot certificate with a rotorcraft category rating and a helicopter or gyroplane class rating, as applicable;

- (2) A valid flight instructor certificate with a rotorcraft category rating and a helicopter or gyroplane class rating, as appropriate;
- (3) 2,000 hours as PIC, which includes at least:
 - a. 500 hours in rotorcraft;
 - b. 100 hours in rotorcraft in the past year;
 - c. 250 hours in helicopters or 150 hours in gyroplanes, as applicable; and
 - d. 100 hours as PIC in large helicopters, including 50 hours in the type of helicopter for which designation is sought, if the designation will include authority to conduct tests in large helicopters.
- (4) 200 hours as a flight instructor in helicopters or gyroplanes, as appropriate for the designation sought. (instructor time must have been accrued as a CFI or as a military flight instructor), which includes 50 hours as a CFI in helicopters or gyroplanes, as appropriate for the designation sought, preparing pilots for a commercial pilot certificate; and

I. Commercial Pilot Examiner-Glider. The candidate must have at least:

- (1) A commercial pilot certificate with a glider category rating;
- (2) A valid flight instructor certificate with a glider category rating;
- (3) 500 hours as PIC, which includes at least:
 - a. 250 hours in gliders; and
 - b. 20 hours in gliders within the past year of at least 50 flights.
- (4) 200 hours as a flight instructor, including 100 hours of flight instruction given in gliders.

J. Commercial Pilot Examiner-Airships. The candidate must have:

- (1) At least commercial pilot certificate with a lighter-than-air category rating and an airship class rating;
- (2) At least 2,000 hours as PIC which includes at least:
 - a. 500 hours in airships;
 - b. 200 hours in airships within the past year; and
 - c. 50 hours in airships at night.

(3) Given at least 100 hours of flight instruction in airships.

K. Commercial Pilot Examiner-Balloon. The candidate must have:

(1) At least a commercial pilot certificate with a lighter-than-air category rating and a balloon class rating;

(2) At least 200 hours as PIC, which includes at least:

a. 100 hours in balloons; and

b. 20 hours in balloons within the past year, that includes 10 flights in balloons, of which each was at least 30 minutes duration.

(3) Held a commercial pilot certificate with a balloon rating for at least 1 year prior to designation; and

(4) Given at least 50 hours of flight instruction in balloons, which includes at least 10 hours accrued within the past year.

L. Airline Transport Pilot Examiner-Airplane. The candidate must have at least:

(1) An airline transport pilot certificate with an airplane category and appropriate class rating(s), with instrument-airplane privileges that is appropriate to the airplane rating sought (if needed for the designation sought);

(2) A valid flight instructor certificate with an airplane category rating, appropriate class rating(s), and an instrument-airplane-rating;

(3) 2,000 hours as PIC, which includes at least:

a. 1,500 hours in airplanes of which 300 hours in airplanes that were accrued within the past year;

b. 500 hours in the class of airplane for which the designation is sought;

c. 100 hours in airplanes at night;

d. 200 hours in complex airplanes;

e. 100 hours of instrument flight time in actual or simulated conditions; and

f. If the designation will include authority to conduct practical tests in large or turbine powered airplanes, the applicant must have 300 hours in large or turbine-powered airplanes of which 50 hours are in the type of airplane for which designation is sought. If authorization is for

additional types of large or turbine powered airplanes, then the applicant must have 25 hours in each of those additional types sought.

(4) 500 hours as a flight instructor in airplanes (instructor time must have been accrued as a CFI or as a military flight instructor), which includes at least:

- a. 100 hours of flight instruction given in the class of airplane pertinent to the designation sought; and
- b. 250 hours of instrument flight instruction, of which 200 hours were given in airplanes.
- c. 150 hours preparing pilots for a commercial or an airline transport pilot certificate with an airplane category or type rating or an instrument-airplane rating.

M. Airline Transport Pilot Examiner-Helicopter. The candidate must have at least:

- (1) An airline transport pilot certificate with a rotorcraft category rating and a helicopter class rating, with instrument-helicopter privileges (if needed for the designation sought);
- (2) A valid flight instructor certificate with a rotorcraft category rating, helicopter class rating, and an instrument-helicopter rating;
- (3) 2,000 hours as PIC, which includes at least:
 - a. 1200 hours in helicopters; and
 - b. 100 hours in helicopters in the past year;
 - c. 100 hours of instrument flight time in simulated or actual conditions; and
 - d. If the designation will include authority to conduct practical tests in large helicopters, the applicant must have 100 hours in large helicopters which includes 50 hours in the type of large helicopter for which designation is sought. If authorization for additional types of large helicopters is sought, 25 hours is required in each of those additional types sought.
- (4) 250 hours as a flight instructor in helicopters (instructor time must have been accrued as a CFI or as a military flight instructor), which includes at least:
 - a. 100 hours preparing pilots for a commercial or an airline transport pilot certificate with a helicopter class or type rating or instrument-helicopter rating; and
 - b. 50 hours of instrument flight instruction in helicopters.

N. Flight Instructor Examiner (FIE). The candidate must:

- (1) Meet all of the requirements for a CE or CIRE designation, as appropriate, for the category and class of aircraft pertinent to the FIE designation sought; and
- (2) Have held a CE and/or CIRE designation, as appropriate, for at least 1 year prior to designation as an FIE.

*O. National Designated Pilot Examiner Registry Examiner.*The candidate must:

- (1) Hold and maintain an FAA certificate of authority as a DPE, unless the NDPER examiner's specialization in aircraft qualification is so unique that AGL-230 has determined the examiner need not hold an FAA certificate of authority as a DPE. In this case, AGL-230 may permit a NDPER examiner to only be required to hold a certificate of authority as a NDPER examiner;
- (2) Have a recommendation from Experimental Aircraft Association (EAA);
- (3) Hold at least one type rating in a vintage aircraft identified on the NDPER;
- (4) Have a proven background involving the operation of vintage aircraft; and
- (5) Be approved by AGL-230 for designation as a NDPER examiner.

4. ACTION. The above information is to be made available to all FAA aviation safety inspectors (ASI) and to members of the NEB.

5. INQUIRIES. This bulletin was developed by AFS-800. Questions regarding this information may be directed to John Lynch, AFS-840 at (202) 267-3844.

6. LOCATION. This bulletin will remain in effect until the above information is incorporated into FAA Orders 8700.1 and 8710.3C.

/s/ Michael L. Henry, Manager,
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