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DESIGNEE UPDATE

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Inside This Update

New Pilot Examiner Handbook.....1
The Right Stuff.....1
Use of GPS or LORAN For Private or Commercial Practical Tests.....2
PTS Revision -- Instrument Approaches.....2
FDR-1D Manufacturing / Maintenance Designee Kits.....3
Are You Going to Las Vegas?.....3
Calling, Calling, Calling, Calling.....3
False Hope.....3
Back Log.....3
Attendance.....3

NEW PILOT EXAMINER HANDBOOK

The new Pilot Examiner's Handbook, Order 8710.3C, dated September 20, 1996, is now available. Each Pilot Examiner should acquire a copy from the District Office. All persons who register and attend the Initial Pilot Examiner Standardization Seminar and, upon request, any CFIs attending the Recurrent Pilot Examiner Standardization Seminars will receive a copy.

THE RIGHT STUFF

What is the location? What is the time? What is the number? What is the date? The answer must be "the right stuff." We are speaking of the required information in the Designated Examiner's Report section of the Airman Certificate and/or Rating Application, FAA Form 8710-1. The form is a "legal" document and, of course, all answers must be correct. Inattention to these four questions has caused some "legal" problems for several people recently, so lets specify the requirements.

"Location of Test" -- This must indicate where the test began. Normally, only the name of the airport, nearest city if the two names are different, and state is expected. At Training Centers (simulator) the business name is additionally appropriate. In off airport operations (Lighter-Than-Air) show the name of the town nearest the launch site (Order 8710.3C, page 5-11).

"Duration of Test" -- "**Ground**" time shall include the time in the office, at the aircraft (except flight time), and/or at the simulator (except operation), while knowledge is being evaluated. Ground time does not include coffee breaks. "**Simulator**" time indicates operation time of the approved simulator or training device used for the evaluation. "**Flight**" time is the block to block time as defined in part 1 of the Federal Aviation Regulations (14 CFR). The flight or simulator time must be clock or Hobbs time to the nearest tenth of an hour, not an approximation.

"Registration Number(s)" -- This is ALWAYS the ACTUAL registration number(s) of each (all) aircraft used to conduct the practical test. When using more than one aircraft, show the numbers in the same sequence as the aircraft types shown in the previous block. When using an approved flight simulator or flight training device for all or part of the practical test, use the identification that appears in the Flight Standards District Office approval

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document. This document should be posted on or near the equipment.

"Date" -- When a practical test is required, the date is ALWAYS the date of the COMPLETION of the test. This MUST be the same as the date shown on the Temporary Airman Certificate, FAA Form 8060-4 or Notice of Disapproval of Application, FAA Form 8060-5. If a practical test is not required, as in an application for a student pilot certificate, this is the date the applicant presents proof of identification and qualification (8710.3C, page 5-20).

GPS OR LORAN USE FOR PRIVATE OR COMMERCIAL PRACTICAL TESTS

The FAA has received calls from pilot examiners and flight instructors concerning the use of GPS and LORAN navigation systems in pilot training and on the Private and Commercial Practical tests. Since most training aircraft today are equipped either with GPS or LORAN they would like to utilize this equipment in training and on practical tests.

GPS or LORAN may be used for the Navigation Systems and Radar Services or Radio Navigation and Radar Services task on the Private and Commercial practical test. However, the radio equipment must be properly installed. Proper installations would include those made by the aircraft manufactures under their Type Certificate (TC), certificated repair stations, or certificated A&P's with inspection authorization utilizing a properly approved FAA Form 337.

Hand held GPS's are not allowed as navigation equipment during practical tests.

PTS REVISION -- FAA-S-8081-4B INSTRUMENT APPROACHES

Since the revision of 14-CFR part 61, effective August 1, 1996, there have been numerous questions regarding the change in section 61.56(g). The questions have been directed to the differences in the regulation and the present Instrument Practical Test Standards, FAA-S-8081-4B.

The present instrument PTS requires ILS, VOR and NDB approaches. The revised regulation requires one precision and two non-precision approaches using two different approach systems. For example, one ILS and two of the following non-precision approaches; VOR, LOC, NDB, LDA, SDF, GPS, or LORAN. The choice of two non-precision approaches must utilize two different systems, for example, one VOR and one GPS, or one NDB and one LOC.

The successful demonstration of two non-precision and one precision approach using the above guidelines will be approved for use during the instrument practical test. All non-precision approaches must meet the tolerance standards as specified in the instrument PTS for VOR and NDB approaches.

Area of Operation V: Navigation Aids, Task B, Intercepting and Tracking NDB Bearings may be disregarded if the aircraft is not ADF equipped.

All navigational equipment utilized during the instrument practical test must be IFR approved.

FDR-1D DESIGNEE KITS

Earlier this year the Maintenance Support Branch distributed a letter to all field offices describing how to download manufacturing/maintenance designee kits from FedWorld through direct dial or the internet. If you have not received the word and are needing a kit or specific documents to finish out your kit please accomplish the following:

If you choose to obtain documents through FedWorld you should notify your managing office so they can enter this information into the Designee Management Subsystem (DMS). A tickler screen in DMS will continue to indicate you do not have a kit or specific documents until the screen is changed to indicate otherwise.

Connection to FedWorld may be made:

1. By Direct Dial - Set modem parity to None; databits to 8; and stop bit to 1. Set terminal emulation to ANSI. Set duplex to Full. Then dial FedWorld at (703) 321-3339. After connecting

follow the prompts for "Regulatory", then "Regulatory Information Mall", then select the "FAA-AVR" library of files. Next select "C" under the FAASUB file. Next select "*"(all files). Next select "F" (find files) Next type "a" and hit enter. Next page down until you find "acroread.ext" that is applicable for your computer and download to your PC. This must be accomplished prior to downloading PDF files. Next scroll back up through the files for FDR-1D kit document page and applicable kit documents which can now be downloaded to your computer or to a disk.

2. By Internet - Connect to http://www.fedworld.gov/ and select the Fedworld FTP site. From the FTP search and retrieve service, scroll down four screens to Federal Aviation Administration and select FAA-CAI (continued airworthiness information). Scroll down to ACROREAD.EXE
and follow the instructions to download the "acrobat reader" to your PC. This is necessary to read PDF files.

After this is accomplished go back and select FAA-RI for Federal Regulations or FAA-OAI for Orders, Notices and AC's. Follow the prompts to either read, download to a printer, or save as a file on your computer or disk for future use. The FDR-1D kit document index page is also a PDF file.

If you elect to save the documents on floppy disks it will require 5 three and one half inch floppy disks to download the complete FDR-1D kit. If you need assistance you can contact the Fedworld help desk at (703) 487-4223 or the FAA point of contact at (405) 954-6896.

ARE YOU GOING TO LAS VEGAS?

The pilot examiner recurrent seminar that ***was*** scheduled for April 9 and 10, 1997 ***has been changed*** to Tuesday, April 29 and Wednesday, April 30, 1997. Mark your calendars now!

Details will follow when the Preseminar Study Guides and letters are sent to pilot examiners in the Las Vegas district early in 1997.

CALLING, CALLING, CALLING, CALLING

Many examiner applicants are calling almost on a daily basis requesting their status. As stated before, this only slows the qualification process down. When you are qualified by the Board, you will be informed by letter. Requests regarding status in the future will be denied.

FALSE HOPE (repeat)

Several complaints have been received by the National Examiner Board (NEB), regarding examiner appointments. Some examiner applicants claim they have been given false hope from inspectors about being selected by a Flight Standards District Office (FSDO), only to find out they did not make the selection list. Inspectors should be cautioned not to assume that a candidate in the examiner pool will automatically make the top (3) on the selection list. Examiner applicants that elect to attend the Initial Pilot Examiner Seminar prior to being selected, are now required to sign a disclaimer statement.

BACK LOG

The Initial Pilot Examiner Seminar held in December at Oklahoma City, was packed. The next seminar is scheduled for March. If enough requests are received, we will consider conducting an additional Initial seminar in February in order to reduce a backlog. If interested, contact Ron Bragg at 405/954-6448. We are happy to announce that several FAA Inspectors from various Regions have attended or are scheduled to attend.

FLIGHT INSTRUCTOR ATTENDANCE

Flight instructors are still calling and asking to attend the initial seminar which is conducted only in Oklahoma City. We encourage flight instructors to attend; however, pilot examiner candidates have priority. If you are an instructor and wish to attend the seminar, be aware that you could be bumped. This will occur only in extreme cases and when space is limited

BULLETIN BOARD NUMBER
THE CURRENT NUMBER IS (888) 750-8324
LOCAL # (405) 954-4530
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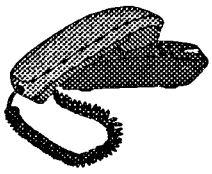
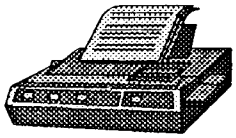


To Register for an Examiner Seminar

CALL: (405) 954-0138

FAX: (405) 954-0189



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