

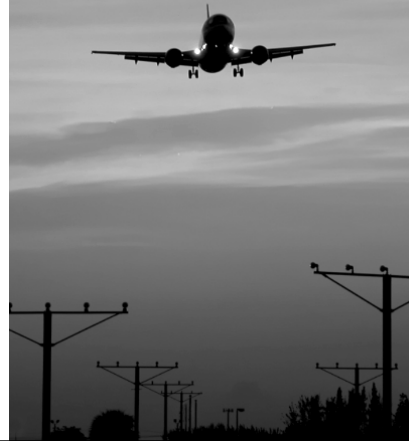
GENERAL AVIATION AIRMAN DESIGNEE HANDBOOK



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Lesson 5

FAA ORDER 8900.2, Part B



Welcome to part B of the General Aviation Airman Designee Handbook Lesson. This lesson covers the rules and procedures in the handbook that relate to conducting a Practical Test.

OBJECTIVES

- On an End-of-Lesson Test and in accordance with FAA Order 8900.2, you will identify:
 - Rules for physical location of DPE during a Practical Test
 - Rules for required aircraft and equipment and carriage of passengers for the Practical Test
 - Procedures for conducting the Practical Test
 - Procedures for discontinuing the Practical Test

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On a multiple choice test, you will answer questions about the rules for the physical location of the DPE during a Practical Test, the rules for required aircraft and equipment, and for carrying passengers during a Practical Test, as well as procedures for conducting and discontinuing the test.

PHYSICAL LOCATION OF DPE

- You **MUST** accompany applicant in aircraft during ALL Practical Tests
- You are expected to be physically located in other crewmember station in an aircraft that only requires one pilot crewmember
 - If aircraft does not have room for you, cancel the Practical Test

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The DPE must accompany the applicant in the aircraft during all Practical Tests. Unless conducting Practical Tests in an aircraft that requires a pilot flight crew of two or more, an examiner is expected to be physically located in the other pilot crewmember station when conducting a Practical Test in an aircraft requiring only one pilot crewmember. If an applicant shows up for the Practical Test with an aircraft with only one seat, you must cancel the Practical Test until the applicant can obtain an aircraft that allows you to be physically located in the aircraft.

PHYSICAL LOCATION OF DPE (Cont'd)

- You can give Practical Test from designated jump seat provided another pilot qualified to act as PIC occupies the other pilot crewmember station
- When you agree to give Practical Test from jump seat, conduct a Preflight briefing with applicant and other pilot about safety precautions, and duties & responsibilities of each crewmember before Flight portion of test

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An exam can be given from a jump seat or place in the cabin from which the applicant can be adequately observed as long as another pilot who is qualified to act as the PIC occupies the other pilot crewmember station. This arrangement is permitted provided you agree; however, it is normal procedure and expected that you occupy the other pilot crewmember station.

When you agree to give the Practical Test from a designated jump seat or place in the cabin from which the applicant can be observed, conduct a Preflight briefing with the applicant and the other pilot about safety precautions, procedures, duties, and responsibilities of each crewmember before beginning the Flight portion of the Practical Test.

PHYSICAL LOCATION OF DPE (Cont'd)

- Sport Pilot Examiners (SPEs) must accompany applicant in aircraft during all Practical Tests unless aircraft only has one seat
 - In this case, SPE can observe from the ground, but applicant will have limitation of operating a single-seat light-sport aircraft
 - Until limitation is removed, applicant will NOT be authorized to carry passengers

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Sport Pilot Examiners must accompany the applicant in the aircraft during all Practical Tests in accordance with Part 61.45(b)(1)(iii) unless the aircraft only has one seat. If the applicant presents a single-seat aircraft, the examiner can proceed with the practical test. The pilot will have a limitation of operating a single-seat, light-sport aircraft placed on their sport pilot certificate. Until the limitation is removed, the applicant will not be authorized to carry passengers.

PHYSICAL LOCATION OF DPE (Cont'd)

- For aircraft requiring flight crew of two or more, DPE should give Practical Test from designated jump seat or place in cabin from which flight can be observed
- This does not prevent DPE from occupying a pilot seat during Practical Test

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For aircraft requiring a flight crew of two or more, the DPE should conduct the Practical Test from the designated jump seat or place in the cabin from which the flight can be adequately observed.

This does not prevent the DPE from occupying a pilot seat during the Practical Test; however, any time a DPE elects to occupy a pilot seat, they must also consider their liability as a crewmember.

PHYSICAL LOCATION OF DPE (Cont'd)

- Examiner serving as required crewmember **MUST** be:
 - Appropriately rated and hold a current medical certificate
 - Current in accordance with 61.55, 61.56, 61.57, 61.58, and 91.109(c), as applicable
 - PIC qualified

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When electing to serve as a required flight crewmember during a practical test, you must be appropriately rated, hold a current medical certificate, and be current in accordance with parts 61.55, 61.56, 61.57, 61.58, and 91.109(c), as applicable, as well as being PIC qualified.

OTHER COMMERCIAL FLYING TIME

- If DPE is not acting as required crewmember and conducts Practical Test from jump seat or pilot seat, that time is NOT deemed “other commercial flying” with respect to flight or duty time limitations
- If DPE serves as crewmember on aircraft requiring flight crew of two or more, that time is deemed to be “other commercial flying”

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If an examiner administers a Practical Test from a jump seat or cabin station of an aircraft requiring a flightcrew of two or more, or from a pilot seat of an aircraft requiring a flightcrew of only one pilot, flight time accrued as an examiner is not deemed to be other commercial flying with respect to the flight and duty time limitations stated in parts 121, 125, and 135.

If an examiner serves as a required crewmember during a Practical Test on an aircraft requiring a flight crew of two or more, that flight time is deemed to be other commercial flying.

CARRYING PASSENGERS DURING PRACTICAL TEST

- Passengers carried during Practical Test **MUST** have a legitimate interest in test
 - Authorized persons include those preparing for similar tests, instructors assigned to similar activities, applicant's instructor, examiners who conduct similar tests, chief pilot/instructor, owner/operator, and ASIs

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The practice of carrying persons other than those participating in the Practical Test must be limited to individuals who have a legitimate interest in the test.

Authorized persons include those preparing for a similar practical test, authorized instructors assigned to similar flight training activities, the applicant's instructor, examiners who conduct similar tests, chief pilot or instructors, owner/operator of the aircraft used, and FAA Aviation Safety Inspectors.

CARRYING PASSENGERS DURING PRACTICAL TEST (Cont'd)

- Unauthorized persons include non-flying relatives, persons not involved in a flight training program, non-flying employees, or owner/operator's friends

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Unauthorized persons include non-flying relatives, persons not involved in a flight training program, non-flying employees, and the owner/operator's friends.

AIRCRAFT USED FOR PRACTICAL TESTS

- Applicants **MUST** furnish an airworthy aircraft appropriate for certificate or rating sought
 - Includes U.S. military, experimental, or foreign registry aircraft



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An applicant for an airman certificate or rating must furnish an airworthy aircraft appropriate for the certificate or rating sought. At the examiner's discretion, this includes U.S. military aircraft, certain experimental aircraft that can be identified as a category and class of aircraft under part 61.5, or properly certificated aircraft of foreign registry.

AIRCRAFT USED FOR PRACTICAL TESTS (Cont'd)

- Applicants may conduct Practical Test in experimental aircraft provided:
 - DPE is WILLING
 - Aircraft is not prohibited from or incapable of accomplishing required tasks by operating limitations

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Applicants may request a Practical Test in an experimental aircraft certificated as amateur-built or for exhibition purposes. However, the examiner must be willing and the aircraft must not be prohibited from or incapable of accomplishing all the required tasks by operating limitations. If the aircraft is found to be incapable of performing the required tasks, the applicant must provide another aircraft of the same category, class, and type.

AIRCRAFT USED FOR PRACTICAL TESTS (Cont'd)

- A limitation will be placed on applicant's pilot certificate if he/she provides an aircraft with operating characteristics that preclude it from performing all required tasks
 - FAA has approved Ercoupe with limitation, "Limited to Ercoupe Without Rudder Pedals" and aircraft with no published minimum controllable airspeed (V_{mc}) with limitation, "Airplane multiengine land – Limited to Center Thrust"

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In limited circumstances, an applicant may provide an aircraft that has operating characteristics that preclude it from performing all the tasks required during the Practical Test. However, this situation and the aircraft to be used must be specifically identified and approved by the FAA. Generally, the FAA disapproves such aircraft, but it may grant approval on a case-by-case basis.

At this time, only two aircraft have been granted FAA approval - the Ercoupe and the Cessna 336/337. The Ercoupe is approved with the limitation, "Limited to Ercoupe Without Rudder Pedals." Aircraft with no published minimum controllable airspeed (V_{mc}) have been approved with the limitation, "Airplane multiengine land – limited to center thrust."

AIRCRAFT USED FOR PRACTICAL TESTS (Cont'd)

- Part 61.45(f) allows exam to be conducted in a light-sport aircraft with single-pilot station with limitations:
 - Exam will be conducted from the ground if examiner agrees and can observe aircraft operations and evaluate proficiency
 - Limitation on certificate: “No Passenger Carriage and Flight in a Single-pilot Station Aircraft Only”
 - Only an examiner or ASI can remove limitation when applicant takes test in 2-place light-sport aircraft

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In accordance with part 61.45(f), a Practical Test may be conducted in a light-sport aircraft with a single-pilot station with certain limitations. The examiner must ensure the test is conducted in accordance with the Sport Pilot Practical Test Standards for single-seat aircraft.

Only an examiner or FAA Aviation Safety Inspector is authorized to remove the limitation. This can be accomplished when the sport pilot applicant takes a Practical Test in a two-place light-sport aircraft and conducts additional tasks identified in the Practical Test Standards.

AIRCRAFT USED FOR PRACTICAL TESTS (Cont'd)

- Public aircraft:
 - Owned & operated by state government, District of Columbia, or U.S. territory IAW 49 USC 40102
 - Not authorized for use in Practical Test or for maintaining recency of experience without FAA airworthiness certificate
 - If aircraft lacks A/W certificate, discontinue Practical Test until applicant brings aircraft that qualifies

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According to U.S. Code Title 49, section 40102, public aircraft are aircraft owned and operated by a state government, the District of Columbia, or a territory or possession of the United States, or a political subdivision of one of those governments.

During the Pretest briefing, ensure that the FAA airworthiness certificate for the aircraft is current. If you find the aircraft lacks a current FAA airworthiness certificate, discontinue the Practical Test until the applicant brings an aircraft that qualifies.

AIRCRAFT USED FOR PRACTICAL TESTS (Cont'd)

- A U.S. Military aircraft is under direct control of the military and may be used to conduct a Practical Test
- However:
 - Aircraft must be capable of performing all operations and tasks required by PTS
 - Applicant must provide letter from commanding officer or operations officer

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The prohibition on conducting a Practical Test in a public aircraft does not apply to military aircraft. If a U.S. military aircraft is used, it must be under the direct operational control of the U.S. military forces. Aircraft that are no longer under the direct operational control of the U.S. military may not be used for Practical Tests unless they hold a U.S. airworthiness certificate.

The aircraft supplied by the applicant must be capable of performing all operations and tasks required by the Practical Test Standard for the certificate or rating sought.

The applicant must provide a letter from the commanding officer or operations officer of the U.S. military organization with jurisdiction over the aircraft.

REQUIRED AIRCRAFT EQUIPMENT

- **MUST** have equipment required to accomplish each Area of Operation on Practical Test
 - Two or more aircraft may be needed to accomplish ALL PTS requirements
- **View Limiting Device**
 - During instrument proficiency tests, applicant **MUST** provide equipment, satisfactory to the examiner, which prevents flight by visual reference

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The aircraft furnished by the applicant for a Practical Test must have the equipment required to accomplish each Area of Operation on the Practical Test. The applicant may need two or more aircraft to accomplish all the PTS requirements.

During the Practical Test for an instrument rating or other certificate or ratings requiring a demonstration of instrument proficiency, the applicant must provide equipment, satisfactory to the examiner, which prevents flight by visual reference.

REQUIRED AIRCRAFT EQUIPMENT (Cont'd)

- Required controls
 - Aircraft **MUST** have engine power and flight controls that are easily reached and operable by both pilots per part 61.45(c)
 - Unless you determine Practical Test can be safely conducted without them

8900.2, p. 7-25

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According to Part 61.45(c), an aircraft must have engine power and flight controls that are easily reached and operable in a conventional manner by both pilots, unless you determine that the Practical Test can be conducted safely without them.

REQUIRED AIRCRAFT EQUIPMENT (Cont'd)

- Aircraft with single controls
 - At your discretion, aircraft may have single set of controls
- 14 CFR, Part 61.45(e) permits tests for addition of aircraft category, class, or type ratings to be conducted in single-control aircraft, provided:
 - You agree
 - Test does not involve instrument skills
 - You can observe applicant's proficiency

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At your discretion, an aircraft furnished by the applicant may have a single set of controls. Tests for the addition of aircraft category, class, or type ratings to private and commercial pilot certificates may be conducted in single-control aircraft under the provisions of part 61.45(e), provided you agree, the test does not involve a demonstration of instrument skills, and you are in a position to observe the applicant's proficiency.

FLIGHT SIMULATORS/TRAINING DEVICES/BASIC AVIATION TRAINING DEVICES (BATD) AND ADVANCED AVIATION TRAINING DEVICES (AATD)

- All flight simulators and Flight Training Devices (FTDs) used for training or testing during a Practical Test must be qualified and approved in accordance with Part 61.4(a)
 - BATDs or AATDs are NOT authorized for use in any Practical Test - only for training

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All flight simulators and Flight Training Devices or FTDs used for training, and which an airman uses to receive credit to satisfy any training, testing, or checking requirement, must be qualified and approved by the administrator for training, testing, and checking on each maneuver, procedure, or crewmember function performed.

Basic Aviation Training Devices (BATDs) and Advanced Aviation Training Devices (AATDs) are not authorized to be used for a Practical Test, only in training and in accordance with the current edition of AC 61-136.

CONDUCTING THE PRACTICAL TEST

- Practical Test includes demonstrations of knowledge and skill. Conduct both demonstrations concurrently
 - You must conduct Pretest, Preflight, and Postflight briefings for all Practical Tests in accordance with Examiner's Test Guide and Practical Test Standards regardless of participant's experience and abilities

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The Practical Test for initial examiner designations, additional designations, and the renewal of an examiner's designation **MUST** contain a demonstration of aeronautical knowledge (oral questions) and skill (aircraft performance).

The two demonstrations are not intended to be separate tests, but should be conducted concurrently. You must conduct a Pretest, Preflight, and Post-flight briefing in accordance with the Examiner Test Guide and Practical Test Standards. These briefings must be accomplished regardless of the experience and abilities of the participants.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- During Preflight briefing, you **MUST** ensure applicant understands they will be evaluated on ability to exercise PIC authority
- Practical Test is completed by issuance of Temporary Certificate, Notice of Disapproval, or Letter of Discontinuance

8900.2, pp. 7-26, 7-28, 7-29

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During the Preflight briefing, ensure the applicant understands that they will be evaluated on the ability to exercise PIC authority. A Practical Test is a certificate action that is completed by the issuance of a Temporary Certificate, a Notice of Disapproval, or a Letter of Discontinuance.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Practical Test Standards (PTS)
 - Introduction contains instructions for using the standards for conducting test
 - Regulations (Part 61) specify areas in which an applicant **MUST** demonstrate knowledge and skill before certificate can be issued
 - Evaluation of applicant's performance must be based on satisfactory accomplishment of required PTS tasks

8900.2, pp. 7-30, 7-31

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The Practical Test Standards or PTS introduction gives detailed instructions on using the standards for conducting a practical test. Practical tests must be conducted in accordance with part 61 and the applicable Practical Test Standard. In some cases, it may be necessary to use more than one PTS.

The DPE must evaluate an applicant's performance based on their ability to satisfactorily meet the objectives of each required task.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- If you do not conduct Practical Test in accordance with applicable PTS, regulations, and safe operating practices, the test may be invalid and be grounds for termination

8900.2, p. 7-14

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Practical Tests not conducted in accordance with these standards of operation may result in an invalid test and may be grounds for termination of your designation.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Demonstration of Aeronautical Knowledge is a question-and-answer exchange between you and applicant
 - Avoid trick questions; answers must be identified in applicable regulations, Aircraft Flight Manual, and PTS
 - Maintain relaxed atmosphere
 - Do NOT train

8900.2, pp, 7-26, 7-27

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The demonstration of aeronautical knowledge is a question-and-answer exchange between you and the applicant.

Avoid trick questions. The correct answers to all questions must be available in the regulations, Aircraft Flight Manual, or other references listed in the applicable PTS.

Maintain a relaxed atmosphere. Do not give an applicant training during the Practical Test. If the applicant consistently gives incorrect, confused, or unrelated answers to your questions, issue a Notice of Disapproval of application. An applicant must meet the acceptable standards of knowledge on each task.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Conduct ALL Practical Tests in English
- If applicant is unable to read, speak, write, and understand English in accordance with AC 60-28, you **MUST** terminate Practical Test and refer applicant to managing FAA office
- You are not authorized to issue airman certificate with English language limitations
- **ONLY** FSDO may remove English limitation

8900.2, pp. 7-14, 7-15, 7-19

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Conduct all Practical Tests in English. You must comply with the current Advisory Circular, AC 60-28, English Language Skills Standards required by 14 CFR parts, 61, 63, and 65; and ICAO Level 4 Language Proficiency Criteria to ensure applicants meet regulatory requirements. If an applicant is unable to read, speak, write, and understand the English language, terminate the Practical Test and refer the applicant to the managing FAA office.

You are not authorized to issue a certificate with any limitations pertaining to English language requirements. Such a certificate can only be issued by an FAA office when based on FAA Form 8500-15, Statement of Demonstrated Ability or SODA. If the deficiency is not due to a medical reason, the applicant is not eligible for a certificate. Only the FSDO may remove the English language limitation.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Honor appointments
 - If you request cancellation/postponement, you are responsible for rescheduling
- Conduct oral portion of Practical Test in private area
- Give applicant your undivided attention
- Ensure discussion of test results is private
 - Flight instructor or CFI may be present if you and applicant agree

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Honor appointments unless special circumstances warrant cancellation or postponement. If you request cancellation or postponement, you are responsible for rescheduling the test. If you cancel a test without rescheduling, recommend another examiner or instruct the applicant to contact the managing FAA office.

Conduct the oral portion of the Practical Test in a private area free from distractions, give the applicant your undivided attention, and ensure that any discussion of test results with the applicant is private. If you and the applicant agree, the applicant's flight instructor or the school's chief or assistant chief instructor may be present during the Practical Test.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Do not allow your personal prejudices to interfere with objective evaluation of an applicant
 - If disagreement occurs before test, either you or applicant may discontinue test
 - You would issue a Letter of Discontinuance

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Do not allow your personal prejudices to interfere with the objective evaluation of an applicant. If a personality conflict or disagreement develops between you and the applicant before the test, you or the applicant may discontinue the Practical Test. In this case, you would issue a Letter of Discontinuance.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Demonstration of Aeronautical Skill is a demonstration of flight proficiency
 - PTS details Areas of Operation and tasks required for the certificate or rating
 - If applicant does not meet standards of task, Area of Operation is failed and so is Practical Test

8900.2, pp. 7-24, 7-25

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The demonstration of aeronautical skill is the flight or simulator portion of the test where the applicant demonstrates flight proficiency for the certificate or rating sought.

The PTS details the Areas of Operations and tasks required for the certificate or rating. If the applicant does not meet the standards of performance of any task performed, the Area of Operation is failed and, therefore, the Practical Test is failed.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Conduct entire test using written Plan of Action
- Develop scenarios that allow evaluation of most areas of operation and tasks
- Maneuvers such as stalls, steep turns, and performance maneuvers not normally done in routine flights must be demonstrated outside scenario

8900.2, pp. 7-14, 7-27

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Conduct the entire Practical Test in English using a written Plan of Action developed from the Examiner Test Guide and appropriate PTS. Develop a scenario that allows you to evaluate most of the Areas of Operations and Tasks with minimum disruptions. Maneuvers such as stalls, steep turns, and performance maneuvers that are not normally done during routine flight operations still must be demonstrated outside the scenario.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Conduct entire test in accordance with PTS, aircraft operating limitations, and Aircraft Flight Manual (AFM) procedures
 - If you become aware of potentially hazardous procedure in AFM, notify managing FAA office
- Note failed areas on Airman Knowledge Test Report to identify possible deficiencies
- Instructor must endorse applicant's logbook or training record attesting that applicant received training

8900.2, Chap. 5; p. 7-27

Recurrent DPE, Lesson 5
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Conduct the Practical Test in accordance with the appropriate regulations, PTS, aircraft operating limitations, and Aircraft Flight Manual (AFM) procedures. You must not use, or ask the applicant to use procedures contrary to those in the AFM. If you become aware of a potentially hazardous procedure in the AFM, notify your managing FAA office

Note the failed areas on the applicant's knowledge test report to identify possible deficiencies that may affect the applicant's flight performance. All DPEs should have a current copy of AC 60-25, Reference Materials and Subject Matter Knowledge Codes for Airman Knowledge Testing.

The instructor must endorse the applicant's logbook or training record attesting that the applicant has received the required training as set out in part 61.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Do not test more than one applicant at a time for certificate; however, you may test two applicants for type rating simultaneously on knowledge portion
- Do not intentionally allow applicant to:
 - Violate a regulation
 - Fail to comply with air traffic control clearance
 - Create potentially hazardous situation

8900.2, p. 7-27

Recurrent DPE, Lesson 5
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Do not test more than one applicant at a time during a practical exam for a certificate, but you may test applicants for a type rating in an aircraft that requires two pilot crewmembers simultaneously on the knowledge portion. For example, a Learjet 35 requires two pilot crewmembers.

Under no circumstances may you intentionally allow an applicant to violate a regulation, fail to comply with an air traffic control clearance, or create a potentially hazardous situation.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- If you train applicant for certificate or rating, you may **ONLY** test that applicant if another instructor has given them at least 3 hours of flight instruction and is the Recommending Instructor
 - 1.5 hours for glider and balloon; 1 hour for powered parachute; 2 hours for all other light-sport aircraft
- Review training records to ensure training was conducted

8900.2, p. 7-18

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If you train an applicant for a certificate or rating, you may only test that applicant if another instructor is the Recommending Instructor and has given the applicant at least 3 hours of flight instruction (1.5 hours if the test is in a glider or balloon; 1 hour if the test is in a powered parachute; and 2 hours if the test is in all other light-sport aircraft categories).

In all cases, review the applicant's training records and logbooks to ensure the additional training was conducted, and the back of the 8710-1 application to ensure the instructor completed the Recommending Instructor section.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- Flight Instructor Examiner (FIE) or Airline Transport Pilot Examiner may test applicant trained by DPE for:
 - CFI or
 - ATP
- After obtaining written permission from their FSDO
- You must obtain FAA managing office permission to conduct test outside U.S.

8900.2, p. 7-18

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Flight Instructor Examiners and Airline Transport Pilot Examiners must have written permission from the jurisdictional Flight Standards District Office prior to conducting an exam for an applicant trained by a DPE.

If a test is to be conducted outside the United States, you must obtain the permission of the managing FAA office.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- You **MUST** discuss methods of simulating engine failure with applicant during Preflight briefing
- Applicant **MUST** demonstrate feathering of one propeller in flight in multiengine airplanes equipped with propellers which can be feathered and unfeathered
 - If environmental conditions prevent feathering, Letter of Discontinuance must be issued

8900.2, pp. 7-25, 7-26

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If you conduct tests in a multiengine airplane, you must discuss methods of simulating engine failure with the applicant during the required Preflight briefing. You and the applicant must discuss and follow the aircraft manufacturer's recommended procedures.

The applicant must demonstrate the feathering of one propeller in flight in a multiengine airplane equipped with a propeller which can be feathered and unfeathered. However, as for all Practical Tests, the PTS requires that the applicant bring an aircraft capable of performing all appropriate tasks for the certificate or rating with no operating limitations that prohibit the performance of those tasks. If, due to environmental considerations, the feathering cannot be safely performed, a Letter of Discontinuance must be issued.

CONDUCTING THE PRACTICAL TEST (Cont'd)

- If applicant can't unfeather propeller during test, treat as emergency
- Applicant must perform feathering at altitudes, in areas, and from positions where safe landing on established airports can be accomplished
- At altitudes below 3,000 feet, applicant must simulate engine failure by adjusting throttle to simulate zero thrust

8900.2, pp. 7-25, 7-26

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If an applicant can't unfeather the propeller during the practical test, they must treat it as an emergency. The applicant must perform feathering and engine shutdown at altitudes, in areas, and from positions where safe landing on established airports can be readily accomplished. At altitudes lower than 3,000 feet above the surface, the applicant must simulate engine failure by adjusting the throttle to simulate zero thrust.

DISCONTINUING THE PRACTICAL TEST

- Incomplete Practical Test
 - If extenuating circumstances occur, you may elect, if applicant concurs, to begin test anyway with intent of completing it later
 - Assure applicant they have not failed and reschedule test soon
 - Issue a Letter of Discontinuance for reasons other than unsatisfactory performance

8900.2, p. 7-28

Recurrent DPE, Lesson 5
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If extenuating circumstances occur, such as environmental, mechanical, or personal situations, the DPE may elect, with applicant concurrence, to begin the test with the intent of completing it later. In such cases, assure the applicant that they have not failed the Practical Test and attempt to reschedule the test as soon as possible. Issue the applicant a Letter of Discontinuance for reasons other than unsatisfactory performance.

DISCONTINUING THE PRACTICAL TEST (Cont'd)

- Letter of Discontinuance
 - When Practical Test is discontinued for reasons other than unsatisfactory performance, return application and knowledge test report to applicant and issue Letter of Discontinuance
 - Letter identifies successfully completed portions of test
 - You should retain a copy
 - Good for 60 days

8900.2, p. 7-28

Recurrent DPE, Lesson 5
4-8900.2 Part B



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When a Practical Test is discontinued for reasons other than unsatisfactory performance, return the application and knowledge test report (if applicable) to the applicant. At that time, sign and issue a Letter of Discontinuance identifying the portions of the practical test that the applicant successfully completed. Retain a copy of the letter, which is good for 60 days.

DISCONTINUING THE PRACTICAL TEST (Cont'd)

- Letter of Discontinuance (Cont'd)
 - Within 60 calendar days, applicant may use letter to show DPE which portions of test were completed
 - Letter must be included in applicant's file
 - When more than 60 calendar days have elapsed, DPE must test applicant on all Areas of Operation for certificate or rating

8900.2, p. 7-28

Recurrent DPE, Lesson 5
4-8900.2 Part B



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Within 60 calendar days of the original date of application, the applicant may use the letter to show an examiner which portion of the Practical Test was successfully completed. The letter must be included in the applicant's certification file.

When more than 60 calendar days have elapsed since the original application date, the examiner must test the applicant on all Areas of Operation required for that certificate or rating.

DISCONTINUING THE PRACTICAL TEST (Cont'd)

- Examiner's authority to re-examine
 - If you doubt applicant's competence in areas in which they received credit during a previous test, you **MUST** reexamine the applicant on **ALL** Areas of Operation

8900.2, p. 7-28

Recurrent DPE, Lesson 5
4-8900.2 Part B



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When you have reason to doubt the applicant's competence in areas for which the applicant received credit during a previous Practical Test, you must reexamine the applicant on all Areas of Operation required of the certificate or rating.

DISCONTINUING THE PRACTICAL TEST (Cont'd)

- Applicant may not repeat a maneuver unless:
 - Maneuver was:
 - Discontinued for valid safety reason
 - Interrupted to avoid other traffic, or
 - Applicant did not understand your request

8900.2, p. 7-28; PTS Introduction

Recurrent DPE, Lesson 5
4-8900.2 Part B



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An applicant may not repeat a maneuver unless the maneuver was discontinued for a valid safety reason or interrupted to avoid other traffic, or the applicant did not understand your request. These criteria are contained in the applicable Practical Test Standard.

RETEST IN EVENT OF FAILURE

- Applicant who fails Practical Test may apply to retest after receiving training from an authorized instructor
 - Applicant must present a logbook or training record endorsement by authorized instructor who has given applicant additional training
- This applies to ALL retesting after failure

8900.2, p. 7-30

Recurrent DPE, Lesson 5
4-8900.2 Part B



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An applicant for a knowledge or Practical Test who fails that test may reapply for the test only after receiving the necessary training from an authorized instructor. The applicant must present logbook or training record endorsements from the authorized instructor who gave the applicant the additional training. This applies to all retesting after failure.

ACCIDENTS/INCIDENTS DURING PRACTICAL TEST

- Ensure PIC follows prescribed procedures for reporting the occurrence
- You **MUST** notify managing FAA office of an accident or incident as soon as possible
 - SPEs notify AFS-610

8900.2, p. 7-30

Recurrent DPE, Lesson 5
4-8900.2 Part B



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The safeguarding of lives and property is the examiner's highest priority. Ensure the PIC follows prescribed procedures for reporting any accidents or incidents. As soon as possible, you **MUST** notify the managing FAA office; Sport Pilot Examiners should notify AFS-610.

REVIEW

- In this lesson, we discussed these topics from FAA Order 8900.2:
 - Physical location of DPE
 - Required aircraft and equipment
 - Carriage of passengers during Practical Test
 - Procedures for conducting the Practical Test
 - Procedures for discontinuing the Practical Test

Recurrent DPE, Lesson 5
4-8900.2 Part B



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In this lesson, we discussed the physical location of the DPE during a practical test. This varies depending on the type of designation held. We also discussed the differences between a designated pilot examiner and a sport pilot examiner.

The designee should be able to identify aircraft that are ineligible for an exam, and those aircraft authorized with and without limitations for an exam. We covered what persons are allowed and not allowed to be carried in an aircraft during the practical exam.

We reviewed conducting a practical exam, both inside and outside your supervising FAA office's geographical area. We also mentioned the specific items that must be conducted for some areas of airman certification.

In the event that a practical exam must be discontinued, you should know the difference between a discontinuance and a disapproval. We looked at what is included in a Letter of Discontinuance and how long it is good for. This concludes part B of the General Aviation Airman Handbook lesson. Please take the End-of-Lesson Test.