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Designated Pilot Examiner Recurrent Training



Federal Aviation
Administration

Introduction

Presented to: Designated Pilot Examiners

By: AFS-640

Date: FY2015



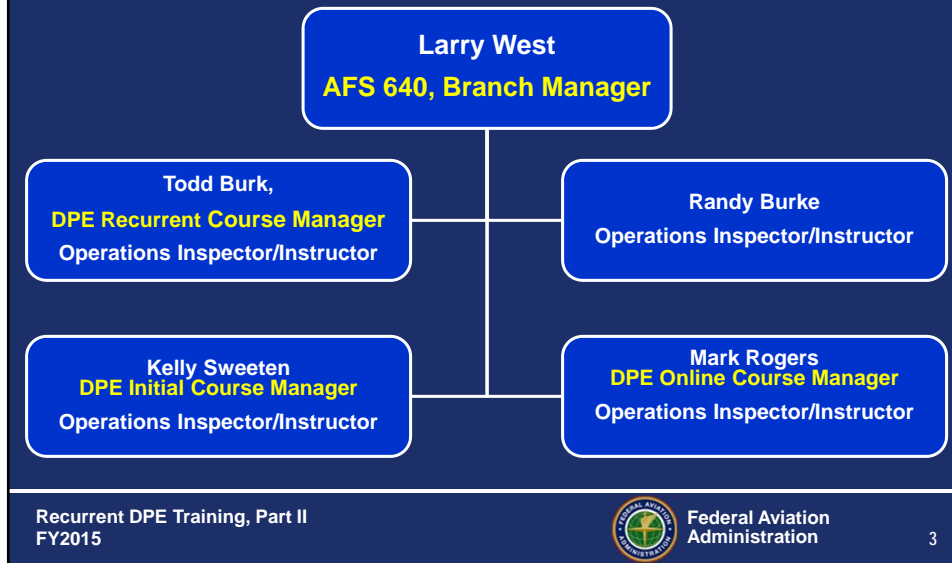
Designee Standardization Branch Mailing Address



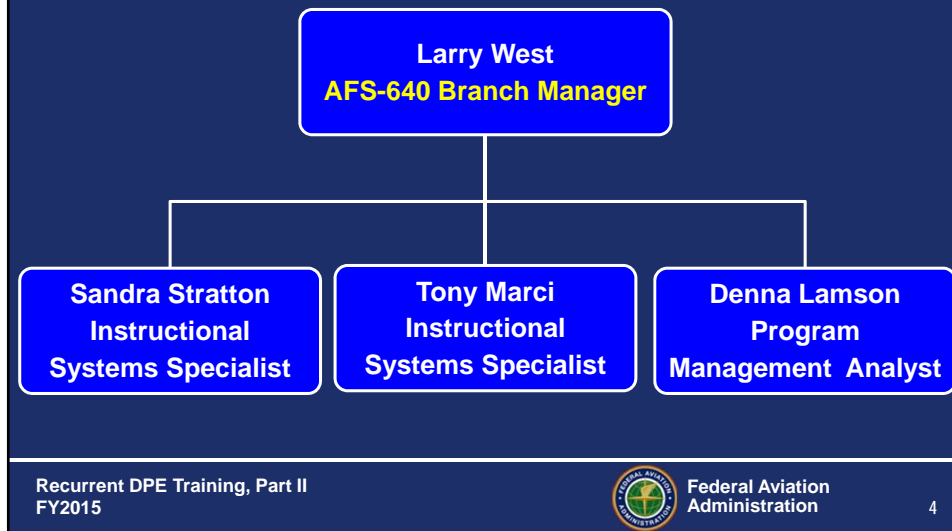
Federal Aviation Administration
Designee Standardization Branch, AFS-640
P.O. Box 25082
Oklahoma City, OK 73125-5029
(405) 954-4220 FAX: (405) 954-4748



AFS-640 Designee Standardization Branch Organizational Chart



AFS-640 Designee Standardization Branch Organizational Chart



AFS-610 Light Sport Branch Organizational Chart



Sign In Sheet

SIGN IN SHEET				
Course: Recurrent DPE Training			Pg.1	
Section #:				
Section Dates:				
Course Manager: Kelly Sweeten				
	Name	Signature	INT	Test #
1.	KELLY SWEETEN	<i>Kelly Sweeten</i>		
2.	RANDY BURKE	<i>Randy Burke</i>		
3.	TODD BURK	<i>Todd Burk</i>		
4.	MARK ROGERS	<i>Mark Rogers</i>		
5.				
6.				
7.				
8.				



Feedback on AFS-640 Recurrent Seminar

3/30/2010

Kenneth G. Pannell
Po box 25082
Oklahoma City, OK, 73125
United States

Online Course
Critique

Thank you for attending the Recurrent Designated Pilot Examiner Seminar.

Please click on the following link to fill out your course evaluation and ask any questions you would like answered.

<https://av-info.faa.gov/DsgReg/Enroll/Certificate.aspx?cn=3304045327>

To view and print your Certification of Completion, click the link below.

<https://av-info.faa.gov/DsgReg/Enroll/Certificate.aspx?cn=760910025018>

Thank you,

Federal Aviation Administration
AFS-640, Designee Standardization Branch

Course Completion
Certificate

Recurrent DPE Training, Part II
FY2015



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Completion Certificate



Certificate of Training

KENNETH G. PANNELL
has successfully completed the Recurrent
Designated Pilot Examiner Seminar given
Online & Louisville, KY on: 05/22/2015


Branch Manager, AFS640

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FY2015



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Seminar Material Covers National Policy Only

**FAA Headquarters
Washington, D.C.**



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Feedback on Regulations, Orders, & Policy

FAA Designee Feedback

This site is intended to collect data for continual system's improvement of FAA services regarding designee or certification issues. It is not intended to circumvent requirements to work with local offices on designee issues.

Select the category of comment:

Comment:

Select the organization you wish to respond:

☐ AAM-300 ☐ AAM-400 ☐ AFS-610 ☐ AFS-640 ☐ AFS-650 ☐ AIR-140

http://www.academy.faa.gov/afs650/designee_feedback.asp

If you want the FAA to contact you regarding your comments or questions on how we can improve our service to you, please select one of the following organizations so we can properly direct your inquiry.

Please enter your name, email address or phone number and check the box below.
Check here if you want us to contact you: ☐ (optional)

Name:

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Seminar Hours

Class Begins 8:00 AM

1 hour Lunch

Class Ends 5:00 PM

Lectures

Class Discussion

EOC Test



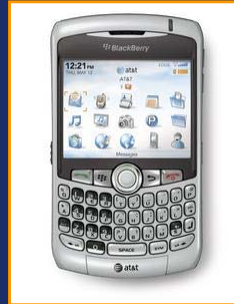
Break Times

- We will attempt to allow a 10 minute break each hour during class.
- Be back promptly



Cell Phones

Please set to **“OFF”** or **“VIBRATE”**
&
NO Texting during class



Course Objective

- Given the DPE Recurrent Course Part I (on-line), the DPE Recurrent Course Part II (classroom lectures), & a comprehensive end-of course test, you will identify key components of the airman certification process.



Course Outline

- 1) Course Introduction
- 2) Qualifying the Aircraft
- 3) Qualifying the Applicant
- 4) Practical Test Standards
- 5) Electronic Flight Bags
- 6) Risk Management
- 7) FAA Order 8900.2

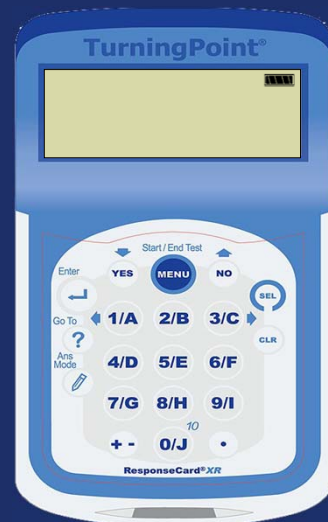


Interactive Turning Point Response Cards

A Response Card has been assigned to each student.



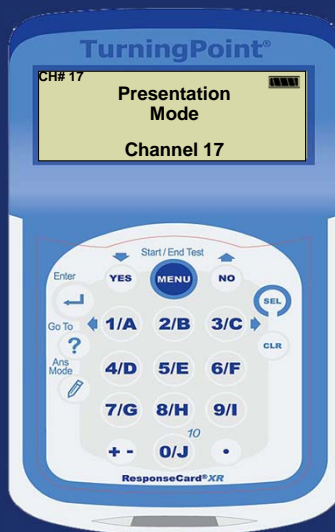
Do NOT trade Response Cards with another student!



Operating The TP Response Cards



You do NOT need to press Menu button before each response



Your TP Selector has been set to Presentation Mode and on Channel 17

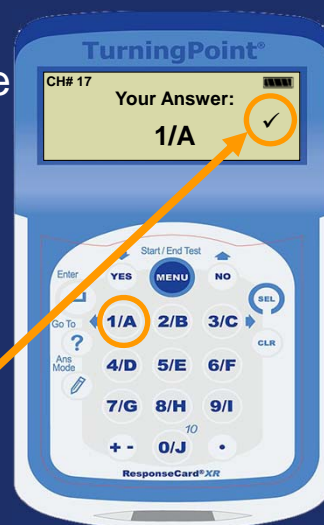


Answer Displayed

If your answer is A, press ONLY "1/A" on your Response Card.

Your answer will be displayed briefly – then the unit will go into a "power save" mode.

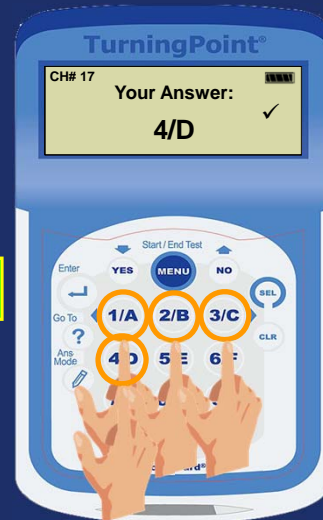
The checkmark indicates your answer was received.



Changing Your Answer

As long as polling is open, you can change your answer by pressing any other key.

Polling Open



Changing Your Answer (Cont'd)

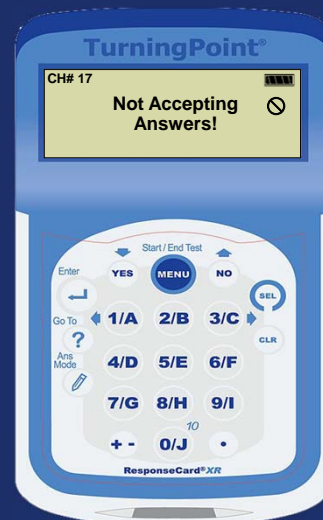
Polling will automatically close when timer reaches "00" - or once all participants have submitted an answer

00

Polling Closed

When polling is closed and you try to change your answer, you will see the message

"Not accepting answers".



Designee Vision

- In the future, designees will be used in increasing numbers and given new responsibilities
- The designee role is vital to the success of the aviation community, as it provides the foundation for evaluation of FAA certificate applicants



Any Questions?



Designated Pilot Examiner Recurrent Training

Qualifying the Aircraft

Presented to: Designated Pilot Examiners

By: AFS-640

Date: FY 2015



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Administration



Objectives

- On an End-of-Course Test, and IAW Parts 39,43,61,91 you will identify, if applicable:
 - Airworthiness and Registration Certificates
 - Operating Limitation Placards Instrument markings POH/AFM
 - Weight and Balance Data and Equipment List



Prerequisites Overview

- The following items will be covered:
 - Airworthiness and Registration Certificates
 - Operating Limitations Placards Instrument markings
 - POH/AFM
 - Proper Logbook Entries
 - Weight and Balance Data and Equipment List
 - Required Instruments and Equipment for Day and Night VFR
 - Determining Airworthiness of the airplane with inoperative Instruments and Equipment with and without an MEL



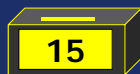
Scenario

- A private pilot applicant presents his application (8710-1, 8710-11) and aircraft logbooks.
- During a review of the aircraft logbooks you discover that a propeller AD may not have been complied with...

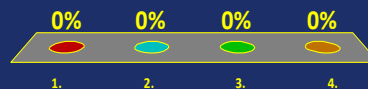


What action should be taken?

1. Issue a Notice of Disapproval
2. Start the test and see if the applicant catches the discrepancy
3. Advise the applicant of the discrepancy and see if it can be resolved. If not, do not begin the test.
4. Test this task orally



Response
Counter



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FY 2015



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Qualifying the Aircraft

- **FAA Order 8900.2** requires that the Examiner review the following prior to beginning the practical test:
 - Maintenance records
 - Aircraft logbooks
 - Airworthiness certificate
 - Radio Station License (if required)
 - Aircraft registration

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Standard Airworthiness Certificate

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION			
STANDARD AIRWORTHINESS CERTIFICATE			
1. PLATINUMITY AND REGISTRATION MARKS N3980U	2. MANUFACTURER AND MODEL THE NEW PIPER AIRCRAFT, INC. PA-28-161	3. AIRCRAFT SERIAL NUMBER 2842221	4. CATEGORY NORMAL & UTILITY
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE FEB 08 2005	FAA REPRESENTATIVE ROBERT L. OLSEN	DESIGNATION NUMBER ODARF-511281-CE	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
A Form 8100-2 (8-82) GPO 570-			

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Safe For Flight

- What is meant by the term "in a condition for safe operation?"



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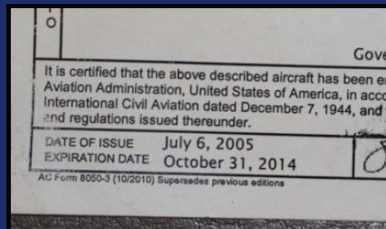


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Aircraft Registration

- **Registration Certificates now have an Expiration date! If it is expired:**
 - You can renew online however you must be in possession of a valid certificate.
 - Takes 3 weeks from application to issuing registration.



14 CFR Part 47



Aircraft Registration

- **Verify the N-Number matches the Aircraft Registration, Data Plate, and Tail Number**
- **Make sure signature is legible, not faded.**
- **Aircraft Make and Model is correct**
- **Serial Number is correct**



Scenario

- When the applicant arrives, and introductions are complete, he hands the Examiner his FTN and User ID along with the aircraft documents and logbooks.
- The examiner begins to review the 8710-1 in IACRA and the aircraft logbooks and quiz the applicant on what instruments are required for the day VFR and maintenance and inspection requirements.
- It is determined that the applicant's knowledge is deficient and the examiner decides to issue a Notice of Disapproval.

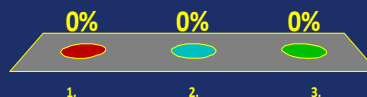


Has the examiner followed proper procedure?

1. Yes, Examiner never accepted the application so the test never began.
2. No, Examiner should only review the aircraft records as part of the practical test
3. No, Examiner should only start questioning the applicant after the application has been accepted and has announced "the test has begun."

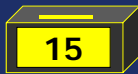


Response
Counter

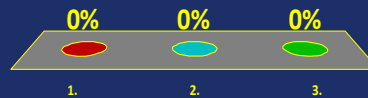


Before beginning the practical test the...

1. Applicant must be examined for their knowledge of airworthiness requirements
2. Examiner must review aircraft logbooks and certificates to qualify the aircraft for the practical test
3. Examiner must determine the aircraft is safe for flight.



Response
Counter



Recurrent DPE Training, Part II
FY 2015



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Experimental Homebuilt



UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION	EXPERIMENTAL	
	PURPOSE	OPERATING AMATEUR-BUILT AIRCRAFT	
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 485B	SERIAL NO	9411
	BUILDER MARK W. JACOBS	MODEL	PITTS SIS
	DATE OF ISSUANCE 04-01-95	EXPIRY	UNLIMITED
E	OPERATING LIMITATIONS DATED 04-01-95 ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.	
	<i>Darrel A. Freeman</i>	OKC-MIDO-41	

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/02) SEE REVERSE SIDE



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FY 2015



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Experimental Operating Limitations



U.S. Department
of Transportation
Federal Aviation
Administration

Small Airplane Directorate

EXPERIMENTAL - KIT BUILT AIRCRAFT OPERATING LIMITATION

MAKE: Night-Test

MODEL: N7-XRay

S/N: NX09

REG. NUMBER: N654GL

1. This aircraft must not be operated outside the assigned test area until it has been shown to comply with Federal Aviation Regulation (FAR) Section 91.319(b). A log book entry must be made by the person finding compliance. Flight test area (describe area needed to test aircraft).
2. No person may operate this aircraft for other than the purpose for which the special airworthiness certificate was issued and the aircraft must be operating in accordance with the applicable FAA Air Traffic and General Operating Rules.
3. No operations must be conducted over densely populated areas or in congested airways, except for takeoffs and landings.
4. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
5. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.205, this aircraft shall be operated Day VFR only.
6. This aircraft must contain the placards, markings, etc., required by FAR 91.9, as applicable.
7. No person may operate this aircraft for carrying persons or property for compensation or hire.
8. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.
9. Aerobatic flights are limited to the aerobatics described in the aircraft log book or contained in placards as permitted.
10. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.
11. FAA-certificated mechanics holding an Airframe and Powerplant rating, and appropriately rated repair station may perform condition inspections in accordance with Appendix D of Part 43.
12. Condition inspections must be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation." The entry will include the aircraft total time-in-service, name, signature, and certificate type and number of the person performing the inspection.

Date _____ FAA Representative _____ Designation _____

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Operating Limitations

- Each Aircraft issued an Experimental Airworthiness Certificate has its own operating Limitations
- Phase 1 Prescribed the Aircraft is capable of safe flight
- Phase 2 More liberal Operating limitation become effective

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Experimental Category

- Issued to...
 - Operate and aircraft that does not have a type certificate
 - Does not conform to type design and is in a condition for safe operation
 - Issued for primary category kit-built aircraft that was assembled without the supervision and quality control of a production certificate holder



Experimental Category

- Research and Development
- Customer Crew training
- Sales demonstration
- Market surveys
- Showing compliance with regulations
- Exhibition
- Air racing
- Operation amateur-built, kit-built, or light-sport aircraft



Restricted Category Aircraft Type Certificated

- Agriculture (Spraying dusting, seeding, livestock, and predatory animal control)
- Forest and Wildlife Conservation
- Aerial Surveying (Photography Mapping, Energy exploration)
- Weather Modification (Cloud Seeding)
- Aerial Advertising - (Sky Writing, banner towing, airborne signs, PA Systems or any other Operation Specified by the Administrator)



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Condition Inspection Vs. Annual Inspection

- Part 43 Appendix A
 - Major Alterations and Repairs
- Part 43 Appendix B
 - Recording of Major Repairs and Alterations

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Condition Inspection Vs. Annual Inspection

- **Part 43 Appendix D**
 - Includes scope and detail of items to be included in Annual and 100 Hour Inspections
- **Part 43 Appendix E**
 - Altimeter System Test and Inspection
- **Part 43 Appendix F**
 - ATC Transponder Tests and Inspection



Aircraft and Equipment Required for the Practical Test

- **Appropriate Category Class and Type**
- **Standard Airworthiness**
- **Special Airworthiness**
 - Limited
 - Primary
 - Light Sport



Aircraft and Equipment Required for the Practical Test

- **Has other than a standard airworthiness certificate or special airworthiness in**
 - Limited
 - Primary
 - Light sport
- **An aircraft of same category class and type of Foreign Registry**

14 CFR Part 61.45



Aircraft and Equipment Required for the Practical Test

- **An aircraft used for a practical test must have:**
 - Equipment for each Area of Operation required for the Practical Test
 - No Operating limitations that prohibit its use for any Areas of Operation required for the practical test

14 CFR Part 61.45



Scenario

- A Commercial Applicant provides a Piper Archer for a Commercial ASEL test. He states that the school's Piper Arrow has been out of service and complex training was done in the Seminole. He also says that his instructor told him that he could use the Seminole to demonstrate complex proficiency on the practical test.

Discuss



Scenario

- A Private Pilot Applicant provides a North American AT-6 for his practical test. Review of the pilot's logbook shows that all required training has been completed. However there are no endorsements for high performance, complex, or tailwheel. When the applicant is questioned about this he states that his instructor said that it was not required for the purpose of the practical test. It was explained to him that once he passed the test he would have demonstrated competency in all three areas.



Type Certificate Data Sheet

- The TCDS is a formal description of the aircraft, engine or propeller. It lists limitations and information required for type certification including airspeed limits, weight limits, thrust limitations, etc.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AGEA
Revision 2
STOL
(Unrated Conventional)
(Two-Seat) UC-1
September 13, 1965

TYPE CERTIFICATE DATA SHEET NO. AGEA

This data sheet, which is a part of Type Certificate No. AGEA prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the Airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder: STOL Aircraft Corporation
P. O. Box 175
Newwood, Massachusetts 02061

I. Model UC-11 PCAM (Normal) Approved June 28, 1965

Engine: 2 Lycoming IO-360-B1D
Fuel: 100/130 Minimum grade aviation gasoline
Engine limits: For all operations, 2700 r.p.m. (300 h.p.)
Propeller and propeller limits: 2 Hartzel HC-CVYC-2EB/9966A-2
Diameter: not over 18", not under 17", no further reduction permitted
Pitch setting at 30 in. stroke:
Low: 14.0°
Feathered: 79.3°
Flare: Avoid continuous operation between 2000 and 2250 r.p.m.

Airspeed limits (CAS):
Maneuvering: Vp 131 m.p.h. (114 kt)
Maximum Forward Cruising: Vm 132 m.p.h. (115 kt)
Never exceed: Vne 156 m.p.h. (144 kt)
Flap Extended: Vfe 105 m.p.h. (91 kt)

C.G. range:

C.G. Position - Inches Aft of Datum (Flap Extended)
Gear retraction maximum: 2000 in./h.

Page No.	1	2	3
Rev. No.	1	2	2



Supplemental Type Certificates

- A supplemental type certificate (STC) is a type certificate (TC) issued when an applicant has received FAA approval to modify an aircraft from its original design.
- FAA Order **8900.1**, Flight Standards Information Management System (FSIMS) identifies types of alterations that:
 - May be approved, under specific conditions, for field approval
 - Must either be evaluated by the FAA Aircraft Certification Engineering Division or the STC process



Day VFR

- What are the minimum VFR Flight Instrument and equipment requirements?

14 CFR Part 91.205 (b)

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FY 2015



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Minimum Equipment List

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION				REVISION NO: 6	PAGE NO:
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				DATE: 03/31/2003	27-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
27 FLIGHT CONTROLS					
1. Trim Tab Indicators (Rudder, Aileron, And Elevator)	C	3	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.	
2. Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and Flap operation is not affected, and b) Flaps are fully RETRACTED before takeoff.	
3. Electric Elevator Trim	C	1	0	(M) May be inoperative provided Manual Trim is operative and UNAFFECTED.	

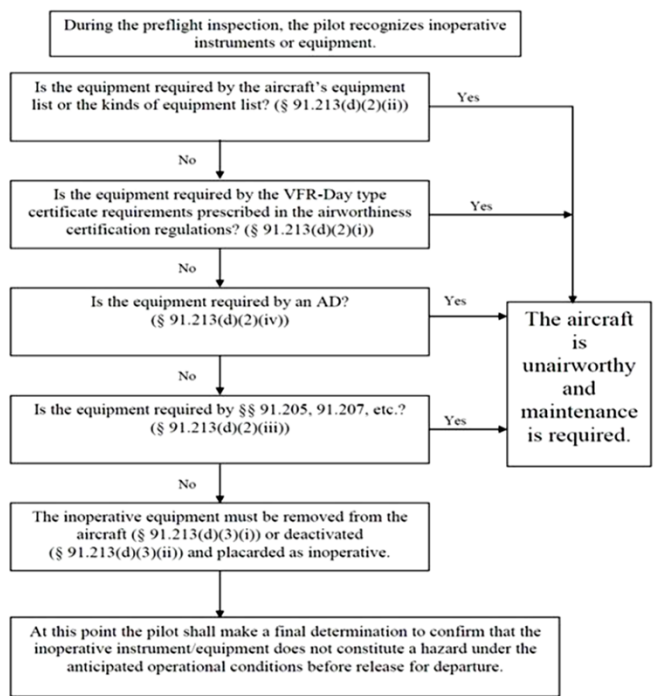
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Use of MEL

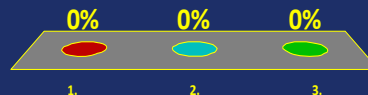


Upon preflight inspection the applicant discovers that there are several rivets loose on the underside of the horizontal stabilizer. They have flown the aircraft in and there are no repair shops on the field.

1. Tell the applicant that they are okay and continue
2. Issue the applicant a Notice of Disapproval since they flew the aircraft in that condition
3. Issue a Letter of Discontinuance and help the applicant arrange for a Special Flight Permit to a place where the repairs can be made



Response Counter



Airworthiness Directives

- **Airworthiness Directives (ADs)** are legally enforceable regulations issued by the FAA in accordance with 14 CFR Part 39 to correct an unsafe condition in a product.
- **Part 39** defines a product as an aircraft, engine, propeller, or appliance.



[Advisory Circulars \(ACs\)](#)
Airworthiness Directives (ADs) →
[FAA Regulations](#)
[Forms](#)
[Handbooks & Manuals](#)
[Notices to Airmen \(NOTAMS\)](#)
[Orders & Notices](#)
[Policy & Guidance](#)
[Reauthorization](#)
[Rulemaking](#)
[Temporary Flight Restrictions \(TFRs\)](#)

Airworthiness Directives (ADs) - Current Only

Airworthiness Directives (ADs) are legally enforceable regulations issued by the FAA in accordance with 14 CFR part 39 to correct an unsafe condition in a product. Part 39 defines a product as an aircraft, engine, propeller, or appliance.

What if I want to see other types of ADs, like an old or previous version of an AD?

- [Search Historical ADs](#) (ADs that have been superseded or

Comments or Suggestions?
We need your help as we continue to improve this new AD search tool. Please send us your comments and suggestions.
[Contact the Airworthiness Directives Administrator](#)

http://www.faa.gov/regulations_policies/airworthiness_directives/

[Airworthiness Information Bulletins \(SAIBs\)](#)

Emergency ADs (2) **ADs issued in the last 60 days (33)**

These 2 emergency airworthiness directives affect the following 2 makes.

- ▶ [Airbus Helicopters](#)
- ▶ [Honeywell International Inc.](#)



Compliance Records

FAA Airworthiness Directive Compliance Record									
1105 Douglas Street Bakersfield, CA 93308 661-302-3757				Report Produced By: Precision Aviation Services					
Content Revision: 12/16/2009		File ID: N36WK_PAS		Aircraft Registration					
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility	2. Cert. Type	3. Cert. Num.	4. Author, By
90-11-04 6/12/1990	Superseded by 91-23-07		Superseded	Recur		1. Precision Aviation Services 2. A&P 3. 426354036 4. David Smutny			
GATP	GATP			GATP	Signature:				
91-14-13 8/12/1991	Superseded by 92-08-07		Superseded	Recur		1. Precision Aviation Services 2. A&P 3. 426354036 4. David Smutny			
GATP	GATP			GATP	Signature:				
91-17-01 11/25/1991	TO PREVENT LOSS OF CONTROL OF THE AIRPLANE BECAUSE OF INTERCHANGING THE RIGHT HAND & LEFT HAND ELEVATOR TRIM, CONTD		PCW by MSB-2399 6-5-1992 1294.7 AFTT	Once		1. Precision Aviation Services 2. A&P 3. 426354036 4. David Smutny			
GATP	GATP			GATP	Signature:				
91-18-19 10/31/1991	TO PREVENT MAXI FUNCTIONING PILOT AND COPILOT SHOULDER HARNESSES THAT COULD RESULT IN OCCUPANT INJURY, CONTD.		PCW 6-5-1992 1294.7	Once		1. Precision Aviation Services 2. A&P 3. 426354036 4. David Smutny			
GATP	GATP			GATP	Signature:				
91-20-08 10/31/1991	TO PREVENT FRESH AIR BLOWER HOUSING FAILURE, WHICH COULD LEAD TO BLOWER IMPINGEMENT ON THE FLIGHT CONTROL, CONTD.		PCW by SB2380 7-1-1993 1429.99 AFTT	Once		1. Precision Aviation Services 2. A&P 3. 426354036 4. David Smutny			
GATP	GATP			GATP	Signature:				
91-23-07 12/17/1991	Superseded by 92-15-06		Superseded	Recur		1. Precision Aviation Services 2. A&P 3. 426354036 4. David Smutny			
GATP	GATP			GATP	Signature:				

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FY 2015



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Administration

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Maintenance and Inspection Requirements

- This M-Pamphlet provides information to owner/operators and AMTs on how to conduct a complete review of all maintenance-related data on the aircraft you operate and/or maintain, the steps in extracting the valuable information from this data, and how to develop an additional items checklist to be used in conjunction with the aircraft's preflight checklist for all future preflight inspections.



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Appropriate Record Keeping

• Appropriate record keeping requirements

1. A description (or reference to data acceptable to the Administrator) of work performed.
2. The date of completion of the work performed.
3. The name of the person performing the work if other than the person specified in paragraph (a)(4) of this section.
4. If the work performed on the aircraft, airframe, aircraft engine, propeller, appliance, or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.

14 CFR Part 43.9

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Page No. _____

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL (brought forward from previous page)			
11/29/12	4987.4	675.0	Set oil pressure for Mount. Manual ch 71. Reel. 1/16" setting and replace setting for ch 73. ground run. Fuel pump filter and gasolator screen. Insp. Exhaust heat shield. Washed eng. And lubed control cables. Insp. BA-16, next due @ 11:295. Ground run, no leaks noted. Reviewed A.D.'s and B.W.'s up to 12/1/2012
12/13/12	4992.6	680.2	Installed oil pressure transducer # 548-729. op v and Mount. pressure ch 73. Fuel pump filter and gasolator screen. Insp. Exhaust heat shield. Washed eng. And lubed control cables. Insp. BA-16, next due @ 11:295. Ground run, no leaks noted. Reviewed A.D.'s and B.W.'s up to 12/1/2012
12/13/12	5017.5	685.1	Inspected Engine this date I/A/W Far 43 App. D. Drained oil. R2 oil filter w/ 44410-24mp. Oil sump finger screen, and Insp. Old oil filter-no desc. Noted. Services Eng. With 4 qts. Aeroshell 150-40. Compression check: 76/80, 76/80, 76/80, 76/80. Insp. Magneto timing. Cleaned, gapped, tested, insp, and rotate spark plugs. Drained Carb, and insp. Carb. Screen, Elect. Fuel pump filter and gasolator screen. Insp. Exhaust heat shield, intake accessory case, Eng. Mount, Alternator and starter. Washed eng. And lubed control cables. Insp. BA-16, next due @ 11:295. Ground run, no leaks noted. Reviewed A.D.'s and B.W.'s up to 12/1/2012
01/24/13	5057.2	744.8	Drained oil, changed filter, Insp. old oil filter - no desc. noted. Services Eng. 8 qts. 15W-50 oil. Ground run - no leaks noted. Insp. BA-16, next due @ 11:295. Ground run, no leaks noted. Reviewed A.D.'s and B.W.'s up to 12/1/2012
2-27-13	5106.6	794.2	Inspected Engine this date I/A/W Far 43 App. D. Drained oil. R2 oil filter w/ 44410-24mp. Oil sump finger screen, and Insp. Old oil filter-no desc. Noted. Services Eng. With 4 qts. Aeroshell 150-40. Compression check: 76/80, 76/80, 76/80, 76/80. Insp. Magneto timing. Cleaned, gapped, tested, insp, and rotate spark plugs. Drained Carb, and insp. Carb. Screen, Elect. Fuel pump filter and gasolator screen. Insp. Exhaust heat shield, intake accessory case, Eng. Mount, Alternator and starter. Washed eng. And lubed control cables. Insp. BA-16, next due @ 11:295. Ground run, no leaks noted. Reviewed A.D.'s and B.W.'s up to 12/1/2012
TACH TIME 744.2 DATE 2-27-13 TOTAL TIME TO DATE 5106.6 I certify that this engine has been inspected in accordance with FAR 43.9 and is in airworthy condition. Signed: [Signature] AWP 3846204			
SUB-TOTAL this page			
TOTAL - Carry forward to next page			

Appropriate Record Keeping

FACTORY BULLETINS <input type="checkbox"/>			
Year: 2013	Total Time: 5456.1	Compiled by the following: Insp. Prop IAW 100 hr TACH TIME 1189.6	
Date: 11/13		DATE 11/13/13 TOTAL TIME TO DATE 5456.1	
Next Inspection Due: 1289.6	Factory Bulletin # Tach: 1189.6	Insp. Insp. prop spinner, bulkheads, bolts + safety wire. Washed prop. and spinner. Reviewed A.D.s + B.W.s up to 2013-22	
Mech. Cert. # or Repair Station #		I certify that this propeller has been inspected in accordance with a/an 100 hr inspection and was determined to be in airworthy condition. Richard D. Edgemon	
Year: 2014	Total Time: 5555.7	Compiled by the following: Insp'd Propeller IAW 100 HIC Insp. Part 43 App D.	
Date: 02/04		DATE 02/04/14 TOTAL TIME TO DATE 5555.7	
Next Inspection Due: 1389.4	Factory Bulletin # Tach: 1389.4	Insp'd prop. spinner, bulkheads, safety wire Screens + bolts. Reviewed A.D.s + Last S.W. up to 2014-02.	
Mech. Cert. # or Repair Station #		I certify that this Engine has been inspected in accordance with a/an 100 HIC inspection and was determined to be in airworthy condition. Richard D. Edgemon, A&P	

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Scenario

- An applicant for a Flight Instructor Airplane Single Engine add-on, holds a Commercial Pilot Certificate and Flight Instructor Multi-Engine; Which aircraft may be used for the practical test?

— Cessna C-182



— Piper Saratoga



— Beechcraft A-23 Musketeer



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Scenario

- An applicant holds an Expired Flight Instructor Airplane single engine, Airplane multi-engine instrument airplane, and Rotorcraft-Helicopter. She also holds a commercial Glider and elects to add Glider to her Flight Instructor Certificate. Will this renew all of her other Flight Instructor ratings?



Review

- Airworthiness and Registration Certificates
- Operating Limitations Placards Instrument markings
- POH/AFM
- Proper Logbook Entries
- Weight and Balance Data and Equipment List
- Required Instruments and Equipment for Day VFR
- Determining Airworthiness of the airplane with inoperative Instruments and Equipment with and without an MEL



Questions?



Designated Pilot Examiner Recurrent Training



Federal Aviation
Administration

Qualifying the Applicant

Presented to: Designated Pilot Examiners

By: AFS-640

Date: FY 2015



Objectives

- On an End-of-Course Test, and IAW 14 CFR, Part 61, you will identify:
 - Appointment Phase
 - Pre-Test Briefing
 - Applicant & DPE PBR Requirements
 - Reasons For Denial of Application
 - Pilot Partial Practical Test
 - Medical Certificate Requirements
 - Knowledge Test Requirements
 - Restricted ATP Requirements



Appointment Phase

PTS Introduction

Private Pilot – Airplane **Practical Test Prerequisites**

- An applicant for the Private Pilot—Airplane Practical Test is required by 14 CFR Part 61 to:
 1. Be at least 17 years of age;
 2. Be able to read, speak, write, and understand the English language. If there is a doubt, use AC 60-28, English Language Skill Standards;
 3. Have passed the appropriate private pilot knowledge test since the beginning of the 24th month before the month in which he or she takes the practical test;
 4. Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed;

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Appointment Phase

Figure 7-8A, Pilot Examiner Test Guide (First Page)

Pilot Examiners should use the Examiner Test Guide and the appropriate Practical Test Standard(s) to organize their plan of action. This guide is not a substitute for a plan of action. You may modify this material to meet your specific needs. Pilot Examiners should assure that they give three briefings to each applicant: Pretest, Preflight, and Postflight.

APPOINTMENT

1. Applicant
Name _____
Telephone _____
2. Instructor
Name _____
Telephone _____
3. Practical Test
Certificate and/or rating sought _____
Retest (Yes/No) Yes - FAX copy _____
Aircraft make and model _____
Location of test - time and date _____
4. Required Documentation
Class of medical (if applicable) _____
Valid knowledge test results (if applicable) _____
Aircraft - certificates, logbooks, and equipment _____
FAA Form 8710-1, Airman Certificate and/or Rating Application, completed and (if required) signed by instructor; IACRA -
Applicant's FTN & Application ID No. _____
Special considerations - drug convictions _____
Identification - Photo/signature I.D. _____
Flight time records and requirements _____
Required endorsements _____
5. Practical Test Standards (PTSs)
Are you familiar with the PTS _____
PTS checklist of required equipment _____
6. Fee _____

Application

- **Applicant must submit a completed application form in accordance with FAR 61.39:**
 - FAA Form 8710-1, Airman Certificate and/or Rating Application or
 - FAA Form 8710-11, Airman Certificate and/or Rating Application – Sport Pilot
 - IACRA (Integrated Airman Certification and Rating Application)

FAR 61.39



Application

NOTE:

- **“Graduates of Part 141 pilot schools or Part 142 training centers must provide their aeronautical experience in section III, even though the graduation certificate is evidence of having completed the course of training.”**

FAA Order 8900.2, Ch. 7



Pilot's Bill of Rights (PBR)

PILOT'S BILL OF RIGHTS WRITTEN NOTIFICATION OF INVESTIGATION

The information you submit on the attached FAA Form _____

Airman Certificate Rating Application will be used by the Administrator of the Federal Aviation Administration as part of the basis for issuing an airman certificate, rating, or inspection authorization to you under Title 49, United States Code (USC) section 44703(a), if the Administrator finds, after investigation, that you are qualified for, and physically able to perform the duties related to the certificate, rating, or inspection authorization for which you are applying. Therefore, in accordance with the Pilot's Bill of Rights, the Administrator is providing you with this written notification of investigation of your qualifications for an airman certificate, rating, or inspection authorization:

- The nature of the Administrator's investigation, which is precipitated by your submission of this application, is to determine whether you meet the qualifications for the airman certificate, rating, or.....



General Eligibility Requirements

- Minimum Age
- **Read, Speak, Write, & Understand English**
- Meet minimum aeronautical experience requirements
- Hold prerequisite Pilot Certificate or Rating (if required)
- Pass FAA Knowledge Test (if required)
- Receive CFI Training Endorsements
- Receive CFI Recommendation (if required)



Denial of Application

- **DPE must deny application if Applicant does not meet requirements for certificate or rating:**
 - Drug conviction dated within 1 year of application
 - Does not have appropriate I.D.
 - Application is incomplete and cannot be corrected at time of Practical Test

Part 61



Denial of Application

- **If the application is denied:**
 - Do NOT issue Notice of Disapproval or Letter of Discontinuance
 - Do not conduct the Practical Test
 - Return the application to Applicant

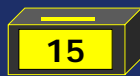
NOTE: For any unusual circumstances, contact your POI or refer applicant to the FSDO

Part 61; 8710-1 or 8710-11

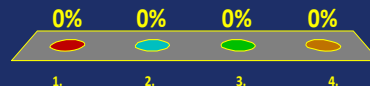


Who is responsible for determining the Pilot Applicant is eligible for the Certificate or Rating sought prior to issuing the Airman Certificate?

1. The Recommending CFI
2. The Applicant
3. The Designated Pilot Examiner
4. The DPE's Principal Operations Inspector (POI)



Response
Counter



Recurrent DPE Training, Part II
FY 2015



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Incomplete Test

- If all increments of the practical test for a certificate or rating are not completed on the same date, then all the remaining increments of the test must be completed within 2 calendar months after the month the applicant began the test.
- If all increments of the practical test for a certificate or rating are not completed within 2 calendar months after the month the applicant began the test, the applicant must retake the entire practical test.

§61.39(f)(g)

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FY 2015



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Partial Practical Test

- If a Practical Test is discontinued – the Applicant must pass the remainder within a **60-day** period after the date the Practical Test was discontinued in order to receive credit for those areas previously passed.

§61.43(f)(1)

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Federal Aviation Administration

Memorandum

Date: AUG 17 2011
To: Bradley D. Pearson, Manager, Flight Standards Division, Northwest Mountain Region, ANM-200
Anne Moore, General Attorney, Office of Chief Counsel, AGC-240
From: *M. E. Giron*
Melvin O. Cintron, Manager, General Aviation and Commercial Division, AFS-800
Prepared by: Mark E. Giron, AFS-830, (202) 385-9369
Subject: Re: Title 14 Code of Federal Regulations (14 CFR) Part 61 Conflicting Regulations; ANM-200 memo dated April 7, 2011

AFS-800 Response:

- Until such time as these regulations are amended, in situations where both regulations apply, the most restrictive time period would be controlling.
- It is apparent that these time frames conflict as a result of a large change to 14 CFR part 61 dated August 21, 2009. This memo also serves as a request to AGC-240 from AFS-800 to add this discrepancy to the list of 14 CFR part 61 changes to be made during the next amendment.

AGC-240 from AFS-800 to add this discrepancy to the list of 14 CFR part 61 changes to be made during the next amendment.

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cc: Regional 230 Managers
AFS-810

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Administration

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Medical Certificate

- At the time of Practical Test, an Applicant must hold at least a Third-Class Medical if:
 - Medical Certificate is required for that Pilot Certificate or Rating
 - Any portion of the Practical Test was conducted in an aircraft

UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration						
MEDICAL CERTIFICATE THIRD CLASS						
This certifies that (Full name and address): David Thomas Chisoe 513 Asp Norman, OK 73069						
Date of Birth	Height	Weight	Hair	Eyes	Sex	
10/31/1947	70	225	BROWN	BLUE	M	
has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.						
<div style="display: flex;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Limitations</div> <div style="flex-grow: 1; border: 1px solid black; min-height: 100px;"></div> </div>						
Date of Examination 08/20/2001			Examiner's Designation No. 25165			
Signature <i>Walter S. Silberman, D.O.</i>			Typed Name W. S. Silberman, D.O. 00029-8			
AIRMAN'S SIGNATURE <i>David T. Chisoe</i>						
FAA Form 8500-9 (3-99) Supersedes Previous Edition MSN: 0052-00-470-1011						

\$61.39



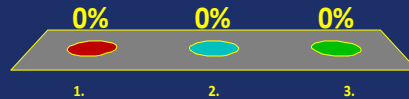
Scenario

- An applicant has an expired CFI certificate and an expired medical certificate, they wish to reinstate their CFI single-engine certificate...



Do they need a current medical certificate in order to take the practical test?

1. No, if the examiner acts as PIC
2. Yes, a third class medical is required
3. No



Medical Certificate

- A medical certificate is NOT required for a practical test:
 - In a Flight Simulator or FTD only
 - In a Glider or Balloon
 - For a Sport Pilot or Sport Pilot Flight Instructor Certificate in a Light Sport Aircraft
 - Taken by a U.S. Armed Forces Military Pilot meeting the requirements of FAR 61.23(b)(9)

FAR 61.23(b)



Scenario

- A Pilot Applicant comes to you having used IACRA, but has lost the “raised seal” hard copy of their FAA Knowledge Test results.



Is the electronic copy of the FAA Knowledge Test located in the IACRA data base considered an “official copy” - sufficient to continue the Practical Test?

1. Yes
2. No



Expired Knowledge Tests

- SFAR 100-2 covers the use of expired Knowledge Tests, CFI's, etc...
 - For military and civilian personnel in support of U.S armed forces operations



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FY 2015



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An applicant possessing only the IACRA electronic copy of the Airman Knowledge Test Report, has sufficient Knowledge Test documentation in order to continue with the certification Practical Test.

1. True
2. False



Response
Counter



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FY 2015



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Restricted ATP CTP

- As of **August 1, 2014** an Applicant for an ATP Multiengine Certificate must have a Graduation Certificate from a Certification Training Program (CTP) if applying to take a **Airline Transport Pilot Multi-Engine Knowledge Test (ATM)**.
- Even if they already hold an ATP Certificate in another category/class!!!

FAR 61.156

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FY 2015



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Administration

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ATM Knowledge Test Expiration



U.S. Department
of Transportation
Federal Aviation
Administration

Federal Aviation Administration
P. O. Box 25002
Oklahoma City, Oklahoma 73125

JUL 31 2014

FAA Test Applicant:

You have just completed the Airline Transport Pilot Multi-engine (ATM) knowledge exam. The Airman Test Report issued to you states the expiration date as 24 months to the end of the month in which the test was administered. **This statement is incorrect. The expiration date should be 60 months to the end of the month in which the test was administered.**

§61.39 Prerequisites for practical tests. **61.39(a)(ii)**


(a) Except as provided in paragraphs (b), (c), and (e) of this section, to be eligible for a practical test for a certificate or rating issued under this part, an applicant must:

(1) Pass the required knowledge test:

- (i) Within the 24-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required; or
- (ii) Within the 60-calendar month period preceding the month the applicant completes the practical test for those applicants who complete the airline transport pilot certification training program in § 61.156 and pass the knowledge test for an airline transport pilot certificate with a multiengine class rating after July 31, 2014;

The ATM test report presented by this applicant reflects a 24-month expiration date. This letter affirms the ATM test report should instead have a 60-month expiration date. Please calculate 60 months to the end of the month in which the exam was administered to determine the correct expiration date for this exam.

Sincerely,


Van L. Kerns
Manager
Regulatory Support Division

Restricted ATP Airplane Multi-Engine

- **Eligibility Requirements**
 - Must be at least 21 years of age.
 - Must hold an Unrestricted Commercial with Airplane and Instrument Rating or
 - Meet the Military Experience requirements under FAR 61.73 or
 - Hold a Foreign ATP with Instrument or Foreign Commercial with Instrument Privileges



Restricted ATP Airplane Multi-Engine

- If using one of the Degree Programs as the eligibility requirement, the Commercial Pilot Certificate & Instrument Rating **MUST** have been obtained through a 141 approved school associated with an institution of higher education.

Per 14 CFR 61.160(b)(3)



Restricted ATP Airplane Multi-Engine

- And the Restricted ATP Applicant **MUST** present “official transcripts or other documentation” certifying the graduate has completed the program
(Original Transcripts Only – NO Photocopies)

Per 14 CFR 61.160(b)(4)



Restricted ATP Airplane Multi-Engine

- The official transcript must include the following language:
 - The [insert institution's name] certifies that the recipient of this degree has successfully completed all of the aviation coursework requirements of § 61.160[(b) or (d)] and therefore meets the academic eligibility requirements of § 61.160[(b) or (d)].

Per FAA Order 8900.1, Vol 5, Ch 3, Sec 1, P.5-804



Restricted ATP Airplane Multi-Engine

- **Experience Requirements**

- 14 CFR 61.160(a) - Military trained with airplane single/multiengine rating or an ATP AMEL certificate concurrently with airplane type rating with a minimum of 750 hours of total time.
- 14 CFR 61.160(b) or (d) - Graduate of a Bachelor's degree in an aviation major with airplane single/multiengine or ATP AMEL certificate concurrently with airplane type rating with a minimum of 1,000 hours total time (60 college credits).
- 14 CFR 61.160(b) or (d) - Graduate of a Bachelor's degree in an aviation major with airplane single/multiengine or ATP AMEL certificate concurrently with airplane type rating with 1,250 hours total time (30 college credits).



Restricted ATP Airplane Multi-Engine

Continued

- 14 CFR 61.160(a) - Military trained with airplane single/multiengine rating or an ATP 14 CFR 61.160(c) - Graduate of an Associate's degree in an aviation major with airplane single/multiengine or ATP AMEL certificate concurrently with airplane type rating with a minimum of 1,250 hours total time (30 college credits).
- 14 CFR 61.160(f) - Has 1500 total hours as a pilot, 200 hours of cross country and also meets the remaining ATP hours under 14 CFR 61.159 (i.e. 1500 total hours, 250 PIC, 75 instrument, and 100 night PIC) - This Applicant is not required to be Military or an Aviation College Graduate.



Restricted ATP Airplane Multi-Engine

- If applying under the Military Experience requirements under FAR 61.73 –
- Must not have been removed from flying status:
 - Lack of Proficiency
 - Disciplinary Reasons Involving AC Operations



Restricted ATP Airplane Multi-Engine

- Per FAR 61.159(a)(3)
 - Of the 50 hours required within Airplane Class – a maximum of 25 hours may be in a “Full Flight Simulator” representing the class of airplane for the rating sought....IF the training was accomplished under FAR 135, 121, 141, or 142.

NOTE:

The 25 hours MUST have been in a Level A-D Simulator.



Removal of Restricted ATP Limitations

- If applicant meets requirements of §61.159, administrative action can be taken to remove limitations from the Restricted ATP




Restricted ATP

- Regulations
 - 14 CFR 61, Subpart G, 61.153 & 61.160
 - 14 CFR 121.410, 14 CFR 135.336,
 - 14 CFR 141.11, 14 CFR 142.54
- Orders
 - FAA Order 8900.2, CH 7, Sec 10
 - FAA Order 8900.1, VOL 5, CH 2, Sec 18
 - FAA Order 8900.1, VOL 5, CH 1, Sec 3



Examiner's Responsibility

Instructor's Recommendation			
I have personally instructed the applicant and consider this person ready to take the test.			
Date	Instructor's Signature (Print Name & Sign)	Certificate No.	Certificate Expires
Air Agency's Recommendation			
The applicant without	<div style="border: 1px solid black; padding: 10px;"> <input checked="checked" type="checkbox"/> I have personally reviewed this applicant's pilot logbook and/or training record, and certify that the individual meets the pertinent requirements of 14 CFR Part 61 for the certificate or rating sought. </div>		
Date			
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below.			
<input type="checkbox"/> Approved – Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved – Disapproval Notice Issued (Original Attached)			
Location of Test (Facility, City, State)		Duration of Test	
		Ground	Simulator/FTD Flight
Certificate or Rating for Which Tested	Type(s) of Aircraft Used	Registration No.(s)	
Recurrent DPE Training, Part II FY 2015		 Federal Aviation Administration	
		35	

Lesson Review

- In this lesson we covered:
 - Appointment Phase
 - Pre-Test Briefing
 - Applicant & DPE PBR Requirements
 - Reasons For Denial of Application
 - Partial Practical Test
 - Medical Certificate Requirements
 - Knowledge Test Requirements
 - Restricted ATP Requirements



Questions?



Recurrent DPE Training, Part II
FY 2015



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Designated Pilot Examiner Recurrent Training

Practical Test Standards PTS

Presented to: Designated Pilot Examiners

By: AFS-640

Date: FY 2015



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Administration



Objectives

- On an End-of-Course Test, and IAW the Practical Test Standards (PTS), you will identify:
 - Current Changes within the PTS
 - Developing Scenarios
 - Developing and Using A Plan of Action
 - Special Emphasis Areas
 - SEED Inspections



SCENARIO

- You received a call from an applicant for a Private Pilot practical exam to be conducted tomorrow. In order to meet FAA standards for the exam what should you do to make sure the standards are current?



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FY 2015



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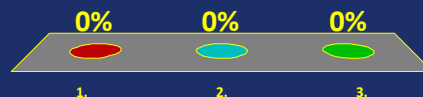
3

Where can changes be found to an updated PTS?

1. In the Introduction
2. In each Area of Operation
3. In the Record of Changes



Response
Counter



Recurrent DPE Training, Part II
FY 2015



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Have You Checked Your PTS?

- Electronic Revisions can occur overnight!
- PTS should be checked daily for currency before testing an applicant
- Log in to <http://www.faa.gov> to verify that you have a current PTS before you give a test



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Regulations & Policies

Training & Testing



FAA Pursues Rulemaking on Third Class Medical Issue

April 2 – FAA will consider whether to allow some private pilots to substitute a driver's license for an FAA medical certificate.



Regulations and Guidelines

- Advisory Circulars
- Airworthiness Directives (AD) – Current Only
- Federal Aviation Regulations (FAR)
- Forms

- Orders & Notices
- Recent Rulemaking Documents
- Temporary Flight Restrictions (TFR)

Training Resources & Guides

Schools

Airman Testing

FAA Academy

Check Airport Status and Delays

Airport Code

Go

Ground Delays

1

Airport Closures

0


Ground Stops

0

Arrival/Departure Delays

2




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Training Resources & Guides

Resources

- Advanced Qualification Program
- Aircraft Certification Technical Training Program
- Airmen Testing Information
- Controlled Flight Into Terrain (CFIT) Training Aid (PDF)
- FAA-Industry Training Standards (FITS)
- Inspection Job Aid (MS Word)
- List of Test Centers (PDF)
- National Simulator Program
- Pilots
 - Testing**
 - Training
- Precision Runway Monitoring (PRM)
- Scholarships and Grants
- Search for Aviation Safety Seminars and Events
- Simulation and Integration of Ground, Network, and Air Links

Guides


- Airman Knowledge Test Questions
- Airman Testing Standards
- Airworthiness Inspector's Handbook
- Best Practices for Mentoring in Flight Instruction (PDF)
- Guide for Aviation Medical Examiners
- Knowledge Test Guides
- List of Tests, Number of Questions & Passing Scores (PDF)
- Training Handbooks

Top Tasks


- Get pilot training information
- Find a handbook or manual
- Apply for scholarships & grants
- Join in the aircraft certification technical training program
- Get pilot testing information

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Pilot Testing


- Airmen Knowledge Test Guides
- Airmen Knowledge Test Questions
- List of Tests, Number of Questions & Passing Scores (PDF)**
- Pilot Practical Test Standards**
- Test Aids and Materials that may be used by Airman Knowledge Testing Applicants
- Computer Testing Supplements
- Replace a Knowledge Test Report
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Practical Test Standards (PTS)

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- ↓ Pilots
- ↓ Flight Instructors
- ↓ Mechanics
- ↓ Other Airmen Standards


Pilots


Private


Title	Publication Date	Change Date
Private Pilot Practical Test Standards for Airplane (SEL, MEL, SES, MES) (FAA-S-8081-14B with Changes 1, 2, 3, 4, 5, & 6) (PDF)	Nov 2011	2/28/2014

Top Tasks

- [Get airmen knowledge test guides](#)
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FAA-S-8081-14B
(with Changes 1, 2, 3, 4, 5, & 6)

Private Pilot Practical Test Standards for Airplane


Record of Changes

Change 1 (March 12, 2012 and June 22, 2012))

- Removed Judgment Assessment Matrix.
 - Reason:** Did not apply to this PTS.
- Removed Task D "Accelerated Stalls" from Area of Operation VIII and re-lettered "Spin Awareness" to Task D on the Examiner's Practical Test Checklist in Section 1.

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SCENARIO

- You just finished the knowledge portion of the Private Pilot exam and go to the aircraft. During the preflight you notice that the aircraft doesn't have a wet compass.

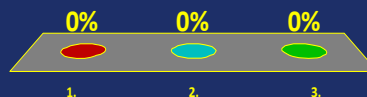


Can you conduct the practical exam without a wet compass in the aircraft?

1. No. Only a wet compass will do
2. Yes, but only in VFR
3. Yes. It is authorized by the PTS

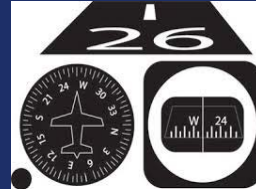


Response
Counter



Private Pilot Practical Test Standards for Airplane (SEL, MEL, SES, MES) (FAA-S-8081-14B with Changes 5)

- AOO VII Task A
“magnetic direction indicator”
instead of “magnetic compass.”



- “5. Demonstrates use of magnetic direction indicator in navigation, to include turns to new headings. “



SCENARIO

- You’re conducting a Private Pilot exam and you want to test the applicant’s knowledge of a simultaneous glider and towplane release failure.

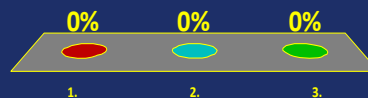


As an examiner how would you test the applicant on a simultaneous glider and towplane release failure?

1. Ask the applicant to demonstrate a landing with the glider and towplane attached
2. Test this task orally
3. Wait till you get to 200' and break the tow rope



Response
Counter



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An examiner **MUST** check for notes that relate to tasks and elements on how the exam should be conducted.

G. TASK: ABNORMAL OCCURRENCES

REFERENCE: Soaring Flight Manual.

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to aero tow abnormal occurrences, for various situations, such as—
 - a. towplane power loss during takeoff.
 - b. towline break.
 - c. towplane power failure at altitude.
 - d. glider release failure.
 - e. glider and towplane release failure (oral only).**

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Private Pilot PTS Glider (FAA-S-8081-22)

IV. AREA OF OPERATION: LAUNCHES AND LANDINGS

- **G. TASK: Aerotow – Abnormal Occurrences**
- **Q. TASK: Landings – Normal and Crosswind Landing**
 - To clarify the intent, extent, and condition of the evaluation.



Change 1 (9/1/10)

LANDINGS

Q. TASK: NORMAL AND CROSSWIND LANDING

NOTE: If a crosswind condition does not exist, the applicant's knowledge of crosswind landing is tested.

REFERENCES:

Objective. To

1. Exhibits crosswind
2. Adjusts flight
3. Maintains
4. Maintains throughout
5. Makes smooth the round
6. Touches down with no appreciable drift aligned with the desired landing path within 200 feet (120 meters) of a designated point.

6. Touches down smoothly within the designated landing area, with no appreciable drift, and with the longitudinal axis aligned with the desired landing path, stopping short of and within 200 feet (120 meters) of a designated point.

NOTE: The applicant shall touchdown and roll to a point designated by the examiner stopping within 200' without rolling past the designated point. The point should be far enough away from the touchdown point that it should not require more than light-medium braking to come to a stop within the required distance.

NOTE: The applicant shall touchdown and roll to a point designated by the examiner stopping within 200' without rolling past the designated point. The point should be far enough away from the touchdown point that it should not require more than light-medium braking to come to a stop within the required distance.

FAA-S-8081-22
Page 1-16



SCENARIO

A helicopter instructor calls you for information on the Private / Instrument combined practical exam.

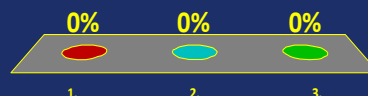


Will the combination of Practical Test Standards require the applicant to land and perform an Instrument Preflight after completion of the Private Exam?

1. No. Only the more extensive task needs to be completed
2. Yes, but the Private must be completed first
3. No. Overlapping tasks are authorized by the PTS



Response
Counter



Private Pilot Practical Test Standards for Rotorcraft (Helicopter, Gyroplane) (FAA-S-8081-15A with Change 1)

- **Change 1 (May 6, 2013)**
 - Added language to the General Information section of the Introduction regarding combined practical tests (page 1)
 - Reason: Change in Federal Aviation Regulation (14 CFR part 61, section 61.65).



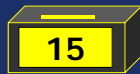
SCENARIO

- During the flight portion of an instrument exam, an applicant asks the examiner to assist with radios while the applicant is setting up for the approach.

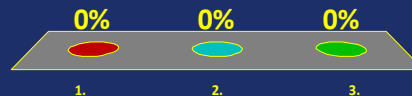


What should your response be based on the applicant's request?

1. Setup the approach
2. Assist as requested
3. Evaluate single-pilot operations



Response
Counter



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Instrument Rating PTS FAA-S-8081-4E Airplane & Helicopter

Single-Pilot Resource (SRM) Management

- The examiner shall evaluate the applicant's ability throughout the practical test to use **good aeronautical decision-making procedures in order to evaluate risks.**
- The **examiner shall accomplish this requirement by developing a scenario that incorporate as many Tasks as possible** to evaluate the applicants risk management in **making safe aeronautical decisions.**

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Instrument Rating PTS FAA-S-8081-4E Airplane & Helicopter

Six areas of SRM:

1. Aeronautical Decision Making
2. Risk Management
3. Task Management
4. Situational Awareness
5. Controlled Flight Into Terrain Awareness
6. Automation Management



Instrument Rating PTS FAA-S-8081-4E Airplane & Helicopter

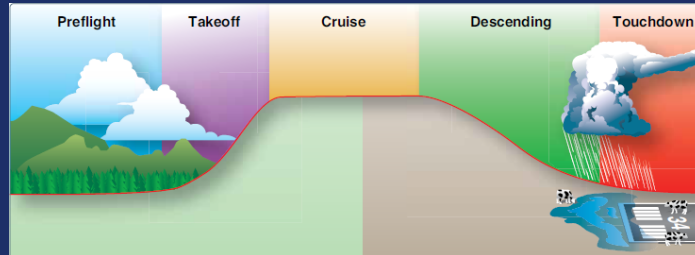
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5. Controlled Flight Into Terrain Awareness
6. Automation Management



Instrument Rating PTS FAA-S-8081-4E Airplane & Helicopter

SRM and the 5P Check



Plan - Plane - Pilot - Passengers - Programming
Identify, Analyze, and Make Decisions

FAA-H-8083-2

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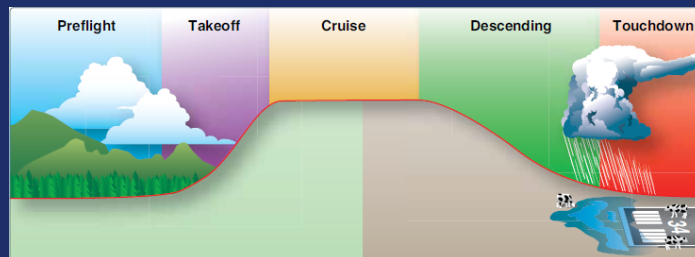


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Instrument Rating PTS FAA-S-8081-4E Airplane & Helicopter

SRM and the 5P Check



Plan - Plane - Pilot - Passengers - Programming
Identify, Analyze, and Make Decisions

FAA-H-8083-2

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SCENARIO

- After completing the knowledge portion of the exam you proceed to the aircraft. You observe the applicant conduct the preflight of the aircraft.



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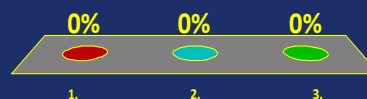
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What should the examiner use to assess whether the applicant used good judgment on a task that is being observed?

1. Airplane Flying Handbook
2. Pilot Operating Handbook
3. Judgment Assessment Matrix



Response
Counter



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Judgment Assessment Matrix

Judgment Assessment Matrix Instrument Pilot for Airplane, Helicopter, and Powered Lift	Unacceptable Course of Action					Acceptable Course of Action				
	Action of the Applicant Is Unacceptable Given the Dynamics of the Flight Environment					Action of the Applicant Is Acceptable Given the Dynamics of the Flight Environment				
	Judgment Based Upon the Following SRM Areas					Judgment Based Upon the Following SRM Areas				
I. Preflight Preparation	Situational Awareness	Controlled Flight Into Terrain	Automation Management	Task Management	Aeronautical Decision-Making	Situational Awareness	Controlled Flight Into Terrain	Automation Management	Task Management	Aeronautical Decision-Making
II. Preflight Procedures										
III. Air Traffic Control Clearances										
IV. Flight by Reference to Instruments										
V. Navigation Systems										
VI. Instrument Approach Procedures										
VII. Emergency Operations										
VIII. Postflight Procedures										

A Judgment Assessment Matrix is provided as a tool to evaluate the applicant's Single-Pilot Resource Management (SRM) skills objectively.



Scenario Testing For SRM

- Single-Pilot Resource Management (SRM) managing all resources available to a single-pilot.
- SRM available resources can include human resources, hardware, and information.
- SRM is a set of skill competencies that must be evident in all Tasks in the practical test standard that applies to single-pilot operation.



Scenario Testing For SRM

- **Single-Pilot Resource Management (SRM)** managing all resources available to a single-pilot.
- **SRM available resources** can include human resources, hardware, and information.
- **SRM is a set of skill competencies** that must be evident in all Tasks in the practical test standard that apply to single-pilot operation.



Scenario Testing

- **At least two requirements for a scenario**
 - Must have a purpose (reason to go)
 - Consequences (flight not completed)
- **A scenario is a single mission that is planned and carried out.**
 - Trigger events by the examiner
 - Demonstrates most Areas of Operations and Tasks



Developing Scenarios

- What do I want to evaluate?
 - Information From Accident Data
 - Personal Experiences
- Does your scenario effectively evaluate
 - Areas of Operation
 - Special Emphasis Areas
- Is your scenario realistic and flexible?
- Does your scenario provide enough information to allow the applicant to make informed decisions and evaluate correlative skills?



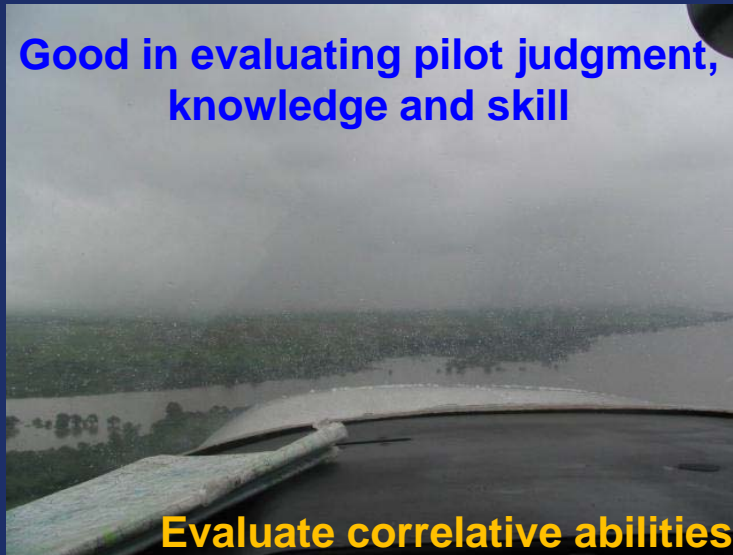
Developing Scenarios

- What do I want to evaluate?
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- Does your scenario effectively evaluate
 - Areas of Operation
 - Special Emphasis Areas
- Is your scenario realistic and flexible?
- Does your scenario provide enough information to allow the applicant to make informed decisions and evaluate correlative skills?



Why do we use Scenarios?

Good in evaluating pilot judgment,
knowledge and skill



Evaluate correlative abilities



Written Plan of Action

- **Developing**
 - Written Plan of Action (POA)
 - In paper or electronic form
 - Conducted entirely in English
 - From the Examiner Test Guide
 - Appropriate PTS
 - The areas of Operations and Tasks



Written Plan of Action

- **Developing**
 - Scenarios from appropriate PTS
 - The Areas of Operations and Tasks
 - In accordance with appropriate regulations
 - Limitations of Aircraft Flight Manual (AFM)



Written Plan of Action

Develop a scenario that incorporates as many of the required tasks as you can within a realistic setting.



SCENARIO

- An applicant is preparing to depart for a cross country flight...



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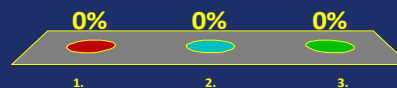
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Prior to take off, which of the following will determine if the applicant has completed items critical for safety of flight?

1. Emergency Memory Items
2. Check List of Take-Off Items
3. Use of Memorized Check List



Response
Counter



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Checklist Usage

- Evaluate Applicant on Appropriate Use of Checklist
- Dependent on the Specific TASK being Evaluated.
- Evaluate knowing when Checklist Usage is Unsafe or Impractical. Emergency Memory Items.
- Proper Visual Scanning **SHOULD** be Used with Checklist Usage.



Checklist Usage

- Evaluate Applicant on Appropriate Use of Checklist
- Dependent on the Specific TASK being Evaluated.
- Evaluate knowing when Checklist Usage is Unsafe or Impractical. Emergency Memory Items.
- Proper Visual Scanning **SHOULD** be Used with Checklist Usage.



Checklist Usage

X. Emergency Operations

Task A: Emergency Descent (ASEL and ASES)

References: FAA-H-8083-3; POH/AFM.

5. Maintains positive load factors during the descent.
6. Completes appropriate checklists.

Task B: Emergency Approach and Landing (Simulated) (ASEL and ASES)

References: FAA-H-8083-3, FAA-H-8083-23; POH/AFM.

6. Prepares for landing, or go-around, as specified by the examiner.
7. Follows the appropriate checklist.

Completes and Follows the Appropriate Checklist



Special Emphasis Areas

- Examiners shall evaluate special emphasis items throughout the entire practical exam

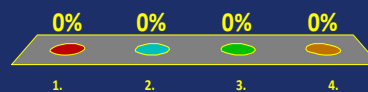


Which of the following statements are true?

1. All Special Emphasis Areas **SHALL** be tested throughout the practical exam
2. SRM should be tested for all Areas of Operation with the use of the Judgment Assessment Matrix
3. Not all Special Emphasis Areas will be listed under a Task, but must be evaluated during the practical test.
4. All of the above



Response
Counter



Special Emphasis Areas

- All Special Emphasis Areas **SHALL** be tested throughout the practical exam
- SRM should be tested for all Areas of Operation with the use of the Judgment Assessment Matrix
- Not all Special Emphasis Areas will be listed under a Task, but must be evaluated during the practical test.



SCENARIO

- Prior to beginning the flight portion Practical Exam...



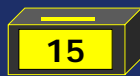
SCENARIO

- Prior to beginning the flight portion Practical Exam...

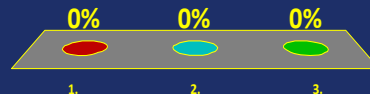


When should Collision Avoidance be discussed?

1. During the Pretest Briefing
2. During the Preflight Briefing
3. During the Postflight



Response
Counter



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Collision Avoidance

- 91.113 - operating an aircraft so as to see and avoid other aircraft.
- Airplane Flying Handbook - clearing procedure before **ALL** turns and before executing maneuver
- 8900.2 PREFLIGHT BRIEFING - Clearing the area before maneuvers
- Should be reflected in the examiners Plan of Action

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SCENARIO

During the flight exam, you, the examiner, **MUST** take the controls...



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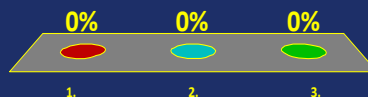
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What type of performance would this action cause when corrective intervention is required?

1. Notice of Disapproval
2. Repeat maneuver
3. Letter of Discontinuance



Response
Counter



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Unsatisfactory Performance

- Areas of unsatisfactory performance and grounds for disqualification are:
 - Any action or lack of action by the applicant that requires corrective intervention by the examiner to maintain safe flight.
 - Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.
 - Consistently exceeding tolerances stated in the Objective
 - Failure to take prompt corrective action when tolerances are exceeded



Special Emphasis Evaluation of a Designee (SEED)

- Team-focused in-depth evaluation of a Title 14 of the Code of Federal Regulations (14 CFR) part 183 designees.
- Data-driven approach
- Designees that exhibit indicators that potentially pose a higher risk to FAA certification processes



Special Emphasis Evaluation of a Designee (SEED)

- Evaluation Performance Levels
- AFS-650 will perform national SEEDs.
- Regional team will perform regional SEEDs.
- Managing FAA office will perform field office SEEDs.



Practical Test Standards

Please Make Comments &
Recommendations

AFS630comments@faa.gov

Snail Mail:

Address on Intro Page



Review

- In this lesson we discussed
 - Current Changes within the PTS
 - Developing Scenario's
 - Developing and Using A Plan of Action
 - Special Emphasis Areas
 - SEED Inspections



QUESTIONS?



Recurrent Designated Pilot Examiner



Federal Aviation
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Electronic Flight Bag

Presented to: Designated Pilot Examiners
By: AFS-640, Designee Standardization Branch
Date: FY 2015



Objective

- On an End-of-Course Test, and in accordance with 14 CFR, Part 61, Part 91, and FAA Advisory Circulars, the DPE will be able to identify:
 - Electronic Flight Bag (EFB) Definitions
 - EFB Classifications
 - EFB Software Types
 - EFB Uses
 - Portable Electronic Devices
 - Practical Test Considerations



EFB Definition

- **An electronic display system intended primarily for flight deck or cabin crew member use that includes the hardware and software necessary to support an intended function.**
 - May be used to display charts, perform calculations or store manuals



EFB Terminology

- **Hardware Classifications**
 - Class 1 EFB
 - Class 2 EFB
 - Class 3 EFB
- **Software Types**
 - Type “A” applications
 - Type “B” applications
 - Type “C” applications



CT-1000G ELECTRONIC FLIGHT BAG



What is an EFB?

- May be a portable electronic device



Class 1 and Class 2

AC 91-21



EFB History

- Laptops and portable electronic computing devices have been used in the past.
- Flight planning software, logbook programs and aircraft performance software has also been used.
- Goal is to work towards a paperless cockpit.



EFB Hardware Classifications

- **Class 1**
 - Commercial off-the-shelf (COTS) computer systems
 - Laptop, Tablet PC's
 - Portable
 - Not attached to an aircraft mounting device
 - Used on the ground or in the air



EFB Hardware Classifications

- **Class 1**
 - May connect to ship's power through a certified power source
 - Recommended quick disconnect from power and/or data sources for emergency egress
 - Have read-only data connectivity to other aircraft systems.
 - Should be properly stowed for take-off and landing.



EFB Hardware Classifications

- **Class 1**



EFB Hardware Classifications

- **Class 2**

- Generally commercial off-the-shelf (COTS) computer systems
 - Laptop, Tablet PC's
- Portable
- Connected to an aircraft mounting device during normal operations.
- Required to go through an administrative control process to add, remove or use in the aircraft.
- May connect to power and data ports during normal operations.

AC 120-76



EFB Hardware Classifications

- Class 2



EFB Hardware Classifications

- Class 3

- Systems are installed equipment that require Aircraft Certification (AIR) approval, except:
 - User modifiable software used to host Type “A” and Type “B” applications

Performance calculations, Weight and Balance, etc.



EFB Hardware Classifications

- Class 3



Recurrent DPE Training, Part 2
FY/2015

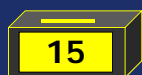


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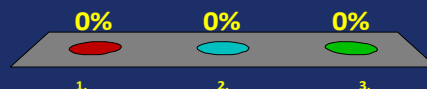
13

Which class of EFB Hardware Classification requires an administrative control process to add, remove or use an EFB in the aircraft?

1. Class 1
2. Class 2
3. Class 3



Response
Counter



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FY/2015



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14

EFB Software Types

- **Type “A”**
 - May be hosted on any hardware class
 - Do not require AIR design approval
 - Examples:
 - POH
 - Aircraft Maintenance Manuals
 - More are found in AC 120-76



EFB Software Types

- **Type “B”**
 - May be hosted on any hardware class
 - Does not require AIR design approval
 - Examples:
 - Aircraft performance software
 - Navigation Charts
 - Electronic checklist
 - More are found in AC 120-76



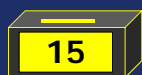
EFB Software Types

- Type “C”
 - Require AIR design approval
 - Example:
 - Primary flight displays

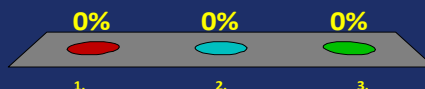


Which type of EFB Software uses Navigation Charts?

1. Type A
2. Type B
3. Type C



Response
Counter



EFB Uses

- Approach charts
- En-route charts
- Weather
- Operations Manuals
- Maintenance Manuals
- Log book
- Cabin surveillance video
- Performance
- Flight planning



Portable Electronic Device

- **No person may operate, nor may any operator or pilot in command of an aircraft allow the operation of, any portable electronic device on any aircraft while it is operated under IFR, except for:**
 - Any portable electronic device that the operator of the aircraft has determined will not cause interference with the navigation or communication system of the aircraft on which it is to be used

14 CFR § 91.21, AC 91-21



Practical Test Considerations

- **DPE's Responsibility**
 - Ensure the applicant has met the requirements of Part 91.21 in accordance with AC 91-21
 - Verify EFB information is current
 - Assess the applicant's ability to utilize EFB



Scenario

- **During the flight portion of the test the applicant's EFB fails...**



Is the applicant required to have a back up materials?

1. Yes
2. No



Response
Counter



EFB Websites

- www.cmcelectronics.ca/efb/ct1000g.htm
- www.avrotec.com
- www.echoflight.com
- www.jeppesen.com
- www.paperlesscockpit.com



Review

- In this lesson we discussed the following items:
 - Electronic Flight Bag (EFB) Definitions
 - EFB Classifications
 - EFB Software Types
 - EFB Uses
 - Portable Electronic Devices
 - Practical Test Considerations



Recurrent Designated Pilot Examiner



Federal Aviation
Administration

Risk Management

Presented to: Designated Pilot Examiners

By: AFS-640

Date: FY 2015



Objective

- On an End-of-Course test, you will be able to evaluate the applicant's ability to use risk management when conducting a practical test



Overview

- Recognizing a Hazard
- Managing Risks
- Human Behavior
- PAVE Model
- Risk Assessment Matrix
- DECIDE Model
- 3P Model

Recurrent DPE Training, Part II
FY 2015



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HAZARD

- A Hazard is a present condition, event object, or circumstance that could lead to or contribute to an unplanned or undesired event such as an accident.



.30 Caliber Bullet
hole that was
improperly repaired
by previous owner

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HAZARD

- A Hazard is a present condition, event object, or circumstance that could lead to or contribute to an unplanned or undesired event such as an accident.



.30 Caliber Bullet hole that was improperly repaired by previous owner

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Recognizing a Hazard

- Are these hazards?
 - Weak battery
 - Shoulder harness clip that keeps slipping off
 - Fuel drain that drips
 - A small nick in the propeller
 - A close temperature dew point spread
 - Frost on the wings
 - A inoperative ammeter
 - Pilot's or passenger's personality

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Learning to Influence Outcomes

- How do the following affect safety?
 - Personality
 - Education
 - Regulation
 - Experience

FAA H-8083-2 pg. 1-2

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What is Risk?

- Risk is the future impact of a hazard that is not controlled or eliminated.
 - Knick in a propeller is not properly evaluated the potential for failure is unknown
 - Weak battery may not have sufficient power if charging system fails in IFR conditions
 - Temperature dew point spread may narrow, resulting weather lower than allowable minimums for approach

FAA H-8083-2 pg. 1-5

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Managing Risks

- Look at the simple realities of what you are about to do and ask...
 - Is it Safe?
 - Is it Legal?
 - Does it make Sense?
- There are many cases when the pilot's acceptability of risk exceeds their capabilities.

FAA H-8083-2 pg. 1-5

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Human Behavior

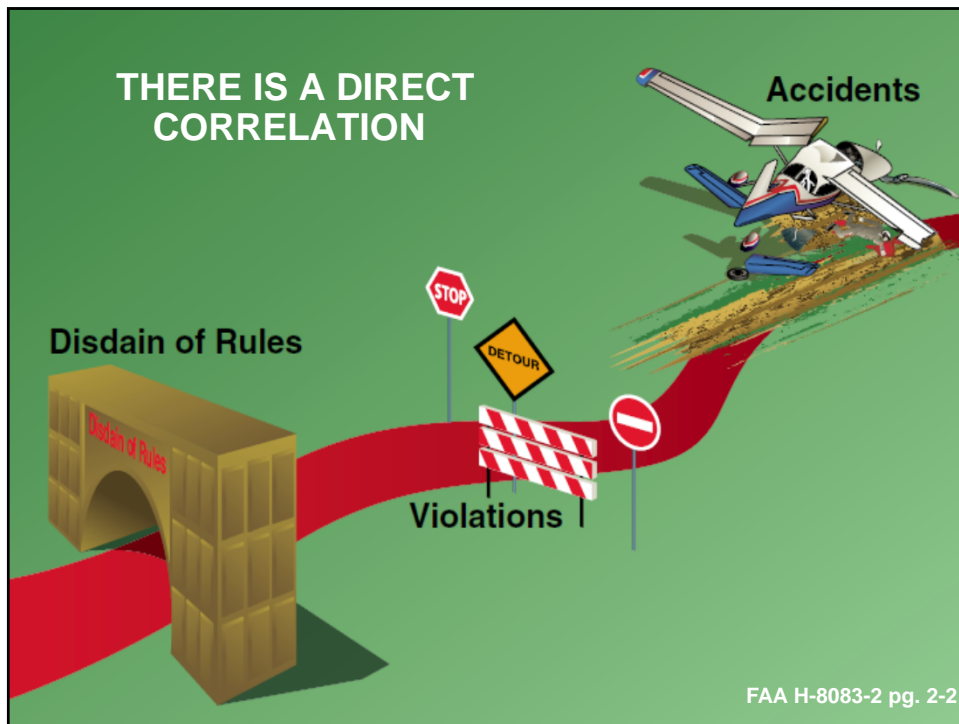
- Human Behavior is Defined as:
 - A product of factors that cause people to act in predictable ways.
- Why do we function the way we do?
- What factors influence human behavior?

FAA H-8083-2 pg. 2-2

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Accident Prone Pilots

- Disdain toward rules
- High correlation between accidents and safety violations on their driving record.
- Thrill Seeking and Adventuresome
- Impulsive rather than methodical and disciplined
- Disregard for or the underutilization of outside sources of information including co-pilots, flight attendants, flight instructors, ATC.




FAA H-8083-2 pg. 2-2

Pilot

Aircraft

Environment


External Pressures


FAA H-8083-2 pg. 3-1

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Risk Assessment Matrix

Likelihood	Severity			
	Catastrophic	Critical	Marginal	Negligible
Probable	High	High	Serious	
Occasional	High	Serious		
Remote	Serious	Medium		Low
Improbable				

FAA H-8083-2 pg. 4-2

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Aeronautical Decision Making A Basic Staple

- **ADM is a cornerstone in Managing Risk**
 - **Provides a structured framework**
 - **Utilizes known processes**
 - **Applies recognized pathways**

FAA H-8083-2 pg. 5-1

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Steps for Good Decision Making

- **Identifying personal attitudes hazardous to safe flight**
- **Learning Behavior modification techniques**
- **Learning how to recognize and cope with stress**
- **Developing risk assessment tools**
- **Using all resources**
- **Evaluating effectiveness of one's ADM Skills**

FAA H-8083-2 pg. 5-3

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Analytical Decision-Making DECIDE Model

- **D**etect a change or hazard.
Estimate the need to counter or react to the change.
Choose a desirable outcome for the flight.
Identify Actions that can successfully control the change.
Do take necessary action.
Evaluate the Effect of the action

FAA H-8083-2 pg. 5-3

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Common Operational Pitfalls

- Scud Running
- Get-There-Itis
- Continuing VFR into IMC
- Loss of Situational Awareness
- Flying Outside the Envelope

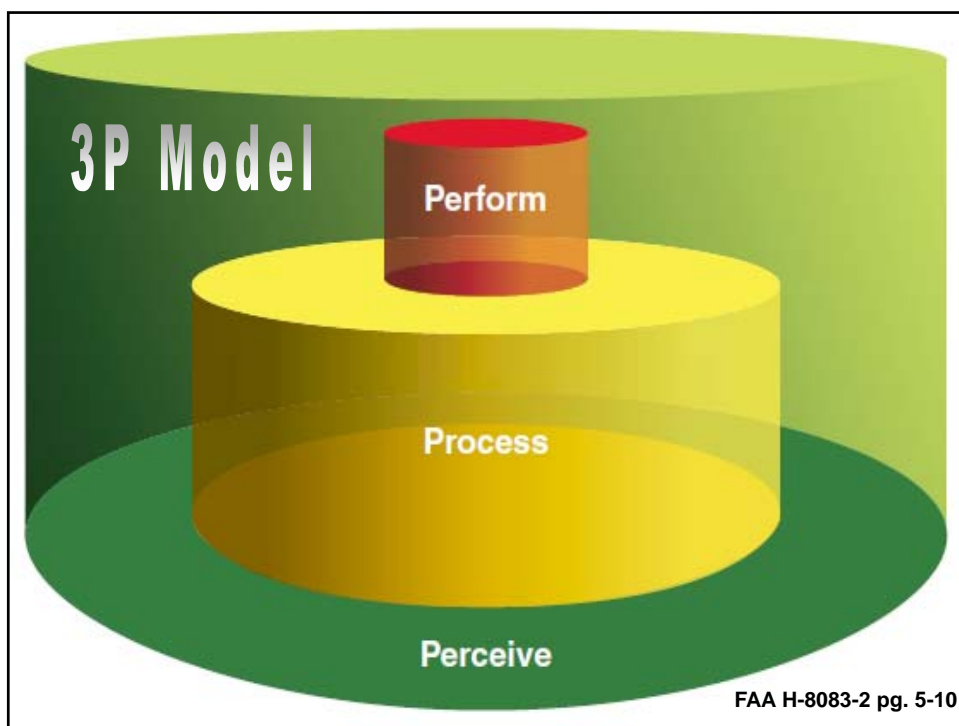


FAA H-8083-2 pg. 5-6

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Perceive

What can hurt me, my passengers, or my aircraft?



FAA H-8083-2 pg. 5-10

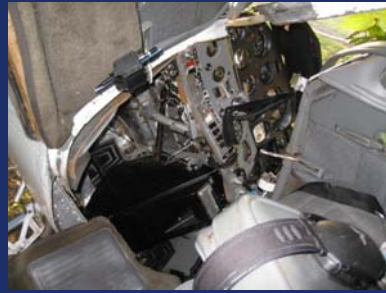
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Process

How can this hazard hurt me, and how badly?



FAA H-8083-2 pg. 5-10

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Process

How can this hazard hurt me, and how badly?



FAA H-8083-2 pg. 5-10

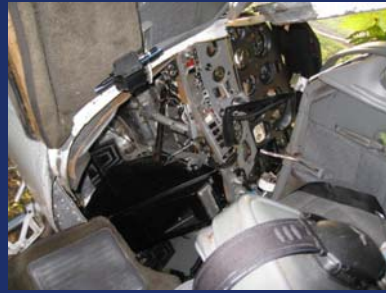
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Process

How can this hazard hurt me, and how badly?



FAA H-8083-2 pg. 5-10

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Perform

- Mitigate the Risk

- ✓ Effective Scanning
- ✓ Pilot Proficiency
- ✓ Proper Maintenance
- ✓ Minimize exposure
- ✓ Personal Minimums
- ✓ Passenger Briefing



What can I do to make sure this hazard does not hurt me or anyone else?

FAA H-8083-2 pg. 5-10

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Single Pilot Resource Management

- The art of managing all the resources available to a pilot prior to and during flight to ensure a successful flight.

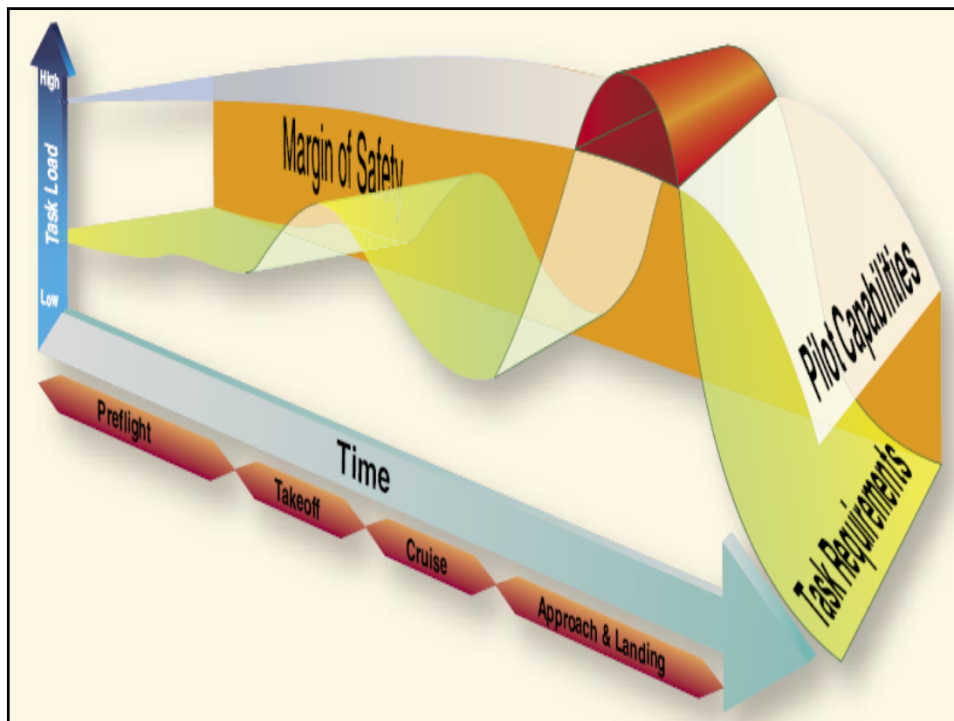


FAA H-8083-2 pg. 6-1

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Designee Responsibility

- How do you evaluate the applicant's ability to assess different risks during a practical test?
 - Flight Planning Assessments
 - Preflight checks of aircraft
 - Weather
 - Pilot's personal experience level
 - Pilot Health



Scenario

- A pilot is on a trip home and reaches a remote airport to refuel. After taking on fuel he performs a run up and discovers a 350RPM Mag drop. He leans the mixture to peak, and again sees a 350 Mag drop accompanied by a rough running engine. There is no repair facility on field and he figures that he can continue the flight on one mag.

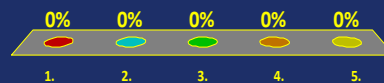


Why did he make this decision?

1. No repair facility
2. Expense of staying at a hotel
3. The airplane can fly just as well on one magneto
4. Weather considerations
5. All of the above



Response
Counter



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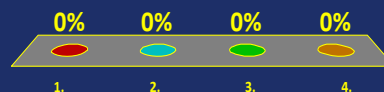
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One characteristic of a successful Pilot is they can...

1. Mismanage their workload
2. Monitor and multi task
3. Lack concentration
4. Ignore other crew members



Response
Counter



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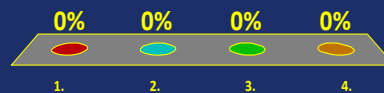
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Accident Prone pilots are generally characterized as...

1. Thrill Seeking and adventuresome
2. Impulsive rather than methodical and disciplined
3. Lacking situational awareness
4. All of the Above



Response
Counter



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Review

- Recognizing a Hazard
- Managing Risks
- Human Behavior
- PAVE Model
- Risk Assessment Matrix
- DECIDE Model
- 3P Model

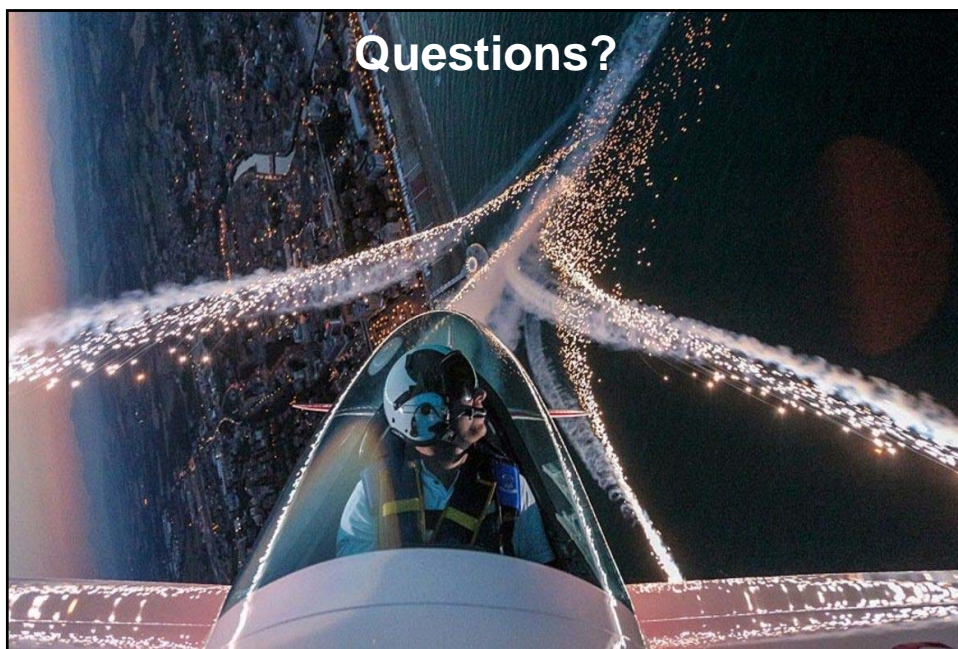


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Questions?



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Recurrent DPE Training Part II



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FAA Order 8900.2A

Presented to: Designated Pilot Examiners

By: AFS-640, Designee Standardization Branch

Date: FY-2015



OBJECTIVES

- On an End-of-Course Test and IAW FAA Order 8900.2A, you will identify:
 - DPE rules and criteria for issuing Pilot Certificates, and performing certification functions
 - Requirements for DPE currency, renewal, and geographic limitations
 - Consequences for falsifying testing records



OBJECTIVES (Cont.)

- Physical location of examiner during Practical Test
- Applicant's aircraft registration requirements
- Procedures for handling special situations



OVERVIEW

- FAA Order 8900.2A reflects:
 - Important Changes to Designee Policy
 - Procedures Changes
 - Changes to 14 CFR, Part 61

PUBLIC WEB SITE

<http://fsims.avs.faa.gov>



FAA Order 8900.2A

- When differences in guidance appear between FAA Order 8900.2A and 8900.1, **use the document with the most current revision date**
- 8900.2A provides mandatory standardized procedures and policy for those who administer Practical Tests and issue Temporary Airman Certificates



FAA Order 8900.2A

- Chapters 1-5 Applies to **all** FAA Designees
 - Ch 1 – General Information
 - Ch 2 – Selection & Appointment
 - Ch 3 – Oversight, Training, & Renewal
 - Ch 4 – Termination & Appeal
 - Ch 5 – Privileges, Limitations, & Responsibilities
- Chapter 7 - DPE Program



Chapter 1 Conducting Practical Tests

- DPE **must** notify the FAA before conducting a Practical Test
- Managing FAA Office will establish specific procedures for this notification
 - For detailed information see Chap 7, Sec 2, Para 6



Chapter 2 Selection and Appointment

- DPE applicants must successfully complete the DPE Initial Course before being selected
- Once appointed, recurrent training must be completed every 24 calendar months
- DPEs must attend their managing FAA office's required training every 12 calendar months



Chapter 2 Appointment

- By signing the designee application, the designee applicant acknowledges that designation is a **privilege and not a right**
- FAA Administrator can terminate **any** designation at **any time** or for **any reason** he or she deems appropriate



Chapter 2 Applying for Relocation

- If DPEs wish to relocate, they must submit a new application to the **receiving** FAA office
- The originating FAA office must transfer the entire designee file to the gaining office



Chapter 2 Serving Outside of the U.S.

- Designees **may** be appointed to serve outside of the U.S. when:
 - Serving U.S. citizens abroad
 - FAA can properly supervise designee activities
 - Designee is subject to limitations as provided by current FAA policy regarding the certification of airmen outside of the U.S.



Chapter 2 General Eligibility Requirements

- DPEs must exhibit integrity, professionalism, and sound judgment
- DPEs must be able to **fluently** read, write, speak, and understand the English language
 - Designees are not required to be U.S. citizens

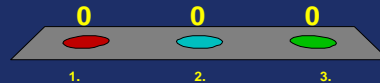


How often must examiners meet with their local FSDO?

1. Only when AFS-640 conducts training
2. Every 6 calendar months
3. Annually



Response Counter



Chapter 2 Technology Access

- DPEs must have:
 - Access to the internet
 - Computer and printer with hardware/software sufficient to support the required activities



Chapter 3 Oversight

- Designees **MUST** direct questions to their Managing FAA Office
- Designee must receive specific instructions from their Managing FAA Office regarding the proper conduct of their authorized functions!!!



Chapter 3 Oversight

- Managing FAA Office will observe the DPE when conducting their **first** Practical Test
 - FAA personnel may inspect or observe designees at any time with or **without prior notice**



Chapter 3 Initial Training Seminar

- Course managers cannot permit completion of the DPE Initial Seminar if applicant is more than **1 hour** late
- Designees or applicants will be marked absent after **15 minutes** have elapsed from announced start time at beginning of each day or after scheduled breaks
 - If marked absent **twice** in the same seminar, the student will not receive credit for training



Chapter 3 Recurrent Training

- **Designee** is responsible for ensuring their training currency is up to date
- Designees will be marked absent after **15 minutes** have elapsed from each announced start time
 - If marked absent **twice** in the same seminar, student will not receive credit for training
- Designee must forward a copy of their Recurrent Training Certificate to their Managing FAA Office



Chapter 3 Recurrent Training (cont.)

- Designee may complete DPE Initial Standardization seminar in lieu of the recurrent training to meet the recurrent requirement
- Designees **must not** exercise their designation privileges unless their training is current and up to date!!!



Chapter 3 Expiration

- Initial appointment is for a period of 1 year
 - After initial appointment, Managing FAA Office will determine the duration of the designation
 - The duration of the designation cannot exceed 3 years



Chapter 3 Renewal

- Designee **may** be renewed if continuation is justified and in the FAA's interest
- **Designee** is responsible for submitting a timely renewal package
 - DPE must apply for renewal to the Managing FAA Office **at least 45 calendar days** before expiration of the designation




Chapter 3 Renewal

- Designee Renewal Package must include:
 - Copy of current COA Letter
 - Record of all designee activity since last renewal
 - Current certificate of training
 - **FAA Form 8710-6**, Examiner Designation and Qualification Record



FAA Form 8710-6



U.S. Department of Transportation
Federal Aviation Administration

EXAMINER DESIGNATION AND QUALIFICATION RECORD

Attach supplemental sheets if more space is required for any item.

TYPE OF DESIGNATION

PRIVATE PILOT
COMMERCIAL PILOT EXAMINER
AIRLINE TRANSPORT PILOT EXAMINER
PROFICIENCY PILOT EXAMINER
FLIGHT ENGINEER EXAMINER
FLIGHT INSTRUCTOR EXAMINER
OTHER

1. NAME (Last, first, middle) _____ Telephone No. _____

2. ADDRESS (Number, street, city, state, and ZIP code) _____

3. DATE OF BIRTH (Month, day, and year) _____

4. U.S. CITIZEN ☐ YES ☐ NO

5. DO YOU NOW HOLD, OR HAVE YOU EVER HELD, AN EXAMINER DESIGNATION ☐ YES ☐ NO TYPE AND NUMBER _____

6. HAS ANY CERTIFICATE OR RATING ISSUED TO YOU EVER BEEN SUSPENDED OR REVOKED OR HAVE YOU PAID A CIVIL PENALTY AS A RESULT OF A VIOLATION OF THE FEDERAL AVIATION REGULATIONS. (Complete for original designations only)

☐ YES ☐ NO


7. CERTIFICATES HELD

TYPE	CERTIFICATE NO.	RATINGS	DATE ISSUED

8. FLIGHT EXPERIENCE (in hours)

	AIRPLANE		ROTORTYPE		GLIDERS		AIRSHIPS		INSTRUMENT FLIGHT (Actual or Sim)	NIGHT FLIGHT
	TOTAL	LAST 12 MO.	TOTAL	LAST 12 MO.	TOTAL	LAST 12 MO.	TOTAL	LAST 12 MO.		
PILOT-IN-COMMAND										
FLIGHT INSTRUCTION GIVEN										
COPILOT										

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You must send your renewal package to the FAA at least _____ days prior to the expiration of your designation.

1. 60 business
2. 30 business
3. 45 calendar



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Chapter 4 Termination

- Termination is action by the FAA to rescind a designation at any time and for any reason the Administrator considers appropriate
- Two types of Termination
 - Termination for Cause
 - Termination Not-for-Cause



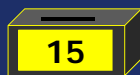
Chapter 4 Termination and Appeal

- Termination **cannot** be appealed when based on:
 - Lack of need
 - Inability of the Managing FAA Office to manage
 - Loss of prerequisite certification
 - Failure to meet training requirements

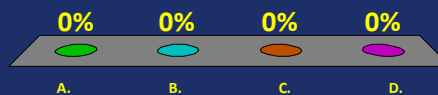


When can a designee appeal their termination?

- A. Lack of need
- B. Loss of prerequisite certification
- C. Failure to meet training requirements
- D. None of the above



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Chapter 5 Privileges, Limitations, & Responsibilities

- All tests **must** be conducted in the English language
- Designee **must** ensure the applicant understands **all** fees charged, **including fees for retesting**, before the designee accepts the airman application

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Chapter 5 (cont.)

- DPEs can issue any Pilot Certificate that is administrative in nature - provided they have received initial training from their Managing FAA Office
- **If authorized by their Managing FAA Office**, designees may accept applications for pilot certification on the basis of a Foreign Pilot License



Chapter 5 Observation of Practical Tests

- Designees **must not** allow anyone other than an ASI to observe a practical test!!!
- For designee training purposes **only**, exceptions may be authorized **in writing** by the Managing FAA Office
- Designees must **not** combine teaching with testing



Chapter 5 Geographical Area

- Practical tests **must** start and conclude within the authorized geographical area
- If designee wants to administer a Practical Test outside of the geographical area, they must:
 - Request authorization **in writing** to Managing FAA Office
 - Provide **date** and **address** of testing site
 - At least **7 working days prior** to scheduled activity

Chapter 5 Responsibilities

- Each designee must represent the Administrator in a manner that reflects **positively** on the FAA!
- DPE is expected to make his/her services available to **all** applicants on an equitable basis
- DPEs must give undivided attention to the applicant during entire testing period



Chapter 5 Responsibilities

- DPEs must ensure that any discussion following a Practical Test is **private and confidential**
- FAA **values** the participation of FAA Designees as FAASTeam Representatives in providing support for safety meetings
- DPE must maintain a high degree of knowledge & skill in the subject areas required for airman certification, evaluation, and testing techniques



Chapter 7 General

- All DPEs **must** meet the currency requirements of FAR Part 61 – this includes 61.56, 61.57, & 61.58 (if applicable)
- If a medical certificate is required for the designation it must be kept current
- Any CFI required for the designation **must** be kept current for the duration of the designation
- Rotorcraft Helicopter DPEs must have **each** Make & Model listed on their COA Letter in order to give a Practical Test



Chapter 7 General

- Airmen who have had **any** certificate revoked are ineligible to become a DPE
 - Unless they have a written recommendation from the **Managing FAA Office** & the **Regional Flight Standards Division**



Chapter 7 General

- DPE must have logged at least **5 Hours** as **PIC** in each **Make & Model** in order to give a Practical Test in:
 - Multi-Engine Airplane
 - Helicopter



Chapter 7 General

- **Glider** DPEs must demonstrate skill in aero tow, ground tow, or self-launch procedures as authorized
- LTA Balloon DPEs may conduct Practical Tests in **Airborne Heater or Gas Balloons** as indicated on the DPEs **Pilot Certificate**



Chapter 7

Figure 7-4, Recent Pilot-in-Command Experience Required for Renewal

Aircraft Type	PIC Experience in the Preceding 12 Months
Airplane	60 hours (10 hours in each class authorized)
Airplane-Light Sport	12 hours
Rotorcraft	25 hours (5 hours in each class authorized)
Gliders	3 hours, which included at least 3 flights
Lighter-than-Air-Airship	40 hours
Lighter-than-Air-Balloon	5 hours, which included at least 3 flights
Weight Shift Control	12 hours
Powered Parachute	5 hours

FAA Order 8900.2A page 7-7



Chapter 7 General

- PIC experience obtained while administering practical tests **will not** be considered for the purposes of the recent PIC experience required of the designation
- DPE is responsible to maintain at least the recent pilot-in-command experience
- **The FAA will check this during the yearly required oversight**

FAA Order 8900.2A page 7-7



Chapter 7 Types of Designations:

- PE** – Private & Recreational Pilot Certification Practical Tests
- CE** – Commercial Pilot Certification Practical Tests
- CIRE** – Commercial & Instrument Rating Practical Tests
- ATPE** – ATP & Type Rating Practical Tests
- FIE** – Original Issuance, Renewal, & Reinstatement CFI Practical Tests



Chapter 7

Types of Designations:

- FIRE** – CFI Renewal Certification: Administrative Only
- NDPE/FEE** – Pilot Certification Practical Tests in Vintage/Former Military Airplanes
- FEE** – Flight Engineer Practical Tests & PCs
- PPE** – 61.58 PIC Proficiency Checks
- ACR** – FIRC's & 141 Flight Schools Examining Authority: Administrative Only

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Chapter 7

Types of Designations:

- MCE** – Commercial Pilot Certificates, Instrument Ratings, & Pilot Type Ratings: Administrative Only
- FPE** – Private Pilot Certificates & Ratings at the Private Pilot level
- GIE** – Basic, Advanced, & Instrument Ground Instructor Certificates
- SPE/SFIE** – Sport Pilot & Sport Pilot Flight Instructor Practical Test in LSA Only

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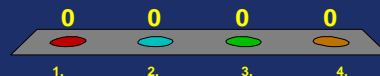
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A DPE must have _____ hours PIC in the last 12 months for renewal.

1. 60 Hours - Airplane
2. 25 Hours - Rotorcraft
3. 5 Hours - LTA Balloon
4. All of the above



Response Counter



Chapter 7 Types of Designations

- Each designation added requires a demonstration of competency appropriate to the Aircraft or FSTD and designation sought!



Chapter 7 Designee COA Letters

Designee COA Letters will list each Practical Test authorization for:

- Helicopters**
- Powered-Lift**
- Turbine Powered Airplanes (Single and Multi)**
- Large Aircraft (Over 12,500 lbs)**
- Vintage Airplanes**
- FAA Qualified FSTD**



Chapter 7 Designee COA Letters

Designee COA Letters will list each Practical Test authorization for:

- Small Multiengine Airplanes (5 Hours PIC in Make and Model)**
- Airplane Single Engine – Land and/or Sea**
- Single Engine Turbine Powered (5 Hours PIC in Make and Model)**



Chapter 7

Interim Authorization

- DPEs may receive interim authorization to give a Practical Test in an aircraft NOT listed on their COA Letter if:
 - DPE is current & qualified in Make & Model
 - Approved in writing by Managing FAA Office
 - Authorization does not exceed **30 days**



Chapter 7

Conduct Certification Functions

- Designees **must** conduct the entire Practical Test **in English** using a **written** POA developed from the Examiner Test Guide and appropriate PTS
- DPE **must** develop a scenario that allows the evaluation of most of the Areas of Operations and Tasks required in the practical tests with minimum disruptions



Chapter 7

Conduct Certification Functions

- Designee must conduct practical tests in accordance with the appropriate:
 - FARs
 - PTS
 - AFM
 - Under **no circumstances** may a DPE **intentionally** allow an **applicant** to violate an FAR, fail to comply with an ATC clearance, or create a potentially hazardous situation



Chapter 7

Testing Applicants Trained by the Designee

Aircraft Categories	Flight Instruction Time
Airplane and Helicopter	3.0 Hours
Light Sport Aircraft	2.0 Hours
Glider and Balloon	1.5 Hours
Powered Parachute	1.0 Hours



Chapter 7

Airman Knowledge Tests

- DPE may not be involved in conducting or monitoring any portion of airman knowledge tests



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Chapter 7

Status of DPE During Practical Tests

- DPE is **not** PIC of the aircraft during a Practical Test - unless the DPE agrees to act in that capacity by prior arrangement with the applicant.
- The FAA **strongly** recommends that a DPE **not** agree to act as PIC of a flight during a practical test!



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Chapter 7

Physical Location During Practical Tests

- DPE **must** accompany applicant in aircraft during all Practical Tests
- DPE is expected to be located in the other pilot crewmember station when conducting Practical Test in an aircraft that only requires 1 pilot crewmember
- DPE may give the Practical Test from a designated jump seat or place in the cabin from which the applicant can be adequately observed, **provided another pilot who is qualified to act as the PIC occupies the other pilot crewmember station**



Chapter 7

Physical Location During Practical Tests

- If a Sport Pilot Applicant presents a single-seat LSA the SPE can proceed with the Practical Test. Pilot will have a limitation placed on his/her Sport Pilot Certificate – **“NO PASSENGER CARRIAGE AND FLIGHT IN A SINGLE-PILOT LIGHT-SPORT AIRCRAFT ONLY.”**

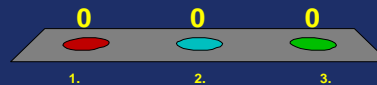


Must a helicopter DPE fly with the Applicant during full touchdown auto rotations?

1. Yes, the DPE must always be in the aircraft
2. No, the DPE can observe from the ground
3. No, auto rotations to a full touchdown must be listed on the examiner's COA letter



Response Counter



Chapter 7 Other Commercial Flying

- Flight time accrued as a DPE is **not** deemed to be other commercial flying with respect to the flight and duty time limitations stated in FAR 121, 125, and 135
- If DPE serves as a required crewmember during a Practical Test, flight time **is** deemed to be other commercial flying



Chapter 7

Experimental Aircraft

- DPE may conduct a Practical Test in an Experimental Aircraft provided that all the following conditions are met
 - Designee is willing
 - Applicant is not prohibited from accomplishing the required tasks; or
 - Another aircraft of the same category, class, and type, as appropriate, is provided for those tasks that cannot be accomplished in the experimental aircraft



Chapter 7

Public Aircraft

- Public aircraft that do **not** hold an FAA airworthiness certificate are **not** authorized for use in a Practical Test or maintaining recency of experience under Part 61
- Public aircraft are not authorized to be used for the purposes of receiving pilot training for the furtherance of a certificate, rating, or recency of experience **or for conducting a Practical Test for an airman certificate or rating**
- Prohibition on conducting a Practical Test in a public aircraft **does not** apply to military aircraft



FAR 61.45(e)

Aircraft with single controls - A practical test **may** be conducted in an aircraft having a single set of controls, provided the:

- Examiner agrees to conduct the test;
- **Test does not involve a demonstration of instrument skills**
- Proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant



Chapter 7 PCATD, BATD, AATD, FSTD

- PCATDs, BATDs, AATDs, and FSTDs Levels 1-3 are **prohibited** from use during a Practical Test
- Only FSTDs Level **4-7** and Levels **A-D** are authorized, and **only** for those Areas of Operation that are individually listed in the Tasks v/s Simulation Device Credit in the applicable PTS
 - Designee must have the device listed on their COA letter as well
- Must be used in accordance with a curriculum approved for use at a Part 141 Pilot School or Part 142 Training Center



Chapter 7

Engine Shutdown on Multiengine PT

- DPE who conducts Multiengine Practical Tests **must** discuss methods of simulating engine failure with the Applicant during the required preflight briefing
- Both the designee and the applicant must discuss **and follow** the AFM recommended procedures
- The feathering of one propeller **must** be demonstrated in flight in multiengine airplanes if equipped



Chapter 7

Number of Practical Tests Per Day

- DPE may not conduct more than **2** practical tests in 1 calendar-day (i.e., midnight to midnight)
- Unless that DPE has received **written** permission from the Managing FAA Office
- Initial Tests, Retests, Discontinuances, & Continuations of Practical Tests are **all** considered Practical Tests
- Private/Instrument Rating combined counts as 2 practical tests



Chapter 7

Number of Practical Tests Per Day

- Initial CFI Practical Tests are limited to 1 Practical Test per day
- SPEs are limited to 2 Sport Pilot Practical Tests per day & 1 Sport Pilot Flight Instructor Practical Tests per day



Chapter 7

Demonstration of Aeronautical Knowledge

- Ground Portion **MUST** precede Flight Portion of Practical Test
- No simultaneous testing – unless a crew trained under Part 141 or 142
- Trick questions must be avoided
- DPE should maintain a relaxed atmosphere
- DPE will evaluate the Applicants' Risk Management in making safe aeronautical decisions



Chapter 7

Demonstration of Aeronautical Skill

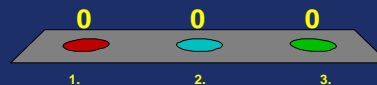
- Unsatisfactory Performance
 - Issue Notice of Disapproval, FAA Form 8060-5
 - Applicant receives credit **only** for AOAs satisfactorily completed
 - Applicant may be retested on ANY Task, even those previously passed
- Applicant may continue the Practical Test **with consent of DPE**

May a DPE give a Practical Test in an AATD?

1. Yes. If the school uses it for training
2. No. It does not qualify
3. Yes, but only after contacting the FSDO



Response Counter



Chapter 7

Letter of Discontinuance

- Prior to DPE observing unsatisfactory performance
- DPE returns ALL paperwork → issues Discontinuance
 - Does not extend Knowledge Test
 - Credit for satisfactory Tasks good for **60 days**



Chapter 7

Incomplete Practical Test

- Intent of DPE **must** be to complete the entire practical test in **1 day**
- DPEs must **not** schedule the test to be planned as a multiple day event
- Extenuating circumstances **may** allow for deviations



Chapter 7

Practical Test Briefings

- DPE **must** conduct 3 briefings:
 - Pretest
 - Preflight
 - Postflight
- Must use a written POA
- Must discuss simulated engine failure for Multiengine aircraft



Chapter 7

Accidents & Incidents During Practical Tests

- If an accident or incident occurs during a practical test, designee should ensure that PIC follows prescribed procedures for reporting the occurrence
- DPE **must** notify Managing FAA Office of the accident or incident as soon as possible
- SPEs must notify AFS-610 in the event of an accident during a practical test



Chapter 7

Conduct of Practical Tests

- DPE must not allow the conduct of successive Practical Tests to degenerate into a predictable pattern that can be recognized by Pilot Applicants or Instructors

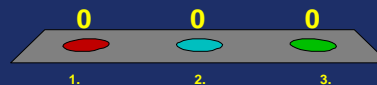


What is the Examiner required to do prior to the flight portion of the Practical Test?

1. Nothing
2. Conduct a safety briefing in flight
3. Conduct a preflight safety briefing



Response Counter



Chapter 7

Knowledge Tests

- DPEs **must** look at the embossed seal FAA Computer Knowledge Test Report & ensure that the Applicant's name and identification appear on the aeronautical knowledge test results
- Embossed seal must be legible
- Duplicate copies of the report are **not acceptable!**
 - Not even IACRA!!!



Chapter 7

Medical Certificate

- Flight Instructor Practical Tests for:
 - Original Issuance
 - CFI Renewal
 - CFI Reinstatement
- Are **not** required to hold **any** class FAA Medical Certificate if the DPE is willing to be PIC



Chapter 7 FAA (Application) Forms

- Must be completed in ink, typewritten, or IACRA
- Must be signed by the Applicant prior to beginning Practical Test
- All Unsatisfactory retests require a CFI Recommendation on the Application – FAR 61.49



Chapter 7 FAA (Application) Forms

- If the Practical test is **started** with a paper Application (8710-1 or 8710-11) it **must** be **completed** with paper
- Certification File is then sent to the Managing FAA Office **within 7 Calendar Days**
- DPE must also notify the Managing FAA Office of the reason for using paper instead of IACRA



Chapter 7 FAA Order 8900.1

“Pilot Examiners and ASI’s **must have the capability to use IACRA if the Airman Applicant elects to use IACRA.”**

- FAA Order 8900.1, Vol 5, Ch1, P. 5-52



Chapter 7 Discrepancies

“If a discrepancy that cannot be immediately corrected exists in any of the documents, return the Application and all submitted documents to the Applicant. Inform the Applicant of the reasons for ineligibility and explain how the Applicant may correct the discrepancies.”

FAA Order 8900.2A



Designated Pilot Examiners

If you cannot determine the Pilot Applicant meets the requirements for the Pilot Certificate or Rating

DO NOT CONDUCT THE PRACTICAL TEST!!!



FAA Order 8900.2A

Questions?



Restricted ATP Briefing



Federal Aviation
Administration

Restricted ATP Certification Under FAR 61.160

Presented to: Designated Pilot Examiners
By: AFS-640, Designee Standardization Branch
Date: FY 2015



OBJECTIVES

- In accordance with 14 CFR, Part 61, you will become familiar with:
 - Reasons for Restricted ATP Application
 - Restricted ATP Eligibility Requirements
 - Restricted ATP Flight Time Requirements
 - Restricted ATP “CTP” Requirements
 - FAA Advisory Circular References
 - Certificate limitations



Restricted ATP

Congress passed the “*Airline Safety and Federal Aviation Extension Act of 2012*”

Public Law 111-216

This law required that the FAA revise the ATP training and certification requirements.



Restricted ATP

As of August 1, 2013, **ALL** Airplane pilots employed in 121 Air Carrier Operations are required to hold an ATP Certificate.

Restricted ATP Certificates are issued only for the Airplane category:

Airplane Multi-Engine Land & Sea



Restricted ATP

Why would a Pilot Applicant apply for a Restricted ATP instead of a Standard ATP Certificate?

Answer:

- Not having met the 23 year age requirement for the Standard ATP Certificate
- Not having met all the flight experience requirements of 61.159 for the Standard ATP Certificate
- Or both.....

§61.160

Recurrent DPE Training, Part 2
FY 2015



Federal Aviation
Administration

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Restricted ATP

ELIGIBILITY REQUIREMENTS

- Must be at least **21** years of age.
- Must hold an **Unrestricted Commercial** with **Airplane and Instrument Rating** *or*
- Meet the **Military Experience** requirements under FAR 61.73 *or*
- Hold a **Foreign ATP with Instrument** *or* **Foreign Commercial with Instrument Privileges**

§61.153

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FY 2015



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EXPERIENCE REQUIREMENTS

Restricted ATP

1. 14 CFR 61.160(a) - Military trained with airplane single/multiengine rating or an ATP AMEL certificate concurrently with airplane type rating **with a minimum of 750 hours of total time.**
2. 14 CFR 61.160(b) or (d) - Graduate of a Bachelor's degree *in an aviation major* with airplane single/multiengine or ATP AMEL certificate concurrently with airplane type rating **with a minimum of 1,000 hours total time (60 college credits).**
3. 14 CFR 61.160(b) or (d) - Graduate of a Bachelor's degree *in an aviation major* with airplane single/multiengine or ATP AMEL certificate concurrently with airplane type rating **with 1,250 hours total time (30 college credits).**

§61.160

Recurrent DPE Training, Part 2
FY 2015



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EXPERIENCE REQUIREMENTS

Restricted ATP

4. 14 CFR 61.160(c) - Graduate of an Associate's degree *in an aviation major* with airplane single/multiengine or ATP AMEL certificate concurrently with airplane type rating **with a minimum of 1,250 hours total time (30 college credits).**
5. 14 CFR 61.160(f) - Has 1500 total hours as a pilot, **200 hours of cross country** and also meets the remaining ATP hours under 14 CFR 61.159 (i.e. 1500 total hours, 250 PIC, 75 instrument, and 100 night PIC) - **This Applicant is not required to be Military or an Aviation College Graduate.**

§61.160

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Restricted ATP CTP

- **As of August 1, 2014**
 - Applicant for an ATP Multiengine Certificate must have a Graduation Certificate from a Certification Training Program (CTP) if applying to take a ATP Multi Knowledge Test (ATM) or Practical Test for a Multiengine ATP Certificate.
 - Even if they already hold an ATP Certificate in another category/class



ATP Certification Training Program (CTP)

EFFECTIVE DATE AUGUST 1, 2014

- Required of *all* applicants for an ATP multi-engine class rating
- 14 CFR 61.156
- 14 CFR 141



ATP Certification Training Program (CTP)

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ATP Certification Training Program (CTP)

EFFECTIVE DATE AUGUST 1, 2014

- Required of *all* applicants for an ATP multi-engine class rating
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- 14 CFR 141



Restricted ATP

AC 61-138

AC 61-139



Advisory Circular

Subject: Airline Transport Pilot Certification Training Program

Date: 7/2/13

AC No: 61-138

Initiated by: AFS-200 Change:

1. **PURPOSE.** This advisory circular (AC) provides information and courseware guidelines to authorized providers, to aid in the development of a training program which meets the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.156.

2. **AUDIENCE.** The primary audience for this AC is training personnel involved in the development and delivery of an airline transport pilot (ATP) Certification Training Program (CTP) under 14 CFR part 121, 135, 141, or 142. Pilot applicants for an ATP certificate with an airplane category multiengine class rating or an ATP certificate issued concurrently with a type rating should also be familiar with the contents of this AC.

3. **RELATED CFR REGULATIONS.** Parts 61, 91 subpart K (91K), 121, 135, 141, and 142.

4. DEFINITIONS.

- a. **Flight Training Device (FTD).** A replica of airplane instruments, equipment, panels, and



Advisory Circular

Subject: Institution of Higher Education's Application for Authority to Certify its Graduates for an Airline Transport Pilot Certificate with Reduced Aeronautical Experience

Date: 7/12/13

AC No: 61-139

Initiated by: AFS-800 Change:

1. **PURPOSE.** This advisory circular (AC) provides instructions for institutions of higher education on how to obtain authority to certify students who graduate from the institution's degree program with an aviation major and otherwise meet the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.160(b), (c), or (d). Graduates of an institution of higher education that has received Federal Aviation Administration (FAA) authorization to certify graduates may be eligible to apply for a restricted privileges airline transport pilot (ATP) certificate. The total flight time requirements for a restricted privileges ATP Certificate based on a degree with an aviation major are:

- 1,000 hours for a graduate who holds a bachelor's degree with an aviation major and meets the remaining requirements of § 61.160(b);
- 1,250 hours for a graduate who holds an associate's degree with an aviation major and meets the remaining requirements of § 61.160(c); and
- 1,250 hours for a graduate who holds a bachelor's degree with an aviation major and meets the remaining requirements of § 61.160(d).

Recurrent DPE Training, Part 2
FY 2015



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Restricted ATP Limitations

The following limitation will be placed on ALL Restricted ATP Certificates:

“Restricted in accordance with 14 CFR 61.167”

ONLY those Applicants who do not possess 1500 hours total time will receive the additional limitation:

“Holder does not meet the PIC aeronautical experience of ICAO”

If the airman meets the 1500 Total flight time requirements, the certificate will carry only the limitation:

“Restricted in accordance with 14 CFR 61.167”

Recurrent DPE Training, Part 2
FY 2015



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Review

- In this briefing we covered 14 CFR, Part 61 regarding:
 - Reasons for Restricted ATP Application
 - Category/Class of Restricted ATP
 - Restricted ATP Flight Time Requirements
 - Restricted ATP “CTP” Requirements
 - FAA Advisory Circular References
 - Restricted ATP Certificate limitations



Restricted ATP

Questions?

