



# Pilot Examiner Quarterly



A Quarterly Journal for Designated Pilot Examiners  
ISSUE 03 NOVEMBER 2016



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## Mission- Aviation Safety

In an effort to assist DPEs in their daily tasks and keep them up-to-date on the latest developments in pilot certification, we created the Pilot Examiner Quarterly. This publication will address some of the problems and concerns that we have encountered in the field and offer solutions and best practices. We will also discuss recent and upcoming changes affecting the pilot certification process.

## WEB Resources

- <http://www.faa.gov>
- <https://av-info.faa.gov/DsgReg/Sections.aspx>
- <http://fsims.faa.gov/>
- [https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afs/afs600/afs630/](https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs600/afs630/)
- [https://www.faa.gov/pilots/training/airman\\_education/](https://www.faa.gov/pilots/training/airman_education/)

## ACS FAQ– Definition of Installed Equipment

The ACS Focus Team has received queries about the definition of “installed equipment” in the new Private Pilot Airman Certification Standards. The specific question concerns Task B, Navigation Systems and Radar Services, Skills, PA.V1.B.S1, Item 1, Use an installed electronic navigation system. We understand that there is disagreement amongst DPEs on what constitutes an installed navigation system.

FAA policy offices have reviewed this question. We have determined that the ACS navigation tasks in question can be demonstrated thoroughly either by using an Electronic Flight Bag (EFB), a hand held nav-com transceiver, installed equipment or any combination of these items. It appears that there was a change from “airborne navigation system” in the PTS to “installed navigation system” in the ACS that may have been unintended. In the June 2017 revision to the Private Pilot ACS, we will change the language in PA.VI.B.S1 from “installed” to “airborne.” We will also amend the language in PA.VIII.F.K7 to change “installed” to “available.”

*Since the current phrasing was not intended, DPEs should act in accordance with the revised language as stated above for Tasks PA.VI.B.S1 and PA.VIII.F.K7.*

-Richard Orentzel and Susan Parson

# Accelerated Stalls- Commercial Multi-Engine

We listen to your Questions and have the experts address your concerns

As you know, Accelerated stalls were added to the Commercial PTS several years ago. The change added the maneuver to the Airplane multi-engine land and sea. Specifically... Area of Operation VII TASK D.

## Task D: Accelerated Stalls (AMEL and AMES)

References: FAA-H-8083-3; AC 61-67; POH/AFM.

Objective: To determine that the applicant:

1. Exhibits satisfactory knowledge of the elements related to accelerated (power on or power off) stalls.
2. Selects an entry altitude that allows the task to be completed no lower than 3,000 feet AGL.
3. Establishes a steady flight condition and recommended airspeed established by the manufacturer, or in its absence, not more than  $1.2 V_S$ .
4. Transitions smoothly from the cruise attitude to the angle of bank of approximately  $45^\circ$  that will induce a stall.
5. Maintains coordinated turning flight, increasing elevator back pressure steadily and firmly to induce the stall.
6. Recognizes and recovers promptly at the "onset" (buffeting) stall condition.
7. Returns to the altitude, heading, and airspeed specified by the examiner.

This is an imminent stall recovery and the recovery should be initiated at the first indication of stall. This week, November 4th, The Airplane Flying Handbook FAA-H-8083-3B was revised to include procedures for accelerated stalls in multi-engine.

*"Accelerated approach to stall should be performed with a bank of approximately  $45^\circ$ , and in no case at a speed greater than the airplane manufacturer's recommended airspeed or the specified design maneuvering speed (VA). The entry altitude for this maneuver should be no lower than 5,000 feet AGL. The entry method for the maneuver is no different than for a single-engine airplane. Once at an appropriate speed, begin increasing the back pressure on the elevator while maintaining a coordinated  $45^\circ$  turn. A good speed reduction rate is approximately 3-5 knots per second. Once a stall warning occurs, recover promptly by reducing the AOA until the stall warning stops. Then roll the wings level with coordinated rudder and add power as necessary to return to the desired flightpath."*

You should also refer to Chapter 4 page 4-10 of the Airplane flying handbook for further information on performing the accelerated stall.

*"The objective of demonstrating accelerated stalls is not to develop competency in setting up the stall, but rather to learn how they may occur and to develop the ability to recognize such stalls immediately, and to take prompt, effective recovery action. It is important that recoveries are made at the first indication of a stall, or immediately after the stall has fully developed; a prolonged stall condition should never be allowed."*



*Cessna 7-50 Bobcat or UC-78*

It is also important that the applicant adhere to any operating limitations for the airplane you testing in.

*"Accelerated maneuver stalls should not be performed in any airplane, which is prohibited from such maneuvers by its type certification restrictions or Airplane Flight Manual (AFM) and/or Pilot's Operating Handbook (POH). If they are permitted, they should be performed with a bank of approximately  $45^\circ$ , and in no case at a speed greater than the airplane manufacturer's recommended airspeeds or the design maneuvering speed specified for the airplane."*

If you have any comments about this or any other content in PTS ACS handbooks or manuals please do so at [AFS630comments@faa.gov](mailto:AFS630comments@faa.gov).

*(The Airplane Flying Handbook FAA-H-8083-3B is available for download as at [faa.gov](http://faa.gov). Check your reference and testing documents and update your plans of action often.)*



## Pilot Examiner Quarterly

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### THIS MONTH IN AVIATION HISTORY

NOVEMBER 1926



Charles Augustus Lindbergh was the chief pilot of the Robertson Aircraft Corporation. Flying a De Havilland DH-4 on a route from St. Louis to Peoria Illinois, visibility was poor and even flying at 600 feet Lindbergh was unable to see the ground. After circling for 30 minutes he continued toward Chicago but was only able to occasionally see the ground through the fog. Fuel was running low and he elected to head out to open country, climb to 14,000 ft. and bail out. The airplane crashed on a farm southwest of Bloomington, Illinois. Lindbergh floated to ground safely and was able to locate the wreck just 500' from a farmer's house.



## Designee Registration System

Most of you are familiar with the Designee Registration System (DRS) and visit it once every two years to register for required recurrent training. But what else does this system do and what plans do we have for DRS in the future?

Think of the DRS as your training and information hub. It not only allows you to enroll from training but also allows us to send you the most current and up to date information about training and changes in policy. Our goal is "Training Now!" not two years after a policy change takes place.

One of the features of DRS that you may not know about is that once you enroll in a course you have access to that information for two years? You can go into the system and review online courses and you will also receive updates and notification for additional training at no extra cost as it comes available.

In the last few months we released new policy training on the Airman Certification Standards and small unmanned aerial systems (sUAS). The most common complaint that we received was that the designee did not receive the notifications. We found that the cause was that they did not check their job function in their profile or were using a different email then what they had listed in their profile. Make sure to go into your profile and check that all your information is correct and all the appropriate designee function blocks are checked.

DRS is used for all FAA Designee functions.

There are many other users of DRS such as Designated Mechanic examiners (DME) and Designated Airworthiness Representatives (DAR). We use a filter when we send out notifications so that DPEs only get the material that applies to their specialty. We plan on using the mass email feature more to keep you informed and aware of changes as they occur, so you don't just find out about them at your two year Recurrent DPE Training course.

Thank you for taking on the great responsibility of airman testing and representing the FAA Administrator. We depend on your honor and integrity to follow the guidance to the best of your ability. Remember to contact your managing FSDO for further clarification of policy if needed

### SUGGESTED READING

#### Electronic Flight Bags

Stay up to date on the latest guidance on electronic flight bags (EFBs). Go to [faa.gov](http://faa.gov) and search the following documents.

- AC 120-76
- AC 91-78
- AC 20-173
- Instrument Procedures Handbook Page 5-9

### ACS

#### Updated presentation

On occasion, we will send out training supplements with the DPE Quarterly. This month we have sent out an updated ACS presentation. "What, Why How?" It further explains the change in slow flight and the forthcoming changes in the Airplane Flying Handbook. Look for it in your email inbox.

### Questions To think about.

- Q: Are applicants required to carry paper charts if using EFBs?
- Q: If you discover inoperative equipment that is not required for VFR flight, may the flight continue? How?
- Q: You have COA letter that states "light multi engine airplanes". If you are current in qualified in a PA-34 may you test an applicant in a CE-310?
- Q: Must an applicant be evaluated on the ability to exercise PIC Authority? Must this be included in the preflight briefing?
- Q: What paper application do I use for Remote Pilot Certificate?



## Upcoming Courses

### Initial Designated Pilot Examiner Part 2

Section 4392	January 23-26 2017	Oklahoma City, OK	\$400 *
Section 4393	April 10-13 2017	Oklahoma City, OK	\$400*
Section 4394	June 26-29 2017	Oklahoma City, OK	\$400*
Section 4395	August 25-28 2017	Oklahoma City, OK	\$400*

### Recurrent Designated Pilot Examiner Courses

Section 4412	November 16, 2016	Honolulu, HI	\$200*
Section 4414	January 10, 2017	Portland, OR	\$200*
Section 4415	January 12, 2017	Sacramento, CA	\$200*
Section 4417	February 02, 2017	Belmont, NC	\$200*
Section 4430	February 16, 2017	Albuquerque, NM	\$200*
Section 4420	March 07, 2017	Fredericksburg, VA	\$200*
Section 4419	March 09, 2017	Nashville, TN	\$200*

*\*price is subject to change. Does not include part one online. Always check DRS for most up to date Information.*



Federal Aviation Administration  
AFS-640  
Designee Standardization Branch

## Professional Development

Professional development is an important part of any job. Keeping up with the latest technology in aviation; orders and regulatory requirements is a huge challenge .

As always check the Designee Registration System (DRS) for most current schedules. We also use DRS to keep you informed about policy changes and provide training to help you understand the latest changes.

Make sure you keep your profile up to date so you don't miss out on these notifications. Log on to: <https://av-info.faa.gov/DsgReg/sections.aspx>

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