Pilot Examiner Quarterly

A Quarterly Journal for Designated Pilot Examiners

ISSUE 09 - APRIL 2019

CONNECTIONS

14 CFR § 61.109(a)

By Wayne Phillips

Imagine a scenario where a relatively high time powered aircraft airman, such as a helicopter pilot holding a Commercial pilot certificate, has acquired, 4000 hours of "helo" time exclusively. Due to some sort of epiphany, that individual wishes to add a Private Pilot ASEL rating to the airman certificate. How much additional time, including training time, in a single-engine airplane must that rotor driver acquire to earn the ASEL rating? It would seem that a tremendous amount of experience in that powered rotorcraft could be credited toward earning that Airplane Single-Engine Land rating.

Of course, doing the due diligence, a review of the regulations at 14 CFR §61.109(a) reveals that a person must obtain at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in §61.107(b)(1). So, it might be reasonable to say that the helicopter time would satisfy some of the requirements for the 40 hours of flight time and 20 hours of flight training plus 10 hours of solo flight training. In paragraph (a), there is no apparent directive that ALL of that time MUST be in an ASEL machine. After all, in subsequent passages such as in (1) thru (5), the rule stipulates certain types of training be conducted in a "single-engine airplane" but there is no such distinction in paragraph (a).

This circumstance is addressed in the body of a recent FAA opinion dated July 29, 2018, which deserves some attention by examiners and instructors: *Section 61.109(a) does not require the 40 hours of total flight time to be conducted in the category and class of aircraft for which the rating is sought (i.e. in a single-engine airplane). However, §61.109(a) expressly requires the flight training specified in*

this issue

Mission- Aviation Safety

In 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

https://www.faa.gov/about/office_org/headquarters_offices/agc/practice_areas/regulations/interpretations/

http://www.faa.gov

https://av-info.faa.gov/DsgReg/Sections.aspx

http://fsims.faa.gov/

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https://www.faa.gov/pilots/training/airman_education/

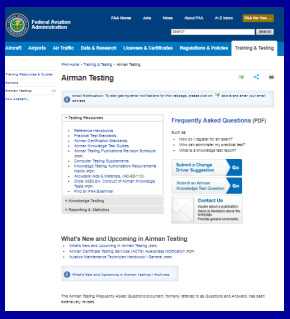
The wise adapt themselves to circumstances, as the water and air shape themselves to the vessels that float upon them.
--a slight twist on a Chinese proverb

paragraphs (a)(l) through (5) to be conducted in a single-engine airplane. It is unclear from the face of the regulation, however, whether the 20 hours of flight training from an authorized instructor must be conducted in a single-engine airplane.

The opinion continues: *Instead, §61.109 (a) requires "20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107 (b)(1)." The FAA interprets this provision as requiring both the 20 hours of flight training from an authorized instructor and the 10 hours of solo flight training to include the areas of operation listed in §61.107(b)(1). Section 61.107(a) requires a person who applies for a private pilot certificate to receive and log ground and flight training from an authorized instructor on the areas of operation listed in §61.107 (b) that apply to the aircraft category and class rating sought.*

The notion that a good portion of the previous rotor time satisfies some training requirements for an ASEL rating derails some pilots and DPE's. "Training to proficiency" due to the depth of rotorcraft experience is thought to be the path forward rather than a specific number of training hours. Although the helicopter time can be applied to the 40 hours of total flight time required, all of the 20 hours of training and 10 hours of solo training cited in the regulations must be in category and class; in this example, Airplane Single-Engine Land. Although the rotor pilot does benefit from the knowledge gained from operating a helicopter in the NAS which is a very good thing, the operation of a Cessna 182 is way different than driving a Robinson R-44 or a Bell 407. Despite a helo operator's best efforts, no cyclic will be found on the flight deck of a Beech Bonanza! Go forth and beware. -PEQ

Wayne was first designated as a DPE by the Milwaukee FSDO in 1985. Throughout his examining career with the FAA, he was associated with the Salt Lake, Denver, Wichita, and Grand Rapids FSDO's. After joining the FAA in 2004, he became the East Michigan FSDO DPE Focal Point. In 2012 he was appointed as the Great Lakes DPE Focal Point. Now with AFS-840, he is a DPE support specialist.



What's New and Upcoming in Airman Testing?

You can find out with a few simple clicks of your mouse!

Please visit the Airman Testing Web page to learn the latest on the Airman Certificate Testing Service, find a multitude of Testing Resources, including Airman Certification Standards, and get answers to Frequently Asked Questions about certification, knowledge and practical testing, and training.

Comments may be sent to: afs630comments@faa.gov

Questions Answers Comments about Designee Policy?

In an effort to make communication easier between designees and the designee policy holder, AFS-650, Delegation Program Branch, an email box has been established for stakeholders to communicate their questions, comments and concerns about designee policy.

9-AMC-Designee-Questions-Comments-Concerns@faa.gov

Helicopter CFI Practical Exam

Touchdown Autorotation Endorsement

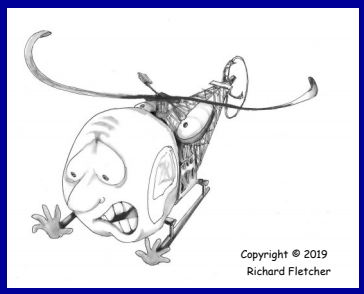
Matt Johnson, DPE

In recent months the Airman Training and Certification branch issued a notice regarding the clarification of the "touchdown autorotation endorsement" for the Helicopter CFI practical test. This notice was issued after the FAA received an email from an external stakeholder. This email read:

"I was contacted by an applicant for an Initial CFI in the XXX FSDO with an issue regarding the newly released Touchdown Autorotation Proficiency Endorsement. Per the applicant, he had never received any training in the performance of a touchdown autorotation. When the DPE arrived to administer the practical test, the DPE questioned the CFI applicant about the training he had received to obtain this endorsement. The applicant advised he had never received this training, so the DPE would not accept the endorsement.

Once the DPE advised the training school that he would be doing a touchdown autorotation during the practical test, the DPE was advised that the school did not have insurance to conduct this maneuver, so the practical test was cancelled.

It was at this time the DPE began investigating why a school would provide this endorsement without actually conducting flight training for the touchdown autorotation. He was advised that the XXX FSDO told their DPEs that this training could be conducted either by ground or flight. We believe this was not the intent of the endorsement process."



The purpose of issuing the notice was because the FAA wanted to reiterate to flight instructors, training schools, and designees, that this training is not intended to be conducted by ground training only. There is a proficiency component to this training in which the flight instructor attests to the applicant's competence in these tasks. In order to accomplish this, **the flight instructor issuing this endorsement must have flown with the applicant in order to make that determination**.

For more information related to flight instructor practical tests in helicopters, refer to FAA-S-8081-7B (with Changes 1, 2, & 3). (You can find the most recent copy of this document at https://www.faa.gov/training_testing/testing/test_standards/media/FAA-S-8081-7B.pdf.)

Most notably, changes 1 & 2 added the following language:

An examiner may accept, at his or her discretion, a logbook endorsement in lieu of demonstrating the touchdown portion of these tasks during the practical test. This logbook endorsement must be given by a current flight instructor who meets the requirements of 14 CFR part 61, section 61.195(h)(2) with a rotorcraft category and helicopter class rating on his or her flight instructor certificate that

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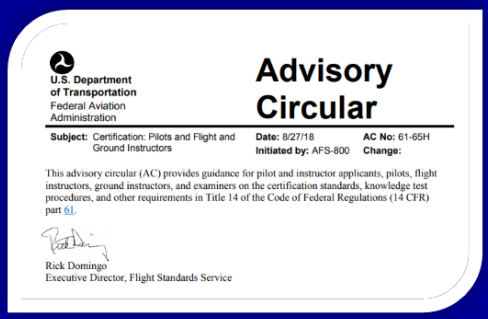
APRIL

IN AVIATION HISTORY

April 3, 1933

Two British-built aircraft, the prototype Westland Wapiti V modified into the Wallace (G-ACBR), become the first to fly over the top of Mt. Everest, at 29,802 ft. the highest point of land on earth, and to photograph the summit from above.

provided the training and can attest the applicant's competence in these tasks. The following areas must be trained, and documented in the endorsement, as evidence of instructional knowledge relating to the elements, common errors, performance, and correction of common errors related to straight-in and 180° autorotations. This logbook endorsement may be accepted, at the discretion of the examiner, provided the practical test is not a retest as a result of the applicant failing the previous practical test for deficiencies in instructional knowledge pertaining to the elements, common errors, performance, or correction of common errors related to straight-in or 180° autorotations.



U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: Certification: Pilots and Flight and Ground Instructors
Date: 8/27/18 **AC No:** 61-65H
Initiated by: AFS-800 **Change:**

This advisory circular (AC) provides guidance for pilot and instructor applicants, pilots, flight instructors, ground instructors, and examiners on the certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 61.

Rick Domingo
Executive Director, Flight Standards Service

In this scenario, the examiner is not authorized to accept the endorsement outlined above. The applicant must provide a helicopter appropriate for performing autorotations if demonstration of this task is required during the retest.

An endorsement for the Helicopter Touchdown Autorotation was made available to us in the most recent version of Advisory Circular 61-65 (Revision H) **"Certification: Pilots and Flight and Ground Instructors"**. (https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-65H.pdf) The endorsement is found in appendix A specifically endorsement number A.46 on page A-14

A.46 Helicopter Touchdown Autorotation: FAA-S-8081-7, Flight Instructor Practical Test Standards for Rotorcraft (Helicopter & Gyroplane).

I certify that [First name, MI, Last name] has received training in straight-in and 180-degree autorotations to include touchdown. I have determined that [he or she] is competent in instructional knowledge relating to the elements, common errors, performance, and correction of common errors related to straight-in and 180-degree autorotations.

WANTED FROM

DESIGNEES / INSPECTORS INSTRUCTORS and PILOT APPLICANTS Your SUBMISSIONS!!!!

Photographs: New Pilot Certifications / General Aviation Pics

Stories,Articles,Questions Topics for Discussion: Field Experiences: What have you learned that you can share with other Examiners?

For March 2019 Issue of Pilot Examiner Quarterly. Submissions should be in electronic form and are due by COB Friday, February 22, 2019.
Send to: todd.e.burk@faa.gov
SUBJECT: Pilot Examiner Quarterly, June 2019 Issue

Our continuing mission is to provide the safest, most efficient aerospace system in the world.

We strive to reach the next level of safety, efficiency, environmental responsibility and global leadership. We are accountable to the American public and our stakeholders.

- Safety is our passion. We work so all air and space travelers arrive safely at their destinations.
- Excellence is our promise. We seek results that embody professionalism, transparency and accountability.
- Integrity is our touchstone. We perform our duties honestly, with moral soundness, and with the highest level of ethics.
- People are our strength. Our success depends on the respect, diversity, collaboration, and commitment of our workforce.
- Innovation is our signature. We foster creativity and vision to provide solutions beyond today's boundaries.

To Feather or Not?

Mallory Woodcock, ASI
AFS-640 Designee Standardization

It has been a longstanding FAA policy to require an applicant to demonstrate an engine shutdown, to include the feathering/unfeathering of the propeller, during multiengine practical tests for a pilot certificate or rating. There was very little confusion. And then...

...in the twilight era of the now retired PTS, both the Private and Commercial Pilot PTS included the following note:

"The feathering of one propeller shall be demonstrated in flight, unless the manufacturer prohibits the intentional feathering of the propellers during flight."

This note was introduced namely to account for certain emerging multiengine aircraft being used for training, and presumably testing. Specifically for the Commercial PTS, it appeared in FAA-8081 -12C in November 2011. Similar is true for the Private PTS.

To muddy the water further, multiple discussions took place within testing circles debating the permissibility of utilizing an aircraft for a complete multiengine practical test in which either the manufacturer prohibited intentional feathering of the propeller; or, the aircraft simply did not have the capability of doing so. At the center of the misunderstanding was the seemingly permissive wording of the newly introduced note(s).

However, it was never intended to usurp 14 CFR Part 61.

Fast forward to the ACS. The Private Pilot ACS was introduced in 2016 and the Commercial Pilot ACS in 2017. Happily, both documents (and the revisions thereafter) have been consistent and explicit. Excerpts include the following statements:

Appendix 6: Safety of Flight Multiengine Considerations

The applicant must supply an airplane that does not prohibit the demonstration of feathering the propeller in flight.

Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations

Aircraft Requirements & Limitations

Multiengine practical tests require normal engine shutdowns and restarts in the air, to include propeller feathering and unfeathering. The Airplane Flight Manual (AFM) must not prohibit these procedures, but low power settings for cooling periods prior to the actual shutdown in accordance with the AFM are acceptable and encouraged.

Equipment Requirements & Limitations

The aircraft must meet the requirements as outlined in 14 CFR part 61, section 61.45.

Excerpt from 14 CFR 61.45:

(b) Required equipment (other than controls). (1) Except as provided in paragraph (b)(2) of this section, an aircraft used for a practical test must have—

(i) The equipment for each area of operation required for the practical test;

(ii) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the practical test;

(2) An applicant for a certificate or rating may use an aircraft with operating characteristics that preclude the applicant from performing all of the tasks required for the practical test. However, the applicant's certificate or rating, as appropriate, will be issued with an appropriate limitation.

Now, let's take a closer look at § 61.45(b)(2) above. In reading this paragraph, you could be led to believe that if an applicant provides a multiengine aircraft (as previously described) they could still be tested, but that would result in some form of limitation. A center thrust limitation perhaps? Nope. Once again we have to look carefully both at the ACS and another rule. First, we need to review 14 CFR 61.43. It states [in part] that the completion of the practical test involves performing the tasks specified in the areas of operation. This drives us back to the applicable ACS, which clearly includes the requirement to "feather the appropriate propeller" (e.g. Private ACS: Area of Operation X, Task A, *PA.X.A.S2* and Commercial ACS: Area of Operation X, Task A, *CA.X.A.S2).* This is in addition to the already discussed statements contained in the Appendices.

The only provision for the issuance of a center thrust limitation (within the Private and Commercial ACS) resides with aircraft that do not have a published Vmc speed. Period. See pages A-16 and A-19 for details.

So what's the bottom line? If an applicant provides a multiengine aircraft that either contains a prohibition by the manufacturer to perform an intentional engine shutdown (including feathering/unfeathering); or, if that aircraft cannot perform an normal engine shutdown and restart in the air (including feathering/unfeathering), then the applicant must provide another aircraft for those applicable Areas of Operation and Tasks that could not be demonstrated for certification. Naturally, this scenario also assumes that the applicant has not previously demonstrated competence in a multiengine airplane with a published Vmc (at the applicable certificate level). We hope this helps clear any lingering confusion and we welcome your feedback.

Keep that ball in the middle y'all! -PEQ

Upcoming Courses

Initial Designated Pilot Examiner Part 2

Section 5064	June 25-28 2019	Oklahoma City, OK	$480*
Section 5169	May 21-24 2019	Oklahoma City, OK	$480*
Section 5064	June 25-28 2019	Oklahoma City, OK	$480*
Section 5065	September 17-20 2019	Oklahoma City, OK	$480*

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Section 5110	May 02, 2019	Indianapolis, IN	$240*
Section 5036	May 07, 2019	Portland, ME	$240*
Section 5037	May 09, 2019	Boston, MA	$240*
Section 5039	June, 04 2019	Des Moines, IA	$240*
Section 5040	June 06, 2019	Fargo, ND	$240*
Section 5041	July 09, 2019	Grand Rapids, MI	$240*
Section 5042	July 11, 2019	Chicago, IL	$240*
Section 5043	August 15, 2019	Teterboro, NJ	$240*
Section 5044	September 10, 2019	Helena, MT	$240*

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https://av-info.faa.gov/DsgReg/sections.aspx

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