AFS-600

DESIGNEE UPDATE

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APPROVED PARTS SEMINAR

The Designee Standardization Branch, AFS-640 had previously presented an Approved Parts Seminar. However, the FAA convened a task force to conduct a thorough review of the Suspected Unapproved Parts (SUP) issue and the seminar was discontinued until the review was completed. As a result of the task force recommendations, a new National SUP Program Office, AVR-20 was established to standardize national policy. Now that standard policy is completed, the Approved Parts Seminar presented by AFS-640 will again be made available.

Attendance at this seminar is open to everyone in the aviation community, however it is mainly directed to Representatives of the Administrator, both foreign and domestic, FAA Inspectors, Civil Aviation Authorities Representatives, Aircraft, Engine and Propeller Manufacturers, Parts Manufacturers, Distributors, Suppliers, Aircarriers, Mechanics and Repair Stations. We expect the seminar will also be approved for Inspection Authorization renewal. It can also be used as acceptable training toward the Aviation Maintenance Technician Award.

Major areas covered in this 8 hour seminar are type design, conformity, quality systems, different methods to obtain approval on parts that are eligible for installation on a U.S. type certificated product, and examples of litigation as a result of the installation of fraudulent/unairworthy parts. The seminar also contains a short project everyone will be required to complete.

The seminar is tentatively scheduled to begin in October 1997. You may contact The Designee Standardization Branch, AFS-640, your local Flight Standards District Office (FSDO), or Manufacturing Inspection District Office (MIDO), for a schedule of seminar locations. If you have a personal computer with Internet capability you can access the Regulatory Support Division's home page at WWW.MMAC.JCCBI.GOV/AFS/AFS600/ for a schedule of seminars.

GEOGRAPHICAL DIFFERENCES

The National Examiner Board (NEB) was established in 1994, and it is amazing that we still encounter inspectors who have little understanding of the examiner selection process, or in some cases have never even heard of the NEB.

We also have reason to believe that a few pilot examiners were designated without being required to submit their application to the Board. Basically, this means that they were selected from outside the examiner pool, and therefore designated illegally. Eventually our computer program will create a flag in cases of this nature by comparing Recurrent and Initial Seminar attendance against the NEB database.

Another problem that exists within the selection process is the perception that the candidate must live near a particular geographical area within the FSDO boundary in order to be considered. During the interview process,

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(conducted by the FSDO), the candidate should be informed that he/she must be available for the entire District, and if this is not satisfactory, another selection can be made. It is also not uncommon for the District Office to reject the top three candidates because of their address, without even considering their willingness to travel.
Both cases exist where pilot applicants must travel a considerable distance to the examiner's location and vice-versa. If the examiner does the traveling, he/she is instructed to inform the applicant (in advance) of the additional costs involved.

If we truly want the best qualified examiner, the selection process cannot consider so called geographical needs. Consider this scenario. The District Office inspector receives a list of the top three candidates from the examiner pool for consideration. After careful review, the inspector notes that none of them reside anywhere near the far north sector of his district. Let's assume there are 10 candidates in the pool, and the number (10) person lives in that north sector. Would it be fair or wise to select the person with the least experience and currency, ahead of the highest qualified person, just in the interest of convenience?

The FAA is supposed to be in the SAFETY business, even when it's not convenient.

AIRCRAFT AIRWORTHINESS STATUS REQUIRED FOR AIRMAN CERTIFICATION PRACTICAL TESTS

A Handbook Bulletin for General Aviation (HBGA), is being issued to all FAA inspectors, and examiners. The bulletin will provide information concerning the Federal Aviation Administration's (FAA) policy regarding what constitutes an airworthy aircraft, which must be furnished by an applicant for an airman certificate or added rating when taking a practical test. This information when released, will clarify and update the guidance in volume 2, chapter 1, section 3 of FAA Order 8700.1, and chapter 5, section 1 of FAA Order 8710.3C.

In addition to regulatory guidance concerning the acceptable airworthiness status for aircraft of U.S. registry and foreign registry, some clarification may be necessary regarding the use of military and former military aircraft for certification practical tests under section 61.45(a)(2)(iii).

When released, this policy is to be emphasized by inspectors to the extent possible to ensure that all pilot examiners and certificated flight instructors are made aware of this determination. This information will also be covered during both recurrent and initial pilot examiner standardization seminars.

ATP PTS (Change 3)

The Airline Transport Pilot And/Or Type Rating Practical Test Standards dated July 1995, has had three changes. Change 1: 10/25/95 * Area Of Operation: IV. Inflight Maneuvers/ Task B: Powerplant Failure-Multiengine Helicopter. Change 2: 3/28/96 * Area Of Operation: IV. Inflight Maneuvers/ Task A: Steep Turns. Change 3: 3/27/97 * Addition to Introduction: Conditions Of Flight.

Change 3: Conditions Of Flight

The following TASKS shall be accomplished under actual or simulated instrument conditions:

1. INSTRUMENT TAKEOFF (at or before reaching 100 feet above airport elevation)
2. INSTRUMENT DEPARTURE AND ARRIVAL
3. STEEP TURNS
4. APPROACHES TO STALLS (airplanes only)
5. APPROACHES to DH or MDA (two precision, two nonprecision and circling)
6. HOLDING
7. REJECTED LANDING (instrument conditions need not be simulated below 100 feet above the runway)
8. RECOVERY FROM UNUSUAL ATTITUDES (helicopters only)

If you were not aware of changes 1 and 2, they can be downloaded from FedWorld BBS. The phone number is 703/321-3339. Internet address: ftp://ftp.fedworld.gov/pub/faa-att/faa-att.htm

DON'T FORGET YOUR HOOD

Over the years some real horror stories have been related to this office regarding actions taken by (some) inspectors and examiners when a pilot applicant forgets to bring his/her view limiting device for the test in which its use is necessary.

When discussing problems involving airmen "practical tests," perhaps we should look at each situation in a "practical" way. For example, if you were an examiner, would you issue a "Notice of Disapproval of Application," (pink slip) if the applicant forgot to bring a hood? To answer that question, some of us could easily get into a hair splitting contest, resulting in hard feelings, lost friendships, or even bruises.

The examiner standardization team has covered this subject many times during the conduct of initial and recurrent seminars. Examiners are informed to supply the applicant with a view limiting device if necessary, instead of sending him/her home, or issuing a "pink slip". The same applies to aircraft log books. It's pretty hard to determine whether an aircraft is airworthy or if an AD has been complied with without the books, but why issue a "pink slip"? Some inspectors say, "Well that's our policy, and besides, it will teach the guy and his flight instructor a lesson." We also hear statements like, "We want a paper trail on this person."

Let's regroup here for a moment. When an applicant calls and makes the appointment for the test, the examiner (or in some cases his wife), should use a check list covering items such as log books, hood, the cost of the test, etc. Doing so would eliminate many of the situations just discussed. Also, when the appointment is made, inform the applicant to refer to the check list located in the PTS booklet, and don't be surprised if you discover that they don't have one. If the instructor is the one making the appointment for the student, inform him/her that you need to talk to the student also. This process can eliminate unwanted surprises.

After the applicant arrives, you should then determine whether he/she forgot something and since the test has not begun, it would be improper to issue a pink slip. Also, if you briefed the applicant properly via the phone, you could charge a reasonable fee for the time you "blocked off" for the test.

In an effort to eliminate unfair or (unofficial) policies and to promote STANDARDIZATION, we strongly recommend that inspectors attend the recurrent seminars with their examiners.

WHAT IS PCATD ? ?

If you don't know what this new acronym means, then you need to obtain a copy of Advisory Circular (AC) number 61-126. PCATD stands for Personal Computer-Based Aviation Training Devices. The AC details only ONE means of determining the acceptability of such devices for use in instrument training curricula.

The AC states that during the past several years, there has been significant development in training aid and training device technology. This includes the development of aviation-related computer hardware and software applications. There is considerable interest in making use of new technology which may provide increased training capability at decreased cost. This AC reflects the FAA's objective to formally recognize the potential of aviation training devices for use in general aviation instrument flight training.

The new AC provides for some training time on PCATD's meeting acceptable FAA standards to be used to reduce the total flight hours that otherwise would have to be accomplished in an aircraft or a flight training device to meet the requirement for an instrument rating under part 61 or part 141. PCATD's determined to meet the criteria established by this AC may be used in lieu of, and for not more than, 10 hours of time that ordinarily may be acquired in a flight simulator or flight training device authorized for use under part 61 or part 141. However, the FAA has NOT authorized the use of PCATD's for conducting practical tests nor for accomplishing recency of experience requirements.

One important thing to remember is that when instruction is received toward meeting ANY requirement of the regulations, an authorized instructor must have presented the instruction.

Guidelines for qualification of PCATD's and their acceptability for use under Part 61 and Part 141 is carefully laid out in this new AC.

NO WAIVERS

The National Examiner Board (NEB), has been in operation since October 15, 1994. During this time nearly a thousand people have sent in their pilot examiner applications in an attempt to qualify for the examiner pool.

The leading cause for not qualifying is lack of currency. FAA Order 8710.3C requires 300 hours of Pilot In Command (PIC) time, in the past year. Many heated phone calls and letters have been received clearly stating disbelief and discord for such a high standard.

The Board is only adhering to the rules and standards that exist in the Order. Incidentally, the original Order, 8710.3A dated 1984, used the same qualification standards.

GONE BUT NOT FORGOTTEN

Ted Goble (Goble Aviation), died on June 6, 1997 in Dallas, Texas. Ted was an instructor, a pilot examiner, and most of all, a friend.

Ron Bragg, Editor

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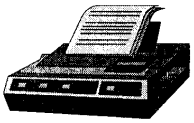

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