



# Pilot Examiner Quarterly

A Quarterly Journal for Designated Pilot Examiners  
ISSUE 10 - November 2019



## ATP and Type Rating for Airplane Airman Certification Standards

Jeff Spangler, AFS-630 Airman Testing Branch

The Airline Transport Pilot and Type Rating for Airplane, Airman Certification Standards (ACS), FAA-S-ACS-11, became effective June 28, 2019. This ACS supersedes and replaces the previous Airline Transport Pilot and Airplane Type Rating Practical Test Standards (PTS) for Airplane, FAA-S-8081-5. As with previous ACS documents, the ATP and Type Rating ACS was developed by a diverse community of aviation professionals in collaboration with the FAA. The ACS can be found on the Airman Testing website at [https://www.faa.gov/training\\_testing/testing/acs/](https://www.faa.gov/training_testing/testing/acs/).

For evaluators who have been using the Private Pilot – Airplane, Instrument Rating – Airplane, or Commercial Pilot – Airplane ACS documents, the transition to the ATP and Type Rating for Airplane ACS will seem familiar. Evaluators who have not used an ACS may need additional time to become familiar with the standards document and the airman certification system as a whole. The airman testing website provides ACS information and resources including briefings, frequently asked questions, tips for evaluators, and upcoming ACS webinars.

As a quick recap, the ACS adds task-specific knowledge and risk management elements to the Areas of Operation and Tasks providing an integrated, single-source set of standards for both the knowledge and practical tests. An integral component of the ACS is the coding of Task elements. These codes are the “thread” that links the standards to the training materials and test questions and will keep them aligned in the future. Although the FAA is transitioning to a test management system that will accommodate these codes, the Airman Knowledge Test Reports (AKTR) will continue to identify areas found deficient on knowledge tests through the use of PLT codes. We will provide more information on when you can expect to see the ACS codes on AKTRs in the near future.

Developing a Plan of Action (POA) for conducting a practical test using the ATP and Type Rating for Airplane ACS follows the same formula. Task elements added to the POA on the basis of being listed on the AKTR may satisfy the other minimum Task element requirements. The minimum elements to include from each applicable Task, unless otherwise noted within a specific Task, are as follows:

- At least one knowledge element;

- At least one risk management element;
- All skill elements unless otherwise noted; and
- Any Task elements in which the applicant was shown to be deficient on the knowledge test, if a knowledge test is required.

While there are many similarities in content and structure with the other ACS documents, the ATP Airplane/Type Rating Airplane ACS has some changes worth highlighting when compared to the PTS.

- A majority of the introductory material from the PTS is now in the ACS appendices;
- The ACS is not divided into sections and identifies when a task is class-specific instead;
- The Areas of Operations and Tasks have been reorganized, revised, and in some cases consolidated to align with the other airplane ACS documents;
- The Special Emphasis Areas in the PTS have been integrated into the ACS Tasks;
- There are additional Tasks in the Preflight Preparation Area of Operation, which incorporate the part 61 required knowledge areas for ATP applicants;
- A majority of the Task-specific notes from the PTS have been incorporated into ACS, Appendix 7;
- The PTS Approaches to Stall and Stall Recovery Task is now the Stall Prevention Area of Operation and includes the three Stall Prevention Tasks in different configurations;
- Appendix 7 provides updated guidance for the circling tasks;
- Appendix 5 includes tables which identify required Tasks for obtaining an ATP Certificate, addition of a type rating to an existing pilot certificate, and addition of a VFR only type rating to an existing pilot certificate;
- Appendix 5 also includes guidance for the removal of several certificate limitations; and
- Reference to the pilot-in-command proficiency check (i.e., 14 CFR part 61, section 61.58 check) is not included in the ACS.

THANK YOU! The FAA gratefully acknowledges the valuable support from the many individuals and organizations who contributed their time and expertise to assist in the development of the ATP/Type Rating Airplane ACS. We hope this information will help evaluators make a smooth transition to using the ATP/Type Rating Airplane ACS. We welcome your feedback as well. Please email the ACS Focus Team at [9-AVS-ACS-Focus-Team@FAA.gov](mailto:9-AVS-ACS-Focus-Team@FAA.gov).  
-PEQ

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### 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/](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/>
- [https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afx/afs/afs600/afs630/](https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs600/afs630/)
- [https://www.faa.gov/pilots/training/airman\\_education/](https://www.faa.gov/pilots/training/airman_education/)

# DMS Tip Sheet #1 – Pilot Examiner Designees Pre-approval / Post-activity



Federal Aviation  
Administration

The primary purpose of the pre-approval request is to support the FAA’s oversight and management responsibilities for designees. Knowing where a designee will be performing work, and when, allows the FAA to plan oversight activities. The post-activity report allows the FAA to gather data on designee work activity and performance to facilitate a risk-based approach to oversight.


If you need to *cancel* or *reschedule* a test, for any reason, you may not need to cancel the pre-approval request you already submitted. Instead, you have the following options when you reschedule a test:

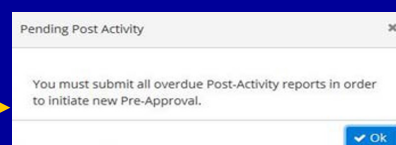
- 1.) **Change an existing pre-approval request:** You can update *any* field on the existing pre-approval request; however, a change to the location or date will require a new pre-approval request. **NOTE:** DMS will cancel the current request due to the change in location or date, but will generate a new request with the same information preloaded. You will need to update the new location or date.
- 2.) **Document changes on the post-activity report:** The post-activity report must reflect what actually occurred during the test. You can edit any field on the post-activity report. If the change is to the location or date, the system will generate a corrective action to the managing specialist. **NOTE:** Notify your managing specialist as soon as possible if you change the location or date of a test without submitting a new pre-approval request.
- 3.) **You may cancel the request:** If a test does not take place, and you do not know when the applicant will reschedule, you can cancel the request.

The table below shows the system status of both pre-approval requests and post-activity reports.

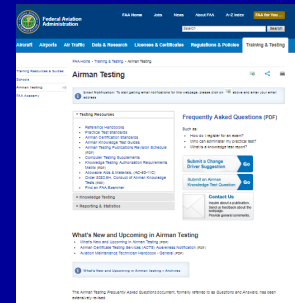
Pre-approval Request (PR)	Saved	The user has saved but not “submitted” the request*
	Pending	PR is waiting for MS approval
	Approved	The PR is approved by MS
	Completed	The related PO is complete
	Cancelled	The PR has been cancelled by the designee or system
	Rejected	The PR is rejected by the MS
Post-activity Report (PO)	Initiated	The PO is initiated by the system (this occurs when the PR is “approved”)
	Saved	The PO has saved but not submitted the PO
	Completed	The user has completed and submitted the PO
	Cancelled	The PO is cancelled (this occurs when a PR is cancelled)

## Key Points to Remember:

- 1.) You cannot create a new pre-approval for a test that has already occurred.
- 2.) A signed Form 8710-1 is not required in order to submit a pre-approval request in DMS.
- 3.) A pre-approval may be cancelled even after it is approved by your Managing Specialist.
- 4.) If you receive the pop-up message as depicted, you must complete any overdue POs before you can create a new PR. 



-PEQ



## 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](mailto: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](mailto:9-AMC-Designee-Questions-Comments-Concerns@faa.gov)

# CFI Faux Pas..... Matt Johnson, DPE



If you have been a DPE for any appreciable amount of time, it is fair to say that you have likely been called on by one or more CFIs for help or clarification on a matter related to an applicant. Whether it is about a regulation or a question about a test standard, DPEs are often looked at as the “go-to” person for clarification. And candidly, each of us should strive to be that resource (mentor) for CFIs when they call on us looking for assistance with a question. We should ensure that we stay on top of regulations, their associated changes as they come out and do all that we can to keep our knowledge as cutting-edge as we can. Do we know it all or are we a “final answer” to regulations? Absolutely not! But we owe it to those in our industry to be the best that we can be and be ready to coach CFIs when they do make mistakes.

Two recent CFI Faux Pas on one applicant resulted in opportunities for me to serve as a resource, albeit a “corrective” type resource to a young CFI. This situation, an “add-on” scenario, resulted in much embarrassment and frustration for the young CFI. Not to mention, a great deal of costs to the involved applicant.

## Add-On Blues

I can’t speak for my fixed-wing DPE brethren, however, in the Helicopter side of the industry we do a lot of “add-ons”. Lots of folks may have started their primary training in a basic fixed-wing trainer, got their certificate and decided to move on to helicopters, whether for pleasure or for career reasons.

In this example, I showed up to a city, having just left another nearby city after conducting a couple of exams. The administrative phase began shortly after meeting this young applicant. He already held a Private Pilot Certificate with an ASEL rating; he was all set for his “add-on” flight exam. Or so he and his CFI thought. I prefaced this example by saying I had just traveled to this location from another nearby city. Generally, as a matter of practice, I ask for scanned copies or photos of the applicant’s endorsements before I even travel to the flight exam location. In this example, knowing I was “right next door” and the fact that the exam

was scheduled on relatively short notice, I didn’t follow my normal practice and inspect endorsements ahead of time.

Upon examining the applicant’s logbook and endorsements it was quickly apparent this applicant’s CFI was unclear on what endorsements to give and had simply done the “I’ll just endorse the hell out of him” mentality. This is obviously (to us) wrong and presents an opportunity to coach CFI’s, both new and experienced. In this example, this add-on applicant had been given an initial student solo endorsement under the 61.87 section, his “final” sign-off endorsement included the 61.107 and 61.109 endorsements. All of these endorsements would have been correct had the applicant been an “initial” applicant for the Private Pilot Certificate, but instead he was simply “adding” the Rotorcraft / Helicopter rating to his Private Pilot Certificate.

In reality, the endorsements that should have been present in the applicant’s logbook would include a 61.31 endorsement (for solo) and a 61.63 endorsement for the actual flight exam. For reference, and to politely coach a CFI on the correct endorsements, we must look no further than Advisory-Circular 61-65 with the current version “H” (at time of this writing) which came out in August of 2018. The endorsements are readily available for “copy and paste” from the Appendix-A in the Advisory Circular.

In this situation, this is what the endorsement looks like, taken directly from the Advisory-Circular:

To act as pilot in command of an aircraft in solo operations when the pilot does not hold an appropriate category/class rating: § 61.31(d)(2).

I certify that [First name, MI, Last name] has received the training as required by § 61.31(d)(2) to serve as a pilot in command in a [specific category and class] of aircraft. I have determined that [he or she] is prepared to solo that [make and model] aircraft. Limitations: [optional].

In this 61.31(d)(2) endorsement it outlines all that is needed for the already certificated pilot to conduct solo operations. For CFI’s that are correctly using this endorsement, they do often overlook the “optional” limitations section. Additionally, for the “final” sign-off, we look specifically to 61.63 and the Advisory Circular provides us the correct

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## NOVEMBER IN AVIATION HISTORY



November is National Aviation History Month. Introduce a young person to aviation history. Take them to visit an aviation museum, introduce them to a pilot or take them for a ride in an airplane. Have them listen to a podcast about aviation history. Find and airshow event near you. Use #AviationHistoryMonth to post on social media.

endorsement as shown here:

Additional aircraft category or class rating (other than ATP): § 61.63(b) or (c).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training for an additional [aircraft category/class rating]. I have determined that [he or she] is prepared for the [name of] practical test for the addition of a [name of] [specific aircraft category/class/type] type rating.

### But wait! There's more!

The above was CFI Faux Pas one of two in this example. And the painful and most expensive one was the one that would come next.

Let me preface this and remind you that this was a young (new) CFI and his experience with "add-on's" was limited to one prior commercial applicant.

During the time I was questioning the applicant on his aeronautical experience required to establish his eligibility for the rating he was seeking I went line by line in section 61.109(c) which outlines the necessary aeronautical experience for a helicopter rating. All was good until I got to the solo requirements, specifically the solo cross country. My standard practice is to ask the applicant the date, flight time and route of flight; this is recorded on my plan of action. Afterwards, I then verify proper distances and follow-up with a logbook inspection to verify the verbal information I am given. In this case, I didn't even make it to the applicant's logbook pages to verify the verbal information he provided me. When asked to describe the details of his solo cross country he paused and said, "well it was my solo with my CFI". The look on my face was obviously telling based on the applicants immediate slouching down in his chair.

In a nutshell, it turns out that this young man had ZERO solo cross-country flight time. He did 3 hours of cross-country, however, his CFI had gone along with him.

How could this have happened? Chances are, if you have been a DPE for a while, this or something similar has happened and these are the opportunities to coach and mentor CFI's who drop the ball.

In this particular situation, the CFI had done one prior add-on applicant and it was a commercial applicant. When the time came to prepare this private add-on applicant, he simply had a lapse and made a costly error. He failed to delineate the difference between the requirements in 61.109 that specifically outline "solo flight time in a helicopter" and the requirements outlined in 61.129 where the following additional language is listed under the "solo flight time in a helicopter" – "Ten hours of solo flight time in a

helicopter or 10 hours of flight time performing the duties of pilot in command in a helicopter with an authorized instructor on board".

This was a costly and embarrassing mistake for this CFI probably one that he will never let happen again. The applicant obtained the necessary experience to be eligible for the exam and he was tested a few days later with a successful outcome. To this day, that CFI calls and emails with questions that may come up related to his applicants and their flight exams. His applicants since then have not only been "over" prepared, but the endorsements and aeronautical experience requirements have been spot on.

It is easy to get frustrated with CFIs and applicants alike, especially over endorsement issues and poorly prepared applicants. However, part of being a professional DPE is stepping up and coaching and mentoring CFIs, new and experienced alike. -PEQ



Photo by A. Pecchi AIRBUS 2019

*Drones and Model aircraft are popular gifts during the holiday season. Take time to reach out and educate the new operator. Let them know that...*

*Hobbyists must register.*

*They should get some instruction.*

*Commercial Operators require a Part 107 Certificate.*

*Don't Fly above 400 Feet AGL.*

*Don't lose line of sight.*

*Don't fly Near Airports or Manned aircraft.*

*Don't fly near people or over stadiums.*

*Don't fly for payment or commercial purposes unless specifically authorized by FAA.*



# WANTED FROM

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

Photographs: New Pilot Certifications / General Aviation Pics, Stories, Articles, Questions, Topics for Discussion, your Field Experiences. What have you learned that you can share with other Examiners?

For the January 2020 Issue of Pilot Examiner Quarterly, submissions should be in electronic form and are due by COB Friday, December 20th, 2019.

Send to: todd.e.burk@faa.gov  
SUBJECT: Pilot Examiner Quarterly  
January 2020 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.

# Verification of Authenticity

Pat Knight

## SCENARIO:

An airman holds a U.S. private pilot certificate based on the airman's foreign pilot license. The airman passes the commercial pilot practical test. Soon the Airmen Certification Branch (AFB-720) sends the file back to the examiner's managing ASI for correction. At about the same time, the FAA received a Congressional inquiry asking why the airman's commercial pilot certificate was not issued? What could possibly have gone wrong? Did the applicant meet Title 14 Code of Federal Regulations (14 CFR) § 61.123(h), which says, "Hold at least a private pilot certificate issued under this part . . .?"

Well, maybe, because the U.S. private pilot certificate is based on a foreign pilot license. The U.S. private pilot (foreign based) certificate would contain the following limitation,

"ISSUED ON THE BASIS OF AND VALID ONLY WHEN ACCOMPANIED BY [NAME OF COUNTRY] PILOT LICENSE NO. [NUMBER FROM FOREIGN PILOT LICENSE]. ALL LIMITATIONS AND RESTRICTIONS ON THE [NAME OF COUNTRY] PILOT LICENSE APPLY".

The International Civil Aviation Organization (ICAO), International Standards and Recommended Practices, Annex 1 to the Convention on International Civil Aviation requires the issuing state (U.S., in this case) to determine validity of the foreign license used as a basis.

That limitation on the private pilot (foreign based) certificate is a flag that the examiner must look further. When this U.S. airman private pilot (foreign based) certificate is used as the basis for another U.S. certificate, the airman must present a current letter verifying the authenticity of the airman's foreign license. Just because the airman has a U.S. private pilot certificate based on the airman's foreign pilot license does not mean that the certificate is valid. It may have been suspended or revoked or not valid for some reason determined by the foreign country. The letter from the Airmen Certification Branch must not have expired. Be sure to check the expiration date, typically 6 months. Some letters could expire in as little as 60 days, such is the case for United Arab Emirates.

The airman, a Congressman, the Airmen Certification Branch, the FSDO, the managing ASI, the examiner, the Airmen Training and Certification Branch (AFS-810), and many others invested numerous hours to resolve a problem that an updated verification letter would have prevented. The following website is your best source of information including when the verification is required: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/foreign\\_license\\_verification/](http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/).

## Important changes to Knowledge Test Reports!

Effective January 13, 2020, any applicant that wishes to take any Airmen Knowledge Test (AKT) for any of the airmen certificates (Any Pilot certificate, Mechanic, Inspection Authorization, Parachute Rigger) will be required to have an FAA Tracking Number (FTN).

The FTN is an 8-digit unique and permanent number assigned to each registered user in the FAA's Integrated Airman Certification and Rating Application (IACRA) system.

Beginning January 13, 2020, ALL airmen must have an FTN prior to taking any FAA AKT. To obtain an FTN in IACRA, applicants will need to register at the following link and follow the instructions provided: <https://iacra.faa.gov/IACRA/Default.aspx>.

All airmen must use IACRA to establish an FAA Tracking Number (FTN) before taking any FAA airman knowledge test. This identification number will be printed on the applicant's Airmen Knowledge Test Results (AKTR) in replacement of the Applicant ID number. The applicant is responsible for obtaining the FTN, and in no way involves the ASI's, TPE's, or DPE's. The FTN is required for the written exams only and does not change FAA Policy, as it only changes the "form and manor" for the applicant and not the process.

Also, Beginning January 2020, the FAA will no longer require an embossed, raised seal on the AKTR. Examiners and ASIs will no longer be required to verify an embossed/raised seal is present on the AKTR before conducting certification tasks requiring the airman to present a valid AKTR.

(Continued on page 6)



## Foreign License

If you are applying for a certificate issued on the basis of a foreign license under the provisions of:

- 14 CFR Part 61, Section 61.75
- special purpose pilot authorizations under Section 61.77
- using a pilot certificate issued under Section 61.75 to apply for a commercial pilot certificate under Section 61.123 (h)
- applying for an airline transport pilot certificate issued under Section 61.153 (d) (3)
- applying for a certificate issued on the basis of a foreign license under the provisions of 14 CFR Part 63, Sections 63.23 and 63.42

The Airmen Certification Branch is required to verify the foreign license before you make application for the certificate, rating or authorization. The process normally takes between 45-90 days to complete. Do not schedule any travel or testing until a verification letter has been obtained from the Airmen Certification Branch.

[Application AC 8060-71 - Verification of Foreign License and Medical Certification](#)

Foreign applicants who require a visit to a FAA Flight Standards District Office or are applying for the issuance or replacement of an airman certificate in accordance with 14 CFR 61.75 must contact their selected Flight Standards District Office upon receipt of this verification letter to schedule an appointment with a FAA Inspector or authorized certifying official. Do not anticipate an appointment earlier than two weeks after this initial contact, due to enhanced security procedures.

For more information contact Airman Certification at (405) 954-9922 or [FV3@FAA.GOV](mailto:FV3@FAA.GOV)  
[https://www.faa.gov/licenses\\_certificates/airmen\\_certification/foreign\\_license\\_verification/](https://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/)



## Upcoming Courses

### Initial Designated Pilot Examiner Part 2

Section 5303	February 11-14, 2019	OKC, OK	\$480*
Section 5304	March 31-April 03, 2020	OKC, OK	\$480*
Section 5305	June 23-26, 2020	OKC, OK	\$480*

### Recurrent Designated Pilot Examiner Courses

Section 5308	January 9, 2019	OKC, OK	\$240*
Section 5309	January 14, 2020	Orlando, FL	\$240* FULL
Section 5310	January 15, 2020	Orlando, FL	\$240* FULL
Section 5311	February 04, 2020	Philadelphia, PA	\$240*
Section 5312	February 06, 2020	Atlanta, GA	\$240*
Section 5313	February 27, 2020	OKC, OK	\$240*
Section 5314	March 10, 2020	Salt Lake City, UT	\$240*
Section 5315	March 12, 2020	OKC, OK	\$240*

\*prices and dates are subject to change. Always check DRS for most up to date information.

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

## 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>

## Pilot Examiner Quarterly ISSUE 10 - November 2019

*(Changes on Knowledge Test Reports continued from page 5)*

### Replacement Test Reports

If an applicant loses his/her original AKTR, he/she can receive a replacement from the vendor for all knowledge tests taken after January 13, 2020. Applicants will have the ability to print their AKTR directly from the vendor's website. For all knowledge tests taken before January 13, 2020, applicants must contact the FAA Airmen Certification Office (AFB-720) for copies of AKTRs.

Be advised that a notice to FAA Order 8900.1 is currently in the draft stages and will be circulated upon approval.  
-PEQ



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Designee Standardization Branch

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