



# Pilot Examiner Quarterly



A Quarterly Journal for Designated Pilot Examiners  
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## What's the Plan?

Todd E. Burk

Our instructional team is often asked "How do I construct a plan of action? What should it include? How many pages should it be?" Many of these questions are answered in FAA ORDER 8900.1, Chapter Two, Title 14 CFR Part 61, Certification of pilots and Flight Instructors.

The first action you should take is read the testing document (ACS/PTS) for the appropriate practical test from cover to cover. This includes not only the areas of operation, but the Introduction and the Appendices. This will answer a lot of questions about which items need to be tested and how. There is also an added rating table that may affect your plan if your applicant is applying for an additional rating to their pilot certificate.

Next refer to Figure 7-8A Pilot Examiner Test Guide in the 8900.2B. You can basically copy and paste the appointment phase word for word, but may want to add items to the list depending on your past experience or any policy changes. The idea of the appointment phase is to schedule an applicant, make sure they will arrive fully prepared, and you have all the information necessary to successfully complete the practical test. By doing this you avoid delays because of not having the proper endorsement, missing documents, or finding out the day of the test that the aircraft is not capable of a maneuver necessary for the test.

The ACS/PTS should be referenced to determine what if any problems should

be assigned to the applicant prior to their arrival. This will usually be an all encompassing scenario for a flight. Their planning for the scenario will be evaluated during the practical test. Having that scenario before the test will give them the time they need to work on Cross country flight planning, Weight and balance computations, Aircraft performance; and check weather.

Next follow the guidance referenced in Chapter 2 of the 8900.1. This will help you develop your questions and scenarios. Look at the objective for that task and write a scenario. Remember on ACS you will need one that covers at least one knowledge on risk management and all the skills. With PTS you will have to consider integrating the Special Emphasis Items into each area of operation.

Your scenarios don't have to be a novels but they do have to provide enough information that you can cover all the areas of operation within the testing document whether it be an ACS or PTS.

In my plans, I like to put the 14 CFR 61 requirements for the certificate or rating that is being sought within the Pretest Briefing. This will help me qualify the applicant especially if they elected to apply with a paper application and

### 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/about/office\\_org/headquarters\\_offices/agc/pol\\_adjudication/agc200/interpretations/](http://www.faa.gov/about/office_org/headquarters_offices/agc/pol_adjudication/agc200/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/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/)

I don't have IACRA to help sort out the times. Continue with figure 7-8A of the 8900.2B and interlace it with the ACS/PTS.

The key is making a document that if followed will result in a complete and efficient practical test. Send us some ideas that you use on your plans for the next issue of PEQ!!!

# SAFO 17008

## Attitude Indicator Pitch Indication Limitations

Todd E. Burk

A SAFO was released on 05/25/2017 on the subject of Attitude Indicator Pitch Indication Limitations

The purpose of the SAFO was to convey data that the NTSB noted in an aircraft accident report NTSB/AAR-14/03. A Eurocopter AS350 operating in Alaska had an attitude indicator installed that only met the minimum certification standards of the Federal Aviation Administration. (FAA) Technical Standard Order (TSO) C4C. The range of indication according to TSO C4C in pitch shall be at least plus or minus 25°. The range of indication in bank shall be at least plus or minus 100°. The attitude indicator installed on the Eurocopter AS350 only displayed the minimum  $\pm 25^\circ$  pitch indication.



The FAA states on page 8-19 of the Pilot's Handbook of Aeronautical Knowledge (PHAK): "The pitch and bank limits (of an attitude indicator) depend on the make and model of the instrument. Limits in the banking plane are usually from 100° to 110°, and the pitch limits are usually from 60° to 70°." the PHAK does not refer-

ence the minimum TSO design limitations. Operators should be aware of the design limitation of the make and model of the attitude indicator installed in their aircraft. The design of the instrument, if displaying only a minimum pitch indication of  $\pm 25^\circ$  vertically, could "peg" at this maximum or minimum pitch indication or



"tumble" and provide erroneous pitch and bank indication when the aircraft exceeds these limits. This may be extremely hazardous when the aircraft is operating in instrument meteorological conditions or confuse a pilot during an unusual attitude recovery.

"Tumbling" is referenced on page 5-19 of the Instrument Flying Handbook and an applicant should know how to recognize when an attitude indicator has tumbled and depending on what type is installed either reset it or omit that instrument from their scan. -PEQ

For more information go to:

[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/safo/all\\_safos/media/2017/SAFO17008.pdf](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/media/2017/SAFO17008.pdf)

### Pilot Examiner Quarterly

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**June 7th 1938**

**IN AVIATION HISTORY**



First flight of the Douglas DC-4E which was designed to be a much larger and improved replacement for Douglas' venerable DC-3. It featured boosted flight controls, AC power, Air conditioning, and cabin pressurization was planned for models that went into production. It was used by United Air Lines for in-service evaluation during 1939. The design was abandoned in favor of a less complex four engine design, the DC-4. The Japanese reverse engineered the DC-4E which became the unsuccessful Nakajima G5N bomber. Excessive weight, unreliability of the Mamori engines and complex systems became its undoing.



Susan Parson  
AFS-3A

## ACS Update

### Airman Certification Standards: PAR, IRA, CAX

The FAA has published the first revisions to the Airman Certification Standards (ACS) for the Private Pilot Airplane certificate and the Instrument Airplane rating, along with the first version of the ACS for the Commercial Pilot Airplane certificate, to the FAA website's [Airman Testing page](#). The effective date for these documents is June 12, 2017. The PTS for the Commercial Pilot Airplane certificate will be cancelled as of this date.

These documents incorporate many suggestions received from the aviation community over the past year. We have streamlined the private and instrument ACS and standardized the phrasing and sequencing of common task elements. In addition, we have modified elements in the Slow Flight and Stalls Area of Operation in the Private Pilot Airplane ACS (with appropriate alignment of these Tasks in the Commercial Pilot Airplane ACS) in response to aviation community feedback.

Please review these documents and be on the lookout for additional ACS information, including webinars. Should you have questions, concerns, or suggestions, please contact the [ACS Focus Team \(9-AVS-ACS-Focus-Team@faa.gov\)](#) directly (i.e., there is no requirement to channel queries {through anyone else}).

Finally, please do use the "remarks" section in IACRA to note the ACS code (s) associated with unsatisfactory Task(s) or Task elements on the practical test. This practice will help us better target trends and possible modification to standards, handbooks, and/or test questions. –PEQ

#### Exercise:

An Applicant holds...

#### ATP

Airplane Single and Multi-Engine land  
Rotorcraft Helicopter

#### Flight Instructor

Airplane Single Engine  
Rotorcraft Helicopter  
Instrument Helicopter

S/he applies for Instrument Airplane  
and Airplane Multi-Engine to their flight  
instructor certificate.

- 1.) One or two Applications?
- 2.) Are Knowledge Test(s) required?
- 3.) Can it be completed in one or two flights?

See the Answer in the next issue of  
PEQ in September!

*"Flying is a lot like playing a musical instrument; you're doing so many things and thinking of so many other things, all*



*at the same time. It becomes a spiritual experience. Something wonderful happens in the pit of your stomach."*

*-Dusty McTavish*

## BASICMED Update

Ben Ratliff  
AFS-640



BasicMed became effective on May 1, 2017 and on that day there were pilots operating aircraft in the National Airspace System using the provisions of the new and revised regulations. It will not be long before Designated Pilot Examiners will receive request for practical tests to be conducted using BasicMed.

In order to conduct a practical test using BasicMed, the applicant must provide to the DPE two documents. The BasicMed applicant must hold a current and valid U.S. driver's license and comply with all medical requirements or restrictions associated with that license. Each State determines what, if any, medical requirements or restrictions are necessary and associated with each driver's license issued. Because the purpose of the driver's license requirement is to establish, in part, the pilot's medical eligibility, an official document that establishes identity, such as a passport, may not be used in lieu of a driver's license to operate under BasicMed. Individuals whose driver's license has been revoked, suspended, or rescinded for any reason are not eligible to operate under BasicMed, unless and until the driver's license is fully reinstated. Any restrictions on a driver's license (e.g., corrective lenses, prosthetic aids required, daylight driving only, etc.) also apply under BasicMed. Similar to the pilot certificate,

The second document that must be provided by the

BasicMed applicant is the certificate of completion from an authorized BasicMed Medical Education Course (MEC). Currently there is only one source for this requirement, but other providers are expected to be authorized soon. The MEC certificate serves, for the purpose of the practical test, the only required validation of a completed Comprehensive Medical Exam Checklist (CMEC).

For the purposes of conducting a practical test, the DPE may not ask the applicant to provide for inspection the CMEC, even though the CMEC itself is readily available in the pilot's logbook. While the applicant is required to retain this document, the applicant is not required to provide this document to determine eligibility for the practical test due to the private medical information contained therein. If the CMEC is offered to the DPE by the applicant, the DPE may not review the document.

There are still some aspects of the provisions that are still being resolved and the FAA will continue to provide the most recent information on the BasicMed web page at: [https://www.faa.gov/licenses\\_certificates/airmen\\_certification/basic\\_med/](https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/). As a part of continuing effort to assist our DPEs prepare for their first BasicMed applicant, we will continue to provide information through this newsletter.—PEQ





## Upcoming Courses

### Initial Designated Pilot Examiner Part 2

Section 4394	June 26-29 2017	Oklahoma City, OK	\$400*
Section 4395	September 25-28, 2017	Oklahoma City, OK	\$400*
Section 4396	January 23-26, 2018	Oklahoma City, OK	\$400*
Section 4397	April 10-13, 2018	Oklahoma City, OK	\$400*

### Recurrent Designated Pilot Examiner Courses

Section 4424	June 13, 2017	Lincoln, NE	\$200*
Section 4425	June 15, 2017	Grand Forks, ND	\$200*
Section 4426	July 11, 2017	Grand Rapids, MI	\$200*
Section 4427	July 13, 2017	Chicago, IL	\$200*
Section 4428	August 17, 2017	Plainview, NY	\$200*
Section 4429	September 14, 2017	Helena, MT	\$200*
Section 4430	November 1, 2017	Wichita, KS	\$200*

*\*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>

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