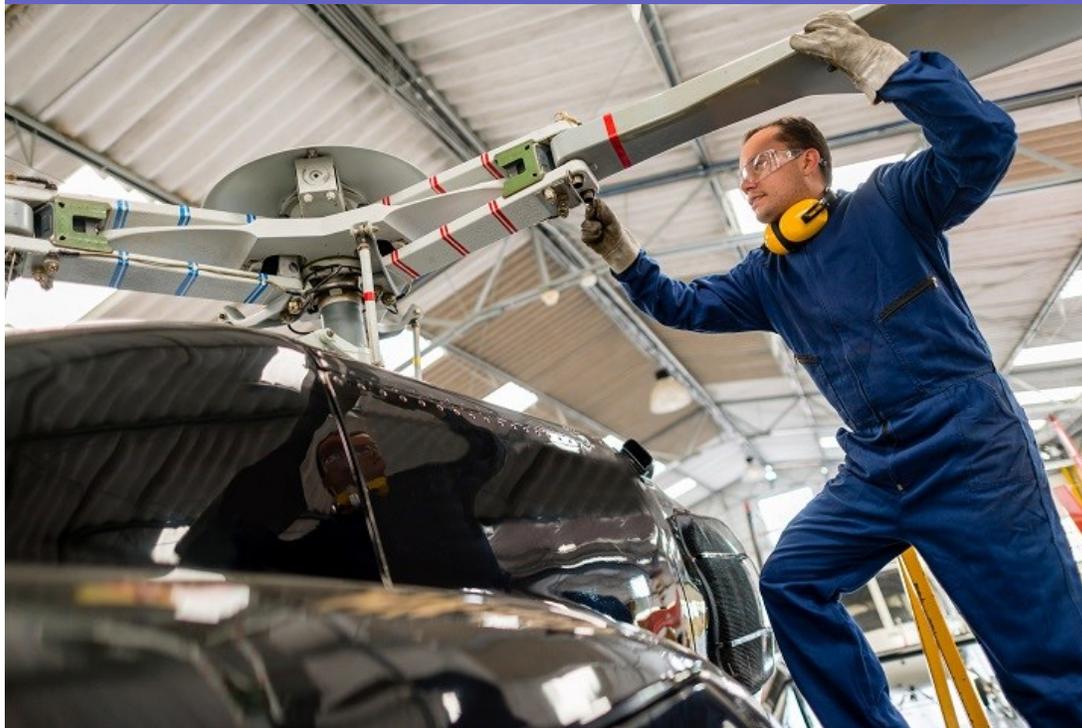




# Pilot Examiner Quarterly



A Quarterly Journal for Designated Pilot Examiners  
ISSUE 07 JANUARY 2018



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## Understanding Airworthiness (Part 2)

By Matt Johnson DPE

Last September, in part I of “Understanding Airworthiness”, helicopter DPE Matt Johnson gave us some insight as to how “airworthy” is defined in the regulations. This month continues with part II of this three part series on “Understanding Airworthiness”.

Now that we have established a definition for “airworthy” from part I of our series on Understanding Airworthiness let’s break it down.

### Build thy Helicopter

The first element that makes up the definition for Airworthy is “the aircraft conforms to its type design”.

To understand this statement let’s take a look at how an aircraft becomes “certified” and therefore conforms to a “type design”.

Imagine for a moment that you have a plan to build a new helicopter, a “normal” basic helicopter under Part 27 standards. As part of this process you will assemble the parts and pieces of this helicopter necessary for it to actually function as a flying machine. Once you have your first “test” subject (helicopter) and ready

to apply for FAA approval on this machine you will submit a plethora of items as part of the process. These items include all of the drawings, specifications, aircraft limitations and most notably, the airworthiness limitations section of the “Instructions for Continued Airworthiness”. This last section is critical as it is essentially the requirement on how the aircraft must be maintained to keep it in an “airworthy” state.

After developing and submitting all of the aforementioned items and an assortment of flight testing the FAA will issue you a “Type Design” for your particular helicopter. This doesn’t mean that you can start making “copies” of the helicopter and selling them just yet, that will require a “Production Certificate”. The “Type Certificate” comes first. The Production Certificate will come after you can convince the FAA that you have the necessary equipment, supplies, and facilities to produce the type certificated helicopter. Once this is accomplished and the helicopters are built and subsequently inspected they receive the “Standard Airworthiness Certificate” that you

### 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/)

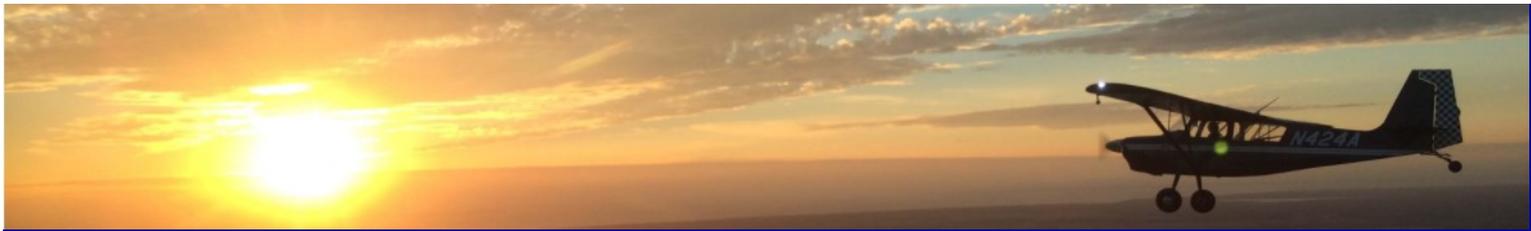
<http://www.faa.gov>

<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/)



have become familiar with by checking for its presence in the cockpit on every preflight.

As part of the Type Certificate process the FAA will produce what is known as a "Type Certificate Data Sheet". The TCDS will provide you with all of the basics of the helicopter in the way of listing all items required to be part of the helicopter as well as the limitations of the helicopter. TCDS's are easily found on the FAA's website; they are an excellent resource for CFI's (and DPE's) who may infrequently fly a particular make and model of helicopter as the TCDS will provide you will the aircraft limitations, etc.

If you have never taken the time to look at a TCDS here is the very first statement on this document: "This data sheet, which is a part of Type Certificate No. XYZ123, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations".

### The Standard Airworthiness Certificate

As alluded to earlier, the Standard Airworthiness Certificate is an important document and required by regulation to be onboard the aircraft and technically "displayed at the cabin or cockpit entrance so that it is legible to passengers or crew". (91.203(b))

Beyond the regulatory point that it must be displayed in the cockpit area the Standard Airworthiness Certificate has two very important items of information on it. The "Authority and Basis for Issuance" section and the "Terms and Conditions" area.

The first area essentially says "this aircraft has been inspected and found to conform to the Type Certificate". (sound familiar?) The certificate will contain a date of issuance and a signature of the FAA Representative signing the certificate. So, on that particular date that particular aircraft was found to "conform to the Type Certificate".

But what about the duration of the Standard Airworthiness Certificate? Does it expire? No it doesn't. This info is found under the "Terms and Conditions" section and simply states "Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness

certificate is effective as long as the maintenance, preventative maintenance and alterations are performed in accordance with Parts 21, 43 and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United State". Basically, the Standard Airworthiness Certificate is effective as long as the proper maintenance is conducted on the helicopter.

### Tying it all together

Next March, in our last installment of this series on Understanding Airworthiness we will circle back to FAR 91.7 – Civil Aircraft Airworthiness specifically paragraph (b) that reads: The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when unairworthy mechanical, electrical, or structural conditions occur". In this final section we will discuss how the pilot goes about determining whether his or her aircraft is airworthy and how to apply a decision logic when an inoperative item is found on the aircraft. -PEQ



Matt Johnson is a Gold Seal Instructor and a Helicopter DPE in the Cincinnati / Northern Kentucky FSDO District. Private—ATP examines in numerous makes and models EC-145 Air Medical SPIFR.



### HELP BUILD THE FUTURE OF AVIATION

*Can you remember your aviation mentor and how they helped you realize your dreams of becoming a pilot? Take the time to share the magic of flight with a young person and kindle that spark that will last a lifetime.*

## A Look at the new DPE Lighter than Air Recurrent

February 1st DPE's that have Lighter Than Air Balloon only will be able to meet their recurrent AFS-640 Training requirement by attending an interactive webinar in Adobe Connect hosted on Blackboard.

FAA Balloon Resource Wayne Phillips and AFS-640's Recurrent Instructor Todd Burk responded to a request from the balloon examiner community to develop training that was more suited to the unique environment of a lighter than air practical test. This course is revolutionary in that it was developed by balloon DPE's for balloon DPE's. Emelia Bernava, Brian Trapp, Kay West and Dave Sullivan rounded out members of a DPE work group that assembled the units of training and developed its content.

The course is a 2 year training subscription which includes 1-4 hour interactive webinar every six months and any additional training as needed in between webinars. All training is developed and presented by balloon DPEs. Our first class is scheduled for Thursday February 1st 2018 from 0900-1300 CDT. For more information log onto the Designee Registration System or contact Todd Burk or Tony Marci.

todd.e.burk@faa.gov  
anthony.marci@faa.gov

-PEQ

### 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, a 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)



## To Brief or Not to Brief

By Julie Paasch DPE

As I looked across the table in confusion, the applicant was looking down in his lap, fumbling with his phone as I was trying to give him a pre-oral briefing for his checkride. I finally asked him what he was doing. His response was “Oh I was just texting my friend real quick.” He held up his phone for a brief moment and I could see he had the audio recording up on his iPhone.

When I questioned him he denied that he was trying to record the checkride. That was the second time in one month an applicant had tried to secretly record one of my checkrides. After that day my pre-oral briefing changed.

During my first year as a DPE I added at least 4-5 additional items as a result of misunderstandings by applicants to my pre-oral and flight briefings. The guidance gives us a minimum of what we are required to brief. At the encouragement of my super awesome POI and through experience I have found that adding additional items have helped alleviate misunderstandings during the checkride and also clarify my expectations.

As much as the applicants like to think we are all old, out of touch, geezers, after catching both of the applicants trying to record a checkride, I started briefing it before we start. There is nothing that states that an applicant can or cannot record a checkride. However, it makes me uncomfortable, so I

make sure the applicants know.

Ever have a student do a maneuver, then ask if they can just start over and do it again because it is not going well? The very first checkride I conducted, an applicant asked me if he could just try his short field again because he landed short. Even though they should already know we are not allowed to repeat maneuvers (unless there is some kind of misunderstanding or extenuating circumstances) I always brief the applicant on repeating maneuvers. I have found this helps the applicant to try and do the maneuver well the first time. Also, it prevents them from stopping in the middle of a maneuver.

Applicants sometimes ask how many mistakes they can make during a checkride. My advice to them, “Read the ACS!” During my briefing I review satisfactory and unsatisfactory performance as stated in the ACS. I also give examples of what “consistently exceeding the tolerances” means and “failure to take prompt corrective action” Lastly, I make sure they understand if I have to intervene for the safety of the flight by physically taking the flight controls or verbally intervening that the flight is unsatisfactory. We hope by the time an applicant is taking their checkride they are familiar with the standards, but unfortunately that is not always the case. “But I didn’t think it was ok to do a go-around..”

## Pilot Examiner Quarterly

**EDITOR, DESIGN, LAYOUT AND  
SUBJECT MATTER EXPERT**

Todd Burk AFS-640  
*todd.e.burk@faa.gov*

**ASSISTING EDITOR**

Anthony Marci AFS-640

**SUBJECT MATTER EXPERTS**

AFS-3A	AFS-640
Susan Parson	Kelly Sweeten Mark Rogers
AFS-280	Randy Burke
Barbara Adams	Ben Ratliff
AFS-630	AFS-800
Chris Morris	Richard Orenzel
Robert Terry	AFS-810
AFS-650	Shawn Hayes
Steven Cline	Marcel Bernard Douglas Lundgren Allan Kash

**JANUARY**

**IN AVIATION HISTORY**



From January 1 to January 7, 1929, Carl Spaatz along with fellow Air Corps officers, Captain Ira Eaker and Lieutenant Elwood Quesada, both of whom would later become senior United States Army Air Forces (USAAF) generals, established an aviation record by keeping the airplane *Question Mark* in the air over the Los Angeles vicinity for over 150 hours.

Does that sound familiar? Brief and encourage your applicants to do go-arounds if necessary. This is a problem that has presented itself all the way up through the airline level. Pilots are afraid to do go-arounds. Whether it's there macho attitude or just trying to "save a landing." The ACS now states in the skills section that they should execute a "timely go-around if the approach cannot be made within tolerances or any other condition that may result in an unsafe approach or landing." There is a stigma that on a checkride they are not allowed to do a go-around. I find that briefing about it with the student reassures them that it is ok if they have a reason for the go-around.

I was on a flight with an Initial CFI the other day and he executed the perfect 180 degree power off landing, but he was like a mime and didn't say a word throughout the entire maneuver! Again during my pre-flight briefing I inform that applicant that I am not going to prompt them to teach. That the expectation is they teach during the entire flight. Sometimes the applicant get so focused on a maneuver that they forget that they are supposed to teach.

These are just a few examples of the additional items that I brief. I encourage you to think about circumstances where there may have been confusion from the applicant and add those items to your briefing. Hopefully those additional elements will make the checkride go smoother, alleviate any misunderstandings, and set the applicant up for success. - PEQ



## Assure Continuing Safety with FAA Wings

David St. George

Every flight test is obviously unique but there are some general repeating themes. The post test briefing can be simple and complimentary or long and cautionary depending on how well an applicant performed. Due to the pass/fail nature of the FAA test process, even a 71% is going to get a pilot certificate. Just For this reason, I would encourage every examiner on every successful evaluation to also issue FAA Wings. This is especially important if the applicant is clearly still tenuous and solidifying certain skills.

They made it over the bar (just barely) and you want to make sure they will be safe going forward. What better tool than getting them involved in recurrent training with FAA Wings? [Here is an on-line tutorial](#), with pictures and actions to facilitate your first couple times through this process. Admittedly, the Wings Website can be challenging until you use it a couple of times. If you follow this simple guide I promise it will only take 5 minutes max and what a wonderful gift to a new pilot to assure future safety! Access this DPE training here: <http://bit.ly/DPEwings> -PEQ



*Julie Paasch is a DPE in Salt Lake City, UT; She has a B.S. in Aeronautics from UND and a Masters in Education From Westminster College. She is a master instructor, has been an examiner for 2 1/2 years and has accumulated 4500 hours of which 2700 are dual given.*



*David St. George is a Master CFI, 141 Chief Instructor, FAA DPE, ATP (ME/SE) in Ithica, NY*

## WANTED FROM

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

Photographs: New Pilot Certifications / General Aviation Pics

Stories:

Articles:

Questions:

Topics for Discussion:

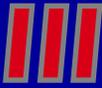
Field Experiences:

What have you learned that you can share with other Examiners?

For March 2018 Issue of Pilot Examiner Quarterly. Submissions should be in electronic form and are due by COB Friday, February 23rd, 2018. Send to: [todd.e.burk@faa.gov](mailto:todd.e.burk@faa.gov)  
SUBJECT: Pilot Examiner Quarterly, March 2018 Issue



*Photo of a future pilot in a toy aircraft with Paramount Airways livery was taken in Queensland Australia Circa 1925.*



# The 12 Month Ritual

## An Inspector's Viewpoint

By Wayne Phillips  
AFS 840 DPE Specialist

It creeps up on us that annual "look see." It is a rare DPE who says, "Oh! It's already time for my 12 month's observation of a complete practical test by a real FAA Inspector! Of course, this periodic inspection of a DPE's processes and procedures is prescribed in the FAA's Aviation Safety Inspectors: Order 8900.1.

### "13-520 OVERSIGHT.

**A. Surveillance.** *Surveillance should include at least one visit every year to an examiner's base of operations. The inspector may observe a pilot examiner conducting a complete test any time the examiner's performance indicates that such an observation is necessary.*

**B. Inspections.** *The inspector must observe a DPE conducting a complete practical test of an applicant at least once every 12 calendar-months. The objectives of the inspection may include: Personal observation of DPE Conducting a practical test...."*

Back in the day, the annual observation could have taken three paths: 1) a proficiency check administered to the DPE by the ASI; 2) the ASI "acting as an applicant"; 3) observation of a practical test. Options 1) and 2) were eliminated a few years back. So, why? What's up with this observation business? In short, it is Quality Assurance or an audit to determine that the designee system is healthy and still working. The testing process is so important that the focus needs to be there. Such oversight was cited in a somewhat unflattering report from the Government Accounting Office back in 2004 cautioning the FAA to "strengthen its management of Designee programs."

So, let's be honest here. When an ASI shows up at the testing site and states to an applicant, "Hi! I am here to watch your Examiner conduct your practical test. I am *really* only watching the DPE's performance just to make sure it's all being done correctly," the applicant is apt to think that s/he is being observed and not the examiner.

It would be a rare ASI who would not be sensitive of the additional pressure that can be imposed on the applicant *and* the DPE. De-meanor is so important. No matter how we try to put the folks at ease, the ASI is really that "elephant in the room". As an ASI who is still current and qualified in both Falcon 20's and



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.

Hot Air Balloons, even I confess that even I become more stressed and self-conscious when I am being evaluated by one of my FAA colleagues during the annual check-ride. Most DPE's make an effort to make the applicant comfortable prior to the start of the test. You, know how it goes. "How did you get interested in flying? What are your goals and aspirations in aviation?" ASI's should probably take the same approach with both the applicant and DPE. Smile. Warm handshake. All the pleasantries.

During the qualification process, I'll review the paperwork and logbooks after the DPE has checked them. This is part of the DPE inspection process. I have found on several occasions a missing endorsement or other glitch in the applicant's logbook. For example, I noted in one balloon applicant's pilot and aircraft logbooks that all flight times were *exactly* one hour. I said, "How can that be?" The applicant stated, "Well, when it's only a few tenths off, I will round up or down." ... Definitely one of those moments that we as inspectors may peer at the applicant over the top of our reading glasses and ask the examiner what they are going to do.

During the oral, I stay out of the applicant's field of vision: just sitting in the corner taking it all in and remaining quiet. It's the examiner's ride and it is my job just to observe and not intervene. If I can be accommodated in the balloon or airplane, I stand or sit there

observing the performance, enjoying the ride, and taking notes making sure that all tasks are covered and that the Plan of Action is followed for the most part.

Depending on a positive outcome, I participate in the congratulations, stating that the new pilot now has bragging rights since he successfully completed his test and even had a "FED" on board. If the ride did not go well, I let the examiner run out the clock but try to offer some encouragement to the applicant.

In all the observations I have conducted, I find that the examiner generally does it right. After all, who would not try to get it right with "Big Brother" watching? You might be curious as to what my most common observation is. It would be a lot of rote questioning with little continuity. In my last observation, the first question was, "What is wind shear?" Next question: "When do you need lights?" Which left me scratching my head. Where's the story? Where's the scenario? Most common suggestion: "More 'what if' questions rather than just 'what' questions."

A couple of final thoughts... There is always a question: "When should the DPE inform the applicant that an ASI is coming along?" Some may disagree, but I suggest the day before or the morning of the flight. Unless the DPE can't arrange with the aircraft operator to hold back some fuel for a "possible" observer, getting the applicant all worked up days in advance is probably not the best tack to take. I explain that I just might not make it for whatever reason. Illness. Traffic. Work priorities. So, why get the applicant all hot and bothered days before the test?

Most every applicant whom I encountered over the years was appreciative of the experience and actually thanked me for coming along. In many instances, these were cases of the FAA being able to interface for the first time with a new pilot and make a very positive impression" -PEQ



## Questions

&

## Answers

### Question:

With regard to power on stalls have we eliminated the language that referred to less than full power being OK for high performance aircraft as long as it was not reduced below 65%? My memory tells me that it was explicitly stated in the past that in high performance aircraft you could reduce it to no less than 65% of take off power for power on stalls. Rationale for this was that on high-performance Aircraft you might exceed 30 degree pitch and therefore need a parachute.

Looking in the current guidance it appears that we now use 65% or less for all power on stalls with regard to multi engine aircraft. Is this true?

-Alan Miller DPE Atlanta, GA

### Answer:

*From what I have been able to find, looking at the handbooks, orders, ACs, and ACSs, there is no mention of given power setting for power on stalls except in the ACSs (private and commercial). Both ACSs state: "Set power (as assigned by the evaluator) to no less than 65 percent available power". But the ACSs also state in Appendix 6 that the power may need to be set at a lower value called for in the ACSs in order to prevent excessive high pitch attitude (30 degrees).*

*In general, we encourage DPEs to conduct the practical test based on current regulations, standards, guidance and policies. It is very easy to go about our ways based on methods we remember to be true from the past (or doing what we have always done). There have been many changes, especially in the slow flight and stall area of operation. No choice but to study up on what is current. Kudos to you for raising the issue.*

-Ben Ratliff AFS-640

### Question:

The question revolves around the commercial ACS and the Power-Off 180 Accuracy Approach and Landing and whether a go-around is considered unsatisfactory or good risk management and judgement, try the

landing again.

We have a group of DPE's and some ASI's that say the Power-Off 180 Accuracy Approach and Landing is unsatisfactory if the applicant elects to go around when he/she determines they will either undershoot or over shoot their specified touchdown point.

The other group of DPE's and ASI's (This is the group I am in) see as a go around on the Power-Off 180 Accuracy Approach and Landing as good judgement and risk mitigation and allow the applicant to try the Power-off 180 one more time. If they are unsuccessful on the second try, then the landing will be unsatisfactory.

Under Risk Management in the ACS for the Power-Off 180 Accuracy Approach and Landing, it talks about abnormal operations, to include planning for rejected landing and go-around. So it sounds like a go-around would be okay if the pilot deemed it necessary. Is that the intent?

Thanks for your help,

Tom Beach FAA FLM  
PDX-FSDO-9

### Answer:

*Of course safety and risk management are always an important consideration when performing any task from the PTS or ACS. The question about whether the applicant can do a go around if it looks like they are going to tank the maneuver has been asked ever since the Power-Off 180 Accuracy Approach and Landing was reintroduced to the Commercial Pilot Airplane PTS in early 2000s. So if they do go around is it sat or unsat? First reference FAA 8083-3B Airplane Flying Handbook for a description of the maneuver. Next look at the ACS. In the Knowledge Section, it states "the applicant demonstrates understanding of the purpose of a power off approach." The power off approach is basically a simulated engine failure. The applicant needs to adjust air-speed, drag devices, and configure the aircraft as needed to increase or decrease drag i.e slip, flaps, slats, spoilers. The end result should be Touch down within -0/+200 feet from the specified touchdown point with no side drift, minimum float, and with the airplane's longitudinal axis aligned with and over the runway centerline. If they are going to land short of the runway or past their point and choose to go around...yes, that is good judgement but the maneuver is **unsatisfactory** because they did not touch*

*down within +200 feet of the specified touchdown point as required by the ACS. By the same token, if they are going to touch down short of the runway; do not initiate a go around and the examiner takes control of the aircraft to prevent it from touching down off the runway, it would also be unsatisfactory. It would be unsat not just for not only missing the touchdown point but also exercising poor aeronautical decision making.*  
-Todd Burk AFS-640

Question: May a law enforcement officer use time acquired in a public use aircraft for the furtherance of a certificate or rating?

Answer:

*This question was asked by the Marion County Sheriff's department when a DPE refused to accept flight time that was logged in the departments OH-58. The DPE was citing 8900.2 Chapter 7, Paragraph 10 d (2):*

*"In accordance with Public Law (PL) 106-424, Sec. 14, Crediting of Law Enforcement Flight Time, if a pilot for a Federal, State, county, or municipality law enforcement agency is engaged in a law enforcement flight activity in a public aircraft, the pilot may log that flight time for the purposes of § 61.51(a)(1) and (2). However, in accordance with PL 103-411 and 49 U.S.C. § 40102, a public aircraft is not authorized to be used for the purposes of receiving pilot training for the furtherance of a certificate, rating, or recency of experience or for conducting a practical test for an airman certificate or rating."*

*Well the 8900.2 is INCORRECT and is being updated. On August 21st 2009 the FAA Revised 14 CFR 61.51 (j). The revision to this section corrected an error in an earlier version of the rule that prevented the logging of flight time in certain aircraft. In the preamble to the final rule, the FAA provided clarification concerning the logging of flight time in public aircraft. §61.51 (j) states...*

*(j) Aircraft requirements for logging flight time. For a person to log flight time, the time must be acquired in an aircraft that is identified as an aircraft under §61.5(b), and is—*

*(1) An aircraft of U.S. registry with either a standard or special airworthiness certificate;*

*(2) An aircraft of foreign registry with an airworthiness certificate that is approved by the aviation authority of a foreign country that is a Member State to the Convention on International Civil Aviation Organization;*

*(3) A military aircraft under the direct operational control of the U.S. Armed Forces; or*

*(4) A public aircraft under the direct operational control of a Federal, State, county, or municipal law enforcement agency, if the flight time was acquired by the pilot while engaged on an official law enforcement flight for a Federal, State, County, or Municipal law enforcement agency.*

*So as long as they obtained the time while engaged in law enforcement activities, it can be used for a practical test. - Todd Burk AFS-640*



## Upcoming Courses

### Initial Designated Pilot Examiner Part 2

Section 4707	January 23-26, 2018	Oklahoma City, OK	\$480*
Section 4708	April 10-13, 2018	Oklahoma City, OK	\$480*
Section 4709	June 26-29, 2018	Oklahoma City, OK	\$480*
Section 4710	September 25-28 2018	Oklahoma City, OK	\$480*

### Recurrent Designated Pilot Examiner Courses

Section 4728	January 9, 2018	Lakeland, FL	FULL
Section 4729	January 10, 2018	Lakeland, FL	\$240*
Section 4730	January 11, 2018	Lakeland, FL	\$240*
Section 4731	January 17, 2018	Oklahoma City, OK	\$240*
Section 4732	February 22, 2018	Minneapolis, MN	\$240*
Section 4733	February 13, 2018	Philadelphia, PA	\$240*
Section 4734	February 15, 2018	Atlanta, GA	\$240*
Section 4735	March 3, 2018	Salt Lake City, UT	\$240*
Section 4736	March 8, 2018	Denver, CO	\$240*
Section 4737	March 21, 2018	San Diego, CA	\$240*
Section 4738	March 22, 2018	San Diego, CA	\$240*
Section 4739	April 4, 2018	Phoenix, AZ	\$240*
Section 4740	April 5, 2018	Phoenix, AZ	\$240*
Section 4741	April 24, 2018	Seattle, WA	\$240*
Section 4741	April 26, 2018	Anchorage, AK	\$240*

### Lighter than Air Recurrent Designated Pilot Examiner (Webinar)

Section TBD	February 1, 2018	0900-1300 CDT Via Adobe Connect.	\$240
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*\*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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Federal Aviation Administration  
AFS-640

P.O. Box 25802  
Oklahoma City, OK 73125-

(405) 954-4220 ph  
(405) 954-4748 fax  
[www.faa.gov](http://www.faa.gov)