AFS
AFS-600

# DESIGNEE UPDATE

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## RECURRENT SEMINAR EXTENSION

Many pilot examiners have commented that the one day seminar is too fast moving and busy. With the advent of the new FAR Part 61, PTS's, Basic Airplane Flying Handbook, and ACRA etc., the AFS-642 Standardization Team is planning to add a day to the recurrent seminar in the near future. A thorough pre-seminar study guide is being developed that will include practice tests. The guide will better prepare attending examiners for questions in generic subject areas as well as information pertinent to their specific designation and category of aircraft.

## FALSE HOPE

Several complaints have been received by the National Examiner Board (NEB) regarding examiner appointments. Some examiner applicants claim they have been given false hope of being selected by a Flight Standards District Office (FSDO) inspector, only to find out they did not make the selection list. Inspectors have no source of information to indicate that a candidate in the examiner pool will, or will not, make the top three on the selection list. No one, inspector or applicant, should make assumptions.

Many examiner applicants are calling almost on a daily basis requesting their status. As stated before, this only slows the qualification process down. When you are qualified by the Board, you will be informed by letter.

## NEB APPLICATION CURRENCY

If you have sent a designee application to the NEB, it is important to remember that the application is **kept on file for only two years**. Even though the letter you received from the NEB stated that you were qualified and had been placed in the designee pool, you will not remain qualified indefinitely. A new application must be submitted after two years have elapsed.

Maintaining recency of experience requirements is very important. It is possible that during your selection interview with the prospective FSDO, you may discover that you no longer meet the recency requirements, especially if a year or two have elapsed. It is important to maintain an accurate log book that will substantiate recent experience as well as total flight experience. Without proper

documentation, it may not be possible to select you as a pilot examiner.

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## UNBELIEVABLE !!

The initial pilot examiner training conducted at Oklahoma City, goes the extra mile in an effort to express the importance of conducting oral testing that is fair, complete, and most importantly, realistic. Yet, the Pilot Examiner Standardization Team continues to hear complaints regarding questions asked by examiners.

The following are examples of some of the questions and statements made during recent oral questioning:

- Tell me all you know about the hydraulic pump.
- What happens if the engine will not start?
- What are you going to do if the weather turns bad?
- What happens if you get sick in the airplane?
- If you walk up to an airplane and see a puddle under it, "you ask", "what does this mean to you"?

And many questions that could simply be answered with "yes" or "no", like:

- "Can you tell me what ...?" "Can you explain how ...?" etc.

The examiner may have had good intentions when asking these questions, but there was very little thought in constructing them. Every examiner since 1978, has been instructed in the art of constructing good test questions as well as the importance of using a plan of action, yet the reports continue.

In reading this, you might conclude that the complaints are coming from pilots who failed the test, or from those who simply didn't like the examiner. We do get complaints in both categories, but we receive many more from pilots who have passed, but felt that the test was weak and not at all challenging.

Questions that are open-ended or that could have multiple answers, have no place in modern day testing. We teach our examiners to use a plan of action that contain questions designed to measure the appropriate knowledge required for the certificate or rating sought. Anything else is unacceptable.

Flight instructors who are trying to do a good job in preparing their students, become very upset when the student reports that the examiner seemed unprepared and confused about what to ask next.

Here is one of **OUR** well thought out questions. If you are an examiner, are you using a plan of action?

**IT IS REQUIRED!!!**

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## DO I KNOW YOU ?

FAA inspectors may renew a flight instructor's certificate by "acquaintance"; however, pilot examiners **must** conduct a check ride for either the renewal or the reinstatement of that certificate. FAA Order 8710.3B, page 13-3, paragraph 11, allows the examiner during the renewal or reinstatement process to test all or a portion of the instructor practical test that the examiner deems necessary. Also, it is important to note, that pilot examiners **do not** have the authority to renew their own flight instructor certificate even if they used a mirror!

The holder of an expired flight instructor certificate issued **AFTER** November 1, 1975 may have all ratings on that certificate reinstated by satisfactorily completing one practical test. The applicant need not provide a complex airplane for the test.

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## CHECK MORE THAN THE TEST SCORE

Computerized Testing Centers routinely ask applicants key questions prior to taking the knowledge test to assure that the proper airmen test is being administered. It has become apparent that either the questions being asked by the Center's personnel, or the applicant's responses are being misunderstood.

This confusion may be the result of the applicant misstating his/her qualifications. Another factor to consider is that testing center personnel are not

required to be pilots or necessarily knowledgeable about aviation.

The following is an example of several situations recently reported:
An applicant for the private pilot knowledge test was simply asked if he wanted to take the "long" test or the "short" test. It is easy to predict what length of test would be chosen. It is unlikely that other questions were not asked. However, the Private Pilot Transition test was administered (Recreational Pilot to Private Pilot).

The examiner read "Private Pilot" and did not notice the third word: "Transition", but Airman Records in Oklahoma City did notice. The brand new private pilot suddenly was no longer a private pilot-- and had both a written and a practical test to retake.... at an additional cost.

**EXAMINERS:** Make certain the appropriate test was administered. The correct test title will be shown on the test report, however; some test reports may not show the code (PAR, PAT, IRA, IAS, etc.) to which you have been accustomed.

**A REMINDER:** Knowledge deficiency indicated by Subject Matter Knowledge Codes must be reviewed with the applicant by the instructor in accordance with FAR 61.39. Examiners conducting a practical test shall note the failed areas to identify possible deficiencies which may affect the applicant's flight performance in accordance with the Pilot Examiner Handbook Order 8710.3B, Chapter 5, § 19 B. These codes are found in each of the appropriate Knowledge Test Guide Advisory Circulars as well as some commercial publications.

## INITIAL FLIGHT INSTRUCTOR TESTING AUTHORITY

During the pilot examiner selection process, the NEB, has noticed that many applicants are requesting certification for conducting initial flight instructor testing (FIE). When informed that they do not qualify to hold that designation, they complain to us that their FSDO had already informed them they would be granted that designation.

Also, it is not uncommon for those attending the initial pilot examiner seminar to inform us that they too were being given initial instructor testing authority.

The Pilot Examiner Handbook, Order 8710.3B, clearly states on page 2-6/7, that the candidate must have held a CE and/or CIRE designation, as appropriate, for at least **1 year** prior to designation as an FIE.

It is also important to note that issuing the **FIE** authority was not intended to be on going. Initial flight instructor testing is usually done by an Aviation Safety Inspector (ASI), but if the FSDO is experiencing a back log, they may issue a temporary FIE designation to an experienced examiner.

## 1996 PILOT EXAMINER SEMINARS

**(IN) Initial Seminars**

| ID # | Location | Dates |
|---|---|---|
| 789605 | Oklahoma City, OK | Sep 30/Oct 4 |
| 789701 | Oklahoma City, OK | December 2-6 |

**(RE) Recurrent Seminars**

| ID # | Location | Date |
|---|---|---|
| 769631 | Allentown, PA | Aug. 7 |
| 769632 | Farmingdale, NY | Aug. 7 |
| 769633 | Los Angeles, CA | Aug. 20 |
| 769634 | Long Beach, CA | Aug. 22 |
| 769635 | Little Rock, AR | Sep. 11 |
| 769636 | Winston-Salem, NC | Sep. 11 |
| 769637 | Fort Worth, TX | Sep. 18 |
| 769638 | Baltimore, MD | Sep. 18 |
| 769701 | Columbus, OH | Oct. 18 * |
| 769703 | Memphis, TN | Nov. 6 |
| 769704 | Honolulu, HI | Nov. 6 |
| 769705 | Lubbock, TX | Nov. 20 |

*Changed since previous issue

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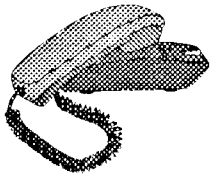
**To Register for an Examiner Seminar**



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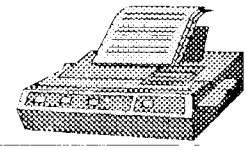
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