

Ballonspezifischer Auszug

aus dem

"NOTICE OF PROPOSED AMENDMENT (NPA) NO 200817B (B. PartFCL)"

der

EASA

vom

03. Juni 2008

EXAMINER

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I Draft Opinion PARTFCL

ANNEX I TO IMPLEMENTING REGULATION - PARTFCL

SUBPART K - EXAMINERS

SECTION 1 - Common requirements

FCL.1000 Examiner certificates

- (a) *General.* Holders of an examiner certificate shall:
 - (1) hold a licence and rating at least equal to the licence or rating for which they are authorised to conduct skill tests or proficiency checks and the privilege to instruct for this licence or rating;
 - (2) be qualified to act as pilot in command of the aircraft during a skill test or proficiency check.
- (b) *Special conditions.*
 - (1) In the case of introduction of new aircraft, when compliance with the requirements established in this Subpart is not possible, the competent authority shall issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 3 years.
 - (2) The holder of a certificate issued in accordance with (b)(1) who wishes to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements established for that category of examiner.

FCL.1005 Limitation of privileges in case of vested interests

Examiners shall not conduct skill tests or proficiency checks for applicants whom they have instructed for that licence or rating.

FCL.1010 Prerequisites for examiners

Applicants for an examiner certificate shall demonstrate:

- (a) relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- (b) that they have not had their licence suspended, limited or revoked during the last 3 years;
- (c) that they have not been subject to the application of any sanctions for non compliance with this Part or PartOPS during the last 3 years.

FCL.1015 Examiner standardisation

- (a) Applicants for an examiner certificate shall undertake a standardisation course provided by the competent authority or by an approved training organisation and approved by the competent authority.
- (b) The standardisation course shall include, at least:
 - (1) 1 day of theoretical instruction;
 - (2) observation of 1 skill test or proficiency test for the licences or ratings for which the applicant seeks the privilege to conduct tests and checks.
- (c) The standardisation course shall contain instruction on the applicable requirements of PartFCL and PartOPS, the conduct of skill tests and proficiency checks, and their documentation and reporting. Examiners shall also be briefed on the protection requirements for personal data, liability, accident insurance and fees, as applicable in the Member State where they exercise their privileges.

FCL.1020 Examiners assessment of competence

Applicants for an examiner certificate shall demonstrate their competence to the competent authority through the conduct of a skill test or proficiency check in the examiner role for which privileges are sought, including briefing, conduct of the skill test or proficiency check, and assessment of the person to whom the test or check is given, debriefing and recording documentation.

FCL.1025 Validity, revalidation and renewal of examiner certificates

- (a) *Validity.* An examiner certificate shall be valid for 3 years.
- (b) *Revalidation.* An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:
 - (1) conducted at least 3 skill tests or proficiency checks every year or, in the case of FE(S), FE(B), and FE for the LPL(S) or LPL(B), 3 skill tests or proficiency checks during the validity period;
 - (2) attended an examiner refresher seminar provided by the competent authority or by an approved training organisation and approved by the competent authority.
 - (3) One of the skill tests or proficiency checks completed in accordance with (1) shall have been observed by an inspector from the competent authority or by a senior examiner specifically tasked by the competent authority to do so, in accordance with the applicable national legislation.
- (c) *Renewal.* If the certificate has expired, the applicant shall comply with the requirements in FCL.1015 and FCL.1020 before he/she can resume the exercise of the privileges.
- (d) An examiner certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in FCL.1010 and FCL.1030.

FCL.1030 Obligations for examiners

- (a) When conducting skill tests and proficiency checks, examiners shall:
 - (1) ensure that communication with the applicant can be established without language barriers;
 - (2) verify that the applicant complies with all the experience or instruction requirements established by this Part for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test or proficiency check is taken;
 - (3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
- (b) After completion of the skill test or proficiency check, the examiner shall:
 - (1) inform the applicant whether he passed or not the test or check. When the applicant hasn't passed the test or check, the examiner shall also inform him/her of the consequences of that fact, of the requirements he/she will have to comply with in order to exercise the privileges sought, and of his/her right of appeal to the competent authority that issued, or to whom the pilot has applied for the issue of, the licence, rating or certificate for which the skill test or proficiency check was performed;
 - (2) in the case of proficiency checks for revalidation or renewal, endorse the pilot's licence or certificate with the new expiry date of the rating or certificate;
 - (3) provide the pilot with a signed report of the skill test or proficiency check and submit without delay copies of the report to the authority referred to in (1), and to the competent authority that issued the examiner certificate. The report shall include:
 - (i) a declaration that the examiner has received information from the pilot regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements of this Part;
 - (ii) information on the exercises and manoeuvres performed during the skill test or proficiency check, and the verbal theoretical knowledge examination, when applicable;
 - (iii) the assessment of the applicant's knowledge and skill.
- (c) Examiners shall maintain records with details of skill tests and proficiency checks performed and their results.
- (d) Upon request by the competent authority, or the authority referred to in (b)(1), examiners shall submit all records and reports, and any other information, as required for oversight activities.

SECTION 2 - Specific requirements for flight examiners FE

FCL.1005.FE FE Privileges and conditions

- (f) *FE(B)*. The privileges of an FE for balloons are to conduct:
 - (1) skill tests for the issue of the BPL and the LPL(B);
 - (2) skill tests and proficiency checks for the extension of the privileges to another balloon class or group, provided that the examiner has completed 250 hours of flight time as a pilot of balloons, including 75 hours of flight instruction;
 - (3) proficiency checks for the extension of the BPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot of balloons, including 90 hours of flight instruction;
- (h) *FE(LPLB)*. The privileges of an FE for the LPL for balloons are to conduct:
 - (1) skill tests for the issue of the LPL(B);
 - (2) skill tests and proficiency checks for the extension of the LPL(B) privileges to another class of balloons, provided that the examiner has completed 250 hours of flight time as a pilot of balloons, including 75 hours of flight instruction;

FCL.1010.FE FE Prerequisites

- (a) Before attending the examiner standardisation course, an applicant for an FE certificate shall:
 - (1) (i) in the case of aeroplanes, helicopters and airships, hold a CPL in the appropriate aircraft category;
 - (ii) In the case of sailplanes and balloons, hold a SPL or BPL in the appropriate aircraft category;
 - (2) hold an FI certificate in the appropriate aircraft category.
- (b) Applicants wishing to conduct examinations only for the issue, revalidation and renewal of LPL shall be required to hold only a LPL and a LAFI certificate in the appropriate aircraft category.

SECTION 7 - Specific requirements for the flight instructor examiner FIE

FCL.1005.FIE FIE Privileges and conditions

- (c) FIE (As), (S), (B). The privileges of an FIE for sailplanes, balloons and airships are to conduct skill tests or proficiency checks for the issue, revalidation or renewal of instructor certificates in the appropriate aircraft category.

FCL.1010.FIE FIE Prerequisites

- (e) FIE(B). Before attending the examiner standardisation course, applicants for an FIE certificate for balloons shall:
 - (1) Have completed 350 hours of flight time as a pilot of balloons
 - (2) have completed 15 hours instructing applicants for an LAFI(B) or FI(B) certificate;
 - (3) Hold a certificate as FE(B) or FE(LPLB).

II Draft Decision AMC and GM for PartFCL

Acceptable Means of Compliance and Guidance material to PartFCL

SUBPART K - EXAMINER CERTIFICATES

GM to FCL.1000 Examiner certificates – special conditions

When new aircraft are introduced, requirements such as to hold a licence and rating equivalent to the one for which the skill test is being conducted, or to have adequate flight experience, may not be possible to comply with. In this case, to allow for the first ratings for these aircraft to be issued to applicants, competent authorities need the possibility to issue a specific certificate that does not have to comply with the requirements established in this Subpart.

The competent authority should only give these certificates to holders of other examiner certificates. As far as possible, preference should be given to persons with experience in similar types or classes of aircraft, for example, in aircraft having the same kind and number of engines or rotors and of the same order of mass or technology. The certificate should ideally be limited in validity to the time needed to qualify the first examiners for the new aircraft in accordance with this Subpart, but in any case it should not exceed the 3 years established in the rule.

AMC to FCL.1015 Examiner standardisation course

GENERAL

1. The competent authority may provide the course itself or through an arrangement with a training organisation. This arrangement should clearly state that the training organisation is acting under the management system of the competent authority.
 - 1.1 The course should last:
 - 1.1.1 For the LAFE, FE and FIE, at least one day, divided into theoretical and practical training;
 - 1.1.2 for other examiners, at least 5 days, divided into ground training and practical training in a simulator conducting role played proficiency checks and skill tests (at least 3 days).

CONTENT

2. The training should comprise:
 - 2.1 Theoretical training covering at least:
 - a. The contents of AMC No 2 to FCL.1015 and the Flight Examiners Manual (FEM).
 - b. PartFCL and related AMCs and GM relevant to their duties;
 - c. PartOPS and related AMC and GM relevant to their duties;
 - d. National requirements relevant to their examination duties.
 - e. Fundamentals of human performance and limitations relevant to flight examination.
 - f. Fundamentals of evaluation relevant to applicant's performance.
 - g. Quality System of the Approved Training Organisation;
 - h. MultiCrew Cooperation (MCC), Human Performance and Limitations, if applicable.
 - 2.1.1 Examiners should also be briefed on the protection requirements for personal data, liability, accident insurance and fees, as applicable in the Member State concerned.
 - 2.1.2 All items above are core knowledge requirements for an examiner and are recommended as core course material. This core course may be studied before recommended examiner training is commenced. The core course may utilise any suitable training format.
 - 2.2 Practical training consisting of at least:
 - a. Knowledge and management of the test for which the certificate is to be sought. These are described in the relevant Modules in the Flight Examiner Manual (FEM).
 - b. Knowledge of the administrative procedures pertaining to that test/check.
 - c. For an initial examiner certificate, practical training should include the examination of the test profile sought, consisting of the conduct of at least two test/check profiles in the role of examiner, including

briefing, conduct of the skill test/proficiency check, assessment of the applicant to whom the test/check is given, debriefing and recording/documentation under the supervision of an examiner of the appropriate category on the applicable type. This training is conducted in the aircraft if approval for testing/checking in the aircraft is required. If examiner privileges in FSTD's are required, practical instruction in the use of FSTD(s) for testing/checking should also be completed.

2.2.1 The approved training organisation should determine any further training required before the candidate is presented to the Authority for the examiner assessment of competence.

2.2.2 ...

AMC 2 to FCL.1015 Standardisation arrangements for examiners

LIMITATIONS

- 1 An examiner should plan per working day not more than three test checks relating to PPL, CPL, IR, LAFI or class rating, not more than four tests / checks relating to LPL, SPL or GPL, or more than two tests/checks related to FI, CPL/IR and ATPL or more than four tests/checks relating to type rating.
- 2 An examiner should plan at least two hours for a LPL, SPL or BPL, three hours for a PPL, CPL, IR, LAFI or class rating test/checks, and at least four hours for FI, CPL/IR, MPL, ATPL or type rating tests/checks, including preflight briefing and preparation, conduct of the test/check, debriefing and evaluation of the applicant and documentation.
- 3 An examiner should allow an applicant adequate time to prepare for a test/check, normally not more than one hour.
- 4 An examiner should plan a test/check flight so that the flight time in an aircraft or ground time in an approved synthetic training device is not less than:
 - a. 45 minutes for a LPL(B) / BPL, Basic LPL(A) / (H)

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PURPOSE OF A TEST/CHECK

- 5 Determine through practical demonstration during a test/check that an applicant has acquired or maintained the required level of knowledge and skill/proficiency;
- 6 Improve training and flight instruction in registered facilities, Approved Training Organisations by feedback of information from examiners concerning items/sections of tests/checks that are most frequently failed;
- 7 Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests/checks.

CONDUCT OF TEST/CHECK

- 8 An examiner will ensure that an applicant completes a test/check in accordance with PartFCL requirements and is assessed against the required test/check standards.
- 9 Each item within a test/check section should be completed and assessed separately. A failed item is a failed section. The test/check schedule, as briefed, should not normally be altered by an examiner. A failed item is not always a failed section, e.g. type rating skill test where a failure of an item in a section does not fail the entire section, only the failed item is taken again.
- 10 Marginal or questionable performance of a test/check item should not influence an examiner's assessment of any subsequent items.
- 11 An examiner should verify the requirements and limitations of a test/check with an applicant during the preflight briefing.
- 12 When a test/check is completed or discontinued, an examiner should debrief the applicant and give reasons for items/sections failed. In the event of a failed or discontinued skill test or proficiency check, the examiner should provide appropriate advice to assist the applicant in retests/rechecks.
- 13 Any comment on, or disagreement with, an examiner's test/check evaluation/assessment made during a debriefing will be recorded by the examiner on the test/check report, and will be signed by the examiner and countersigned by the applicant.

EXAMINER PREPARATION

- 14 An examiner should supervise all aspects of the test/check flight preparation, including, where necessary, obtaining or assuring an ATC 'slot' time.
- 15 An examiner will plan a test/check in accordance with PartFCL requirements. Only the manoeuvres and procedures set out in the appropriate test/check form will be undertaken. The same examiner should not reexamine a failed applicant without the agreement of the applicant.

EXAMINER APPROACH

- 16 An examiner should encourage a friendly and relaxed atmosphere to develop both before and during a test/check flight. A negative or hostile approach should not be used. During the test/check flight, the examiner should avoid negative comments or criticisms and all assessments should be reserved for the debriefing.

ASSESSMENT SYSTEM

- 17 Although test/checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make due allowance for unavoidable deviations due to turbulence, ATC instructions, etc.. An examiner should terminate a test/check only for the purpose of assessing the applicant, or for safety reasons. An examiner will use one of the following terms for assessment:
- a. A 'pass', provided the applicant demonstrates the required level of knowledge, skill/proficiency and, where applicable, remains within the flight test tolerances for the licence or rating; or
 - b. A 'fail' provided that any of the following apply:
 - i. the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions;
 - ii. the aim of the test/check is not completed;
 - iii. the aim of exercise is completed but at the expense of safe flight, violation of a rule or regulation, poor airmanship or rough handling;
 - iv. an acceptable level of knowledge is not demonstrated;
 - v. an acceptable level of flight management is not demonstrated; or
 - vi. the intervention of the examiner or safety pilot is required in the interest of safety.
 - c. A 'partial pass' in accordance with the criteria shown in the relevant skill test appendix of PartFCL

METHOD AND CONTENTS OF THE TEST/CHECK

- 18 Before undertaking a test/check, an examiner will verify that the aircraft or flight simulation synthetic training device intended to be used, is suitable and appropriately equipped for the test/check. Only aircraft or synthetic flight simulation training devices approved by the Authority for skill testing/proficiency checking may be used.
- 19 A test/check flight will be conducted in accordance with the aircraft flight manual (AFM) and, if applicable, the aircraft operators manual (AOM).
- 20 A test/check flight will be conducted within the limitations contained in the operations manual of a Approved Training Organisation and, where applicable, the operations manual of a registered facility.
- 21 Contents
- a. A test/check is comprised of:
 - oral examination on the ground (where applicable);
 - preflight briefing;
 - inflight exercises; and
 - postflight debriefing
 - b. Oral examination on the ground should include:
 - aircraft general knowledge and performance;
 - planning and operational procedures; and
 - other relevant items/sections of the test/check
 - c. Preflight briefing should include:
 - test/check sequence;
 - power setting and speeds, if applicable; and
 - safety considerations
 - d. Inflight exercises will include:
 - each relevant item/section of the test/check
 - e. Postflight debriefing should include:
 - assessment/evaluation of the applicant
 - documentation of the test/check with the applicant's FI present, if possible.
- 22 A test/check is intended to simulate a practical flight. Accordingly, an examiner may set practical scenarios for an applicant while ensuring that the applicant is not confused and air safety is not compromised.
- 23 An examiner should maintain a flight log and assessment record during the test/check for reference during the post/flight debriefing.
- 24 An examiner should be flexible to the possibility of changes arising to preflight briefs due to ATC instructions, or other circumstances affecting the test/check.

- 25 Where changes arise to a planned test/check an examiner should be satisfied that the applicant understands and accepts the changes. Otherwise, the test/check flight should be terminated.
- 26 Should an applicant choose not to continue a test/check for reasons considered inadequate by an examiner, the applicant will be assessed as having failed those items/sections not attempted. If the test/check is terminated for reasons considered adequate by the examiner, only these items/sections not completed will be tested during a subsequent test/check.
- 27 At the discretion of the examiner, any manoeuvre or procedure of the test/check may be repeated once by the applicant. An examiner may terminate a test/check at any stage, if it is considered that the applicant's competency requires a complete retest/recheck.

AMC to FCL.1020 Assessment of competence

GENERAL

The competent authority may nominate either one of its inspectors or a senior examiner to assess the competence of applicants for an examiner certificate.

DEFINITIONS

- 'Inspector' – The inspector of the Authority conducting the examiner competence assessment.
- 'Examiner Applicant' – The person seeking certification as an Examiner
- 'Candidate' – The person being tested/checked by the Examiner Applicant. This person may be a pilot for whom the test/check would be required, or the Inspector of the Authority who is conducting the Examiner Certification Acceptance Test.

CONDUCT OF THE ASSESSMENT

An inspector of the Authority, or a senior examiner, will observe all examiner applicants conducting a test on a 'candidate' in an aircraft for which examiner certificate is sought. Items from the related 'Syllabi for training course and skill tests/proficiency checks content for class/type rating' will be selected by the inspector for examination of the 'candidate' by the examiner applicant. Having agreed with the inspector the content of the test, the examiner applicant will be expected to manage the entire test. This will include briefing, the conduct of the flight, assessment and debriefing of the 'candidate'. The inspector will discuss the assessment with the examiner applicant before the 'candidate' is debriefed and informed of the result.

BRIEFING THE 'CANDIDATE'

- 4 The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:
 - a. the objective of the flight
 - b. licensing checks, as necessary
 - c. freedom for the 'candidate' to ask questions
 - d. operating procedures to be followed (e.g. operators manual)
 - e. weather assessment
 - f. operating capacity of 'candidate' and examiner
 - g. aims to be identified by 'candidate'
 - h. simulated weather assumptions (e.g. icing, cloud base)
 - i. contents of exercise to be performed
 - j. agreed speed and handling parameters (e.g. Vspeeds, bank angle)
 - k. use of R/T
 - l. respective roles of 'candidate' and examiner (e.g. during emergency)
 - m. administrative procedures (e.g. submission of flight plan)

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ASSESSMENT

- 6 The examiner applicant should refer to the flight test tolerances given in the relevant skill test Appendix. Attention should be paid to the following points:
 - a. questions from the 'candidate'
 - b. give results of the test and any sections failed
 - c. give reasons for failure

DEBRIEFING

- 7 The examiner applicant should demonstrate to the inspector the ability to conduct a fair, unbiased, debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:
- a. advise the candidate on how to avoid or correct mistakes
 - b. mention any other points of criticism noted
 - c. give any advice considered helpful

RECORDING/DOCUMENTATION

The examiner applicant should demonstrate to the inspector the ability to complete the relevant records correctly. These records may be:

- a. the relevant skill test form
- b. licence entry
- c. notification of failure form
- d. relevant company forms where the examiner has privileges of conducting operator proficiency checks

DEMONSTRATION OF THEORETICAL KNOWLEDGE

The examiner applicant should demonstrate to the inspector a satisfactory knowledge of the regulatory requirements associated with the function of an examiner.

AMC to FCL.1025 Validity, revalidation and renewal

The period of 3 years should be counted in addition to the remainder of the month of issue. If issued within the final 12 calendar months of validity of a previous examiner check, the period of validity should be extended from the date of issue until 3 years from the expiry date of that previous examiner check. When the examiner authorization is revalidated at the same time as his instructor certificate, the validity period of the instructor certificate may be aligned with the examiner certificate.