



Advisory Circular

AC61-15

Pilot licences and ratings
Flight examiner rating

Issue 1
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GENERAL

Civil Aviation Authority Advisory Circulars (AC) contain information about standards, practices and procedures that the Director has found to be an Acceptable Means of Compliance (AMC) with the associated rule.

An AMC is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices or procedures are found to be acceptable, they will be added to the appropriate Advisory Circular.

This Advisory Circular also includes Explanatory Material (EM) where it has been shown that further explanation is required. Explanatory Material must not be regarded as an acceptable means of compliance.

PURPOSE

This Advisory Circular provides methods, acceptable to the Director, for showing compliance with the flight examiner rating requirements of Rule Part 61 and explanatory material to assist in showing compliance.

RELATED CAR

This AC relates specifically to Civil Aviation Rule Parts 61 subpart S.

CHANGE NOTICE

This AC replace previous Initial Issue dated 01 March 2001.

INTRODUCTION

[Insert general comment]

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SUBPART S — Flight Examiner Ratings

Rule 61.901 Eligibility requirements

Airline flight examiner rating

Rule 61.901(a)(3) requires an applicant for a flight examiner rating to hold an appropriate flight instructor rating. A current flight instructor rating is acceptable.

Rule 61.901(a)(4) requires applicants for flight examiner ratings to have flight experience acceptable to the Director. The following would meet that requirement;

3000 hours total flight time; and

1500 hours pilot-in-command in the appropriate aircraft category; and

For multi-engine privileges, 750 hours as pilot-in-command of multi-engine aircraft; and

For instrument rating examiner privileges; have an appropriate current instrument rating endorsed with the additional privileges of at least ADF, VOR and ILS approach aids and, for Part 121 operations—

1000 hours pilot-in-command on IFR cross-country flight operations in multi-engine aircraft; of which

500 hours are instrument flight time; and

100 hours exercising the privileges of a *Pilot Instructor* on an aeroplane type to which Part 119/121 applies; and

For single engine aircraft, at least—

500 hours pilot-in-command on IFR cross-country flight operations; of which

250 hours are instrument flight time, and

100 hours exercising the privileges of a *Flight Crew Member Instructor* on an aeroplane type to which Part 119/135 applies; and

For multi-engine aircraft, at least—

800 hours pilot-in-command on IFR cross-country flight operations in multi-engine aircraft; of which

300 hours are instrument flight time, and

100 hours exercising the privileges of a *Flight Crew Member Instructor* on an aeroplane type to which Part 119/135 applies; and

For operational competency assessment have;

Satisfactorily completed the appropriate competency checks required under the Pilot Flight Examiner requirements of Part 121, Subpart I for Part 121/125 operations, or Part 135, Subpart J for Part 135 operations or Part 136 Subpart M for Part 136 operations.

For airline flight instructor issue; for Part 121 operations only, have;

Satisfactorily completed an instructional techniques course, in accordance with AC 61 Subpart G Appendix II; and

Meet the experience requirements of a senior person responsible for crew training specified in Part 119 for Part 121 operations.

Rule 61.901(a)(5) requires an applicant for an airline flight examiner rating to have demonstrated to the Director, the ability to perform the duties of an airline flight examiner. A satisfactory demonstration in accordance with the flight test described in Appendix I to this Subpart advisory circular would meet that requirement.

For General Aviation flight examiner rating

Rule 61.901(b)(2) requires an applicant for a general aviation flight examiner rating to have flight experience acceptable to the Director. The following would meet that requirement—

For instrument examiner privileges, hold—

an appropriate instrument rating current to single pilot standard endorsed with the additional privileges of ADF, VOR and ILS approach aids, as a minimum; and—

For single engine aircraft—

250 hours pilot-in-command on IFR cross-country flight operations; of which

100 hours are instrument flight time: and have

100 hours IFR flight instructional experience.

For multi-engine aircraft—

500 hours as pilot-in-command of multi-engine aircraft; of which

300 hours are on IFR cross-country operations; of which

100 hours are instrument flight time: and have

100 hours IFR flight instructional experience in multi-engine aircraft.

Rule 61.901(b)(3) requires an applicant for a general aviation flight examiner rating to have demonstrated to the Director the ability to perform the duties of a general aviation flight examiner. A satisfactory demonstration in accordance with the flight test described in Appendix I to this Subpart advisory circular would meet that requirement.

***Note:** In addition, it is proposed that, after a date, yet to be specified, all flight examiner applicants will be required to have completed a course of training conducted by a 141 standard certificated organisation or a Part 119 standard certificated organisation, whose certificate authorises the holder to conduct flight examiner training.*

Rule 61.903 Issue

Rule 61.903 states that the flight examiner rating is issued by the Director as a licence endorsement.

Holders of current flight examiner certificates or flight examiner approvals, applying for the issue of an examiner rating are to:-

- make application on form CAA 61/01
- attach the appropriate fee
- attach their licence for rating endorsement
- attach their current examiner certificate or approval
- provide evidence of holding multi-engine examiner privileges (if applicable); and
- in the case of an examiner certificate, attach a copy of the last instructor or instrument rating continued competency flight test assessment report.

Examiner ratings issued under this provision remain current to the end of the 24 month period from the date that competency was last demonstrated to a CAA examiner, not from the date of flight examiner rating issue.

Flight examiner privileges transferred from an examiner certificate or approval to a flight examiner rating, will be issued as a logbook entry.

Rule 61.905 Privileges and limitations

All flight examiners exercising the privileges of their rating are to endorse the candidate's logbook with the wording appropriate to the issue, operational or continued competency flight test syllabus, sign the entry and clearly print their name and CAA client ID.

With the exception of flight test reports relating to continued operational competency or route and aerodrome proficiency, or instrument rating continued competency demonstrations, conducted in accordance with rule 61.807 (a) (2), all flight examiners are required to—

(1) supply a copy of each flight test report (pass or fail) to the CAA as soon after the completion of the flight test as is practicable. It is proposed that from a date, yet to be specified, the retention of these reports will become the responsibility of the Part 119 or Part 141 certificated organisation within which those flight tests are conducted; and

(2) furnish annual examiner activity returns detailing flight tests carried out up to 1 January. These returns must be submitted to CAA prior to 31 January annually.

Returns in the following format would meet this requirement:-

Complete examiner details here					
Candidate's name	Client ID	Test Type	Date	Pass	Fail

Rule 61.905(a)-(c), permits holders of an appropriate delegation from the Director to conduct flight tests. This is a necessary provision for the CAA flight testing officers who will be exercising their privileges directly under a delegation from the Director instead of under an organisational certificate such as 119 or 141.

Rule 61.905(d) limits the exercising of any flight examiner rating privilege (in-flight) to current flight instructors who hold a type rating for the aircraft in use.

Rule 61.905(e) - Although the instructor rating must be current, currency on the aircraft type or the medical is not required when the examiner is not acting as a flight crew member.

Flight examiners with instrument rating privileges may not conduct any instrument flight test unless—

The necessary crew of the aircraft hold appropriate current instrument ratings; or

The flight examiner is qualified to make up the necessary crew of the aircraft with appropriate current instrument ratings.

Rule 61.907 Recency requirements

Rule 61.907(a) requires that the holder of a flight examiner rating shall not exercise the privileges of that rating unless, within the immediately preceding 24 months they have demonstrated to the Director, competency in exercising the privileges of that rating.

The furnishing of flight examiner activity returns to CAA by 31 January each year is one requirement of this competency demonstration.

In addition, completion of a satisfactory demonstration in accordance with the flight test syllabus of Appendix I to this subpart advisory circular would meet the requirements of this Rule Part.

In the event that the examiner applicant fails the initial issue flight test or a competency demonstration, the examiner applicant may not exercise any of the privileges of the flight examiner rating.

In addition, the examiner applicant may not reapply for flight test in accordance with Appendix I to this Subpart advisory circular until the examiner applicant has completed relevant further flight experience and/or training the Director considers necessary.

Rule 61.907(c) permits the demonstration of competency required above, to be completed 60 days before the due date as if the demonstration took place on the due date. The objective of this rule is to allow flexibility in maintaining currency.

When this option is exercised, a record is to be entered in the pilot's logbook, dated the day on which the demonstration of competency took place and stating the date on which the next demonstration is required (24 months from the original issue or previous recency demonstration).

The following wording would be acceptable:-

I hereby certify that _____ has successfully demonstrated competency in accordance with the airline/general aviation/restricted flight examiner rating flight test syllabus in a multi-engine/single engine aeroplane/helicopter (delete as applicable).
Biennial recency demonstration due ____/____/_____(day/month/year).
Examiner _____
Client ID _____ Date _____

Appendix I Flight examiner flight test syllabus

Aircraft or simulator and equipment

The CAA examiner's crew position must provide an adequate view of instrumentation so as to assess the candidate's performance and maintain situational awareness.

The CAA examiner's crew position must provide an adequate view of the examiner applicant's position and actions, for assessment of the examiner applicant's performance.

If the CAA examiner cannot comply with the above whilst complying with the requirements of the appropriate operating rule, the aircraft is unsuitable for an observed flight test.

The aircraft or approved simulator is to have intercom available to the examiner applicant and the CAA examiner, capable of monitoring crew and ATC interactions.

Should a 121 or 135 operator wish to carry out the flight examiner rating flight test in an aircraft or simulator that is not within Papua New Guinea, the travel costs, expenses and accommodation of the CAA examiner would be at the operator's expense.

Examiner rating issue flight tests for instrument or operational competency assessment examiner privileges, carried out in single engine aircraft, will not be valid for the purpose of exercising those examiner privileges in multi-engine aircraft.

Flight test conduct

All flight tests will be conducted in accordance with the appropriate operating rule (121/125/135/136/91) and the level of certification of the operator.

Where possible, flight examiner rating issue flight tests will be carried out in an aircraft or approved simulator by observation of a flight test conducted by the examiner rating applicant on a suitable candidate.

The result of a flight test carried out in accordance with the above procedure would be invalid for the candidate, as the examiner applicant does not hold the privileges of an examiner at the time of test. Therefore, the flight test result will be determined by the CAA examiner.

The candidate, acting as pilot-in-command, is to make all decisions regarding the conduct of the flight in accordance with the operator's standard operating procedures.

The flight test will be conducted in accordance with the relevant flight test syllabus for which examiner privileges are sought.

Flight tests for instrument rating examiner privileges will require an acceptable means of simulating instrument flight.

Where more than one examiner privilege is requested, the demonstration may consist of one or more flight tests (at the CAA examiner's discretion) from the range of privileges requested.

Where more than one examiner privilege is held, the recency demonstration may consist of more than one flight test at the CAA examiner's discretion.

Adequate time for preparation by both the examiner applicant and the candidate will be permitted.

For operational competency assessment examiner privileges, the examiner applicant will submit, with the flight test application, a copy of the relevant part of the operator's check and training manual that details the conduct of operational competency assessment requirements applicable to the operator's organisation.

For airline flight examiners, the examiner privilege of operational competency assessment, meets the requirements of the route and aerodrome proficiency examiner privilege.

Neither the examiner applicant or the CAA examiner may overrule a decision by the candidate to discontinue the flight test.

Only a candidate's decision to continue a flight may be overruled by the examiner applicant or the CAA examiner.

The weather conditions, under which the candidate elects to demonstrate competency in accordance with the relevant flight test syllabus, are the conditions under which the candidate must perform.

Excessive allowance for poor candidate performance due to weather conditions should not be made. Rather, the candidate's decision making process should be questioned.

Two pilot crew aircraft/simulators with 2 observer positions

In aircraft or simulators required to be operated by a two pilot crew;

- The examiner applicant may occupy a suitable observer position in an aircraft or simulator and the CAA examiner will observe the examiner applicant's performance in applying the flight test from another suitable position.
- In aircraft, the examiner applicant and the CAA examiner are to be assigned by the operator, as crew members.

Two pilot crew aircraft/simulators with 1 observer position

In aircraft or simulators required to be operated by a two pilot crew, having only one suitable position from which the flight test can be observed;

- The examiner applicant will demonstrate the ability to perform the duties of a flight examiner whilst acting as a competent, non-prompting, pilot not flying, flight crew member.
- The CAA examiner will observe the examiner applicant's performance in applying the flight test.
- In aircraft, the CAA examiner is to be assigned by the operator, as a crew member.

Two pilot crew aircraft with no observer position

In aircraft required to be operated by a two pilot crew, having no suitable position available for the conduct of an 'observed' type flight demonstration;

- The examiner applicant will demonstrate their own ability to perform the duties of pilot-in-command whilst complying with the requirements of the flight test syllabus.
- The CAA examiner is to be assigned by the operator, as a flight crew member.
- The CAA examiner is to act as a competent, non-prompting, pilot not flying, flight crew member whilst observing the examiner candidate's demonstration of competency in accordance with the flight test syllabus.
- The Director may appoint an industry examiner as the CAA examiner for the purpose of conducting this type of flight demonstration.
- This type of examiner rating issue flight test is not acceptable where the examiner applicant is requesting the privilege of ATPL issue.

Single Pilot aircraft

In aircraft certified to be operated single pilot;

- The examiner applicant will be required to demonstrate their own competence in accordance with the appropriate flight test syllabus for which examiner privileges are sought.
- The CAA examiner is to be assigned by the operator, as a crew member.
- The CAA examiner will observe the examiner candidate's demonstration of competency in accordance with the flight test syllabus.

Before departure

The applicant is to demonstrate proficiency in;

- Assessment of the candidate's eligibility for flight test, including;
- Logbook assessment, to ensure that the candidate meets the minimum hour and training requirements of the relevant qualification.
- Briefing the candidate on the requirements of the relevant flight test syllabus.
- Questioning the candidate in relation to the relevant flight test syllabus.
- Knowledge of Rules and documents relevant to the flight test syllabus.
- Knowledge of the acceptable candidate performance limits relevant to the flight test syllabus.

In flight

In aircraft suitable for the conduct of an observed type flight test

In a single or multi-engine aircraft as the case may be, the examiner applicant is to demonstrate competence in the conduct of the relevant flight test syllabus.

In aircraft unsuitable for an observed type flight test

Where the aircraft is unsuitable for the observation of a flight test carried out on a candidate the examiner applicant will;

- For operational competency assessment examiner privileges – undergo an operational competency assessment in accordance with the requirements of the operator's check and training manual, conducted by the CAA examiner.
- For instrument rating continued competency examiner privileges – act as pilot-in-command and single pilot (if applicable), whilst carrying out an IFR cross-country flight meeting the requirements of their own annual instrument rating continued competency demonstration.
- For instrument rating additional navigation aids –
 - ◊ Act as pilot-in-command and single pilot (if applicable), whilst carrying out the approach and missed approach procedure using the navigation aid for which examiner privileges are sought.
 - ◊ This demonstration may include asymmetric procedures (if applicable) and/or be combined with the IFR cross-country flight required for instrument rating renewal privileges.
 - ◊ For PPL issue privileges; the CAA examiner will adopt the role of the student presenting for a PPL issue flight test.
 - ◊ For spinning aerobatic or night instruction privileges the CAA examiner will adopt the role of a flight instructor presenting for the additional privileges of spinning, aerobatic or night flight instruction.

- ◇ For instructor rating renewal privileges the CAA examiner will adopt the role of a flight instructor presenting for instructor rating renewal.

Post flight

Observed flight test

- The examiner applicant will debrief the CAA examiner (in confidence) on the performance of the candidate.
- The flight test result, pass or fail, must be confirmed by the CAA examiner prior to the examiner applicant's debrief of the candidate.
- The examiner applicant will debrief the candidate undergoing the flight test in the presence of the CAA examiner.
- The CAA examiner will debrief the examiner applicant (in confidence) on their performance.
- The CAA examiner may vary the above order as considered appropriate.

CAA examiner applied flight test

- The examiner applicant may be required to de-brief on any aspect of the CAA examiner's role as a candidate; and/or
- The examiner applicant will debrief their own performance, as if it was that displayed by a candidate undergoing the issue, operational or continued competency flight test.

In all cases:

The examiner applicant will demonstrate knowledge of;

- What candidate performance constitutes a mandatory fail result applicable to the flight test syllabus of the examiner privileges requested.
- Where applicable; what candidate performance, during an operational competency assessment, constitutes a requirement for further upgrade, recurrent or consolidation training.
- The logbook entries, application forms and issue or renewal procedures for the licence, rating or operational competency assessment examining privileges requested.

Biennial examiner competency demonstration

Examiners will be required to demonstrate proficiency in all aspects described in the 'before departure' section of the flight test syllabus.

In flight, carry out a flight test, selected by the CAA examiner from the range of privileges held, either conducted by the CAA examiner or observed as described in the flight test syllabus above.

Except that, in the case of an observed flight test carried out on a candidate, a current examiner under review may issue the flight test result.

Carry out post flight actions and demonstrate the knowledge required of the applicable flight test syllabus.