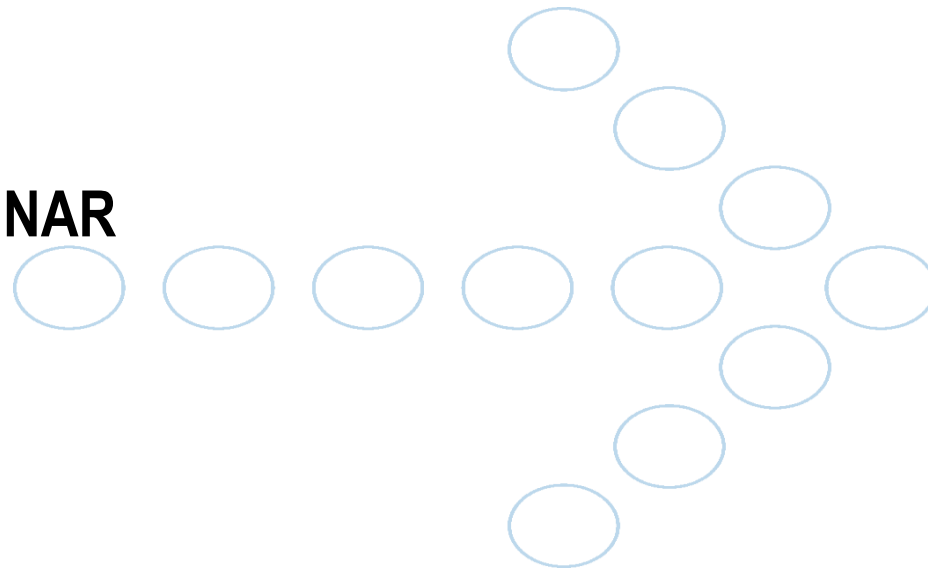


SENIOR EXAMINER SEMINAR



Introduction

Mag. Alexander KÖLL, MBA

koell.alexander@live.at

SICHERHEIT LIEGT IN DER LUFT



Mag. Alexander KÖLL, MBA

- 1974
- married
- 4 children

MLPA Nr. 0385

- PC7, SEP, IR, ACRO, LOW-LEVEL, FORMATION, TEST-PILOT, FI, SFI
- MIL EXAMINER

CPL(A) – AT.FCL.7732

- Pilatus PC7 SET incl. IR & FI(A)
- SEP (land) incl. IR & FI(A)
- Night(A)
- Aerobatic
- FI(A): CPL, PPL, Night, Aerobatic, IR, FI, SEP(land), Pilatus PC7 SET

A/7732/FE/IRE/CRE/FIE/SEN

koell.alexander@live.at

austro
CONTROL



„LMI 2933 hat einen Totalausfall. Elektrik und Sprit sind weg.“

EASA REQUIREMENTS

▶ AMC1 FCL.1020;FCL.1025

SENIOR EXAMINER

(c) Applicants should be required to attend a senior examiner briefing, course or seminar arranged by the competent authority. Content and duration will be determined by the competent authority and should include:

- (1) pre-course self-study;
- (2) legislation;
- (3) the role of the senior examiner;
- (4) an examiner assessment;
- (5) national administrative requirements.



AGENDA

- ▶ 09:00 – 10:15 introduction, licensing requirements for examiners, selection and training of examiners, legislation
- ▶ 10:15 – 10:30 break
- ▶ 10:30 – 12:30 the role of the senior examiner
points of contact
national administrative requirements
questions of the seminar participants
- ▶ 12:30 – 13:00 lunch break
- ▶ 13:00 – 14:00 Assessment of Competence (AoC)
administrative procedure
documentation and statistical records
shared experiences, discussion and reflection, experiences from own assessments
questions of seminar participants
FEEDBACK – END OF SEMINAR

This document is intended as a reference for examiners; to explain the administrative procedures required to undertake a flight test and to ensure that the manner in which skill tests, proficiency checks and assessments of competence are conducted is standardised across the aviation community.

References for this document:

<https://www.easa.europa.eu/system/files/dfu/Part-FCL.pdf>

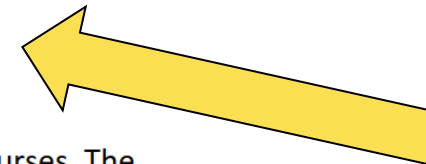
<https://www.easa.europa.eu/newsroom-and-events/news/european-aviation-safety-agency-easa-today-published-examiner-differences>

https://www.austrocontrol.at/luftfahrtbehoerde/safety/hinweise_anweisungen

<https://www.austrocontrol.at/piloten/pilotenlizenzen/pruefungswesen/flugpruefer>

www.caa.co.uk/standardsdocuments

FOR DOCUMENTS KLINK HERE

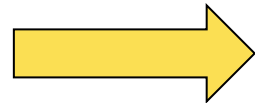


This LINK gives you access to the latest documents for examiner standardisation courses. The content will be kept up to date.

WEB MATERIAL – ACG HOMEPAGE



here you find the consolidated version of (EU) 1178/2011



DEU

ENG

**EXAMINER
AREA**

**EXAMINER
AREA**

FORMS

FORMS

ZPH/ZPA

CAN/CAD

**PUSH
SERVICE**

**PUSH
SERVICE**



OBJECTIVE



Checklist for an Assessment of Competence (AoC) / Examiner Acceptance Record



Knowledge of the regulations and administration of an Assessment of Competence (AoC) for issuing, revalidation or renewal of an examiner authorization

Exchange of experience among flight examiners.



To produce VALIDE, RELIABLE and OBJECTIVE test results and thereby keep flight safety at a high standard.

ZPH-FCL 15 SELECTION OF FLIGHT EXAMINERS ACC. FCL.1010

Mag. Alexander KÖLL, MBA
koell.alexander@live.at

SICHERHEIT LIEGT IN DER LUFT



EASA REQUIREMENTS

▶ AMC1 FCL.1010

When evaluating the applicant's background, the competent authority should evaluate the personality and character of the applicant, and his/her cooperation with the competent authority.

AltMOC – ALTERNATIVE MEANS OF COMPLIANCE

Zivilluftfahrtpersonal-Hinweis - ZPH FCL 15 – SELECTION OF EXAMINERS

Civil Aircrew Notice – CAN FCL 15 **NOT YET TRANSLATED**

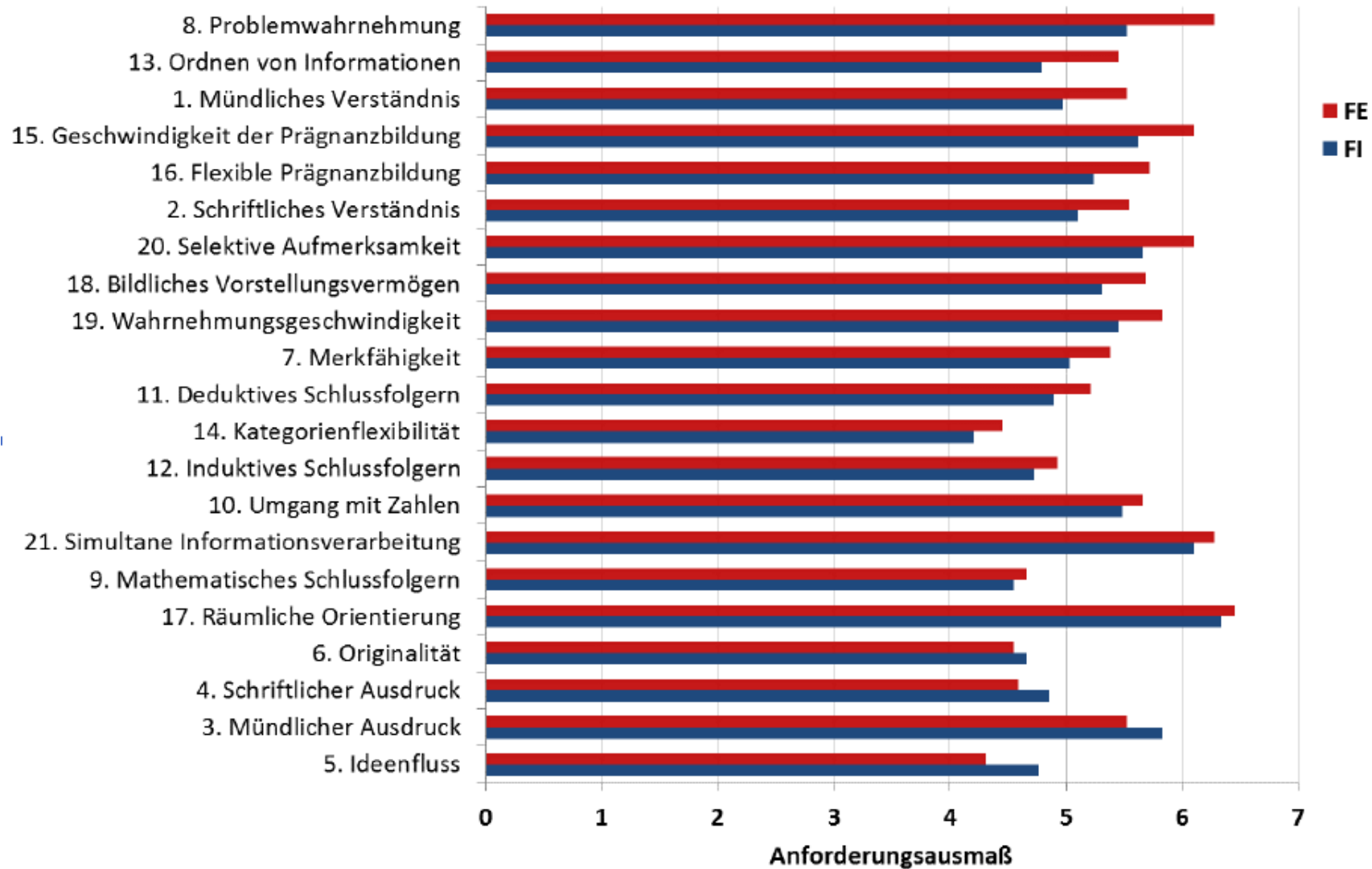
FLIGHT EXAMINER ASSESSMENT (ZPH-FCL15)

1. Application with FORM (FO_LFA_PEL_109 or FO_LFA_PEL_179)
2. Admission if there is no reason for exclusion (decision by ACG)
3. Selection process
 - ▶ Psychological assessment
 - Anamnese survey
 - Assessment conversation with flight psychologists
 - ▶ Knowledge assessment
 - Examination conversation with ACG-INSPECTOR- 10 questions (legally & technically) -> **80% POSITIVE**
4. Standardization according ZPH-FCL10
 - Standardization Seminar (Examiner Initial Seminar)
 - Training FE (ATO)
 - Examiner Acceptance Check = Assessment of Competence (AoC)



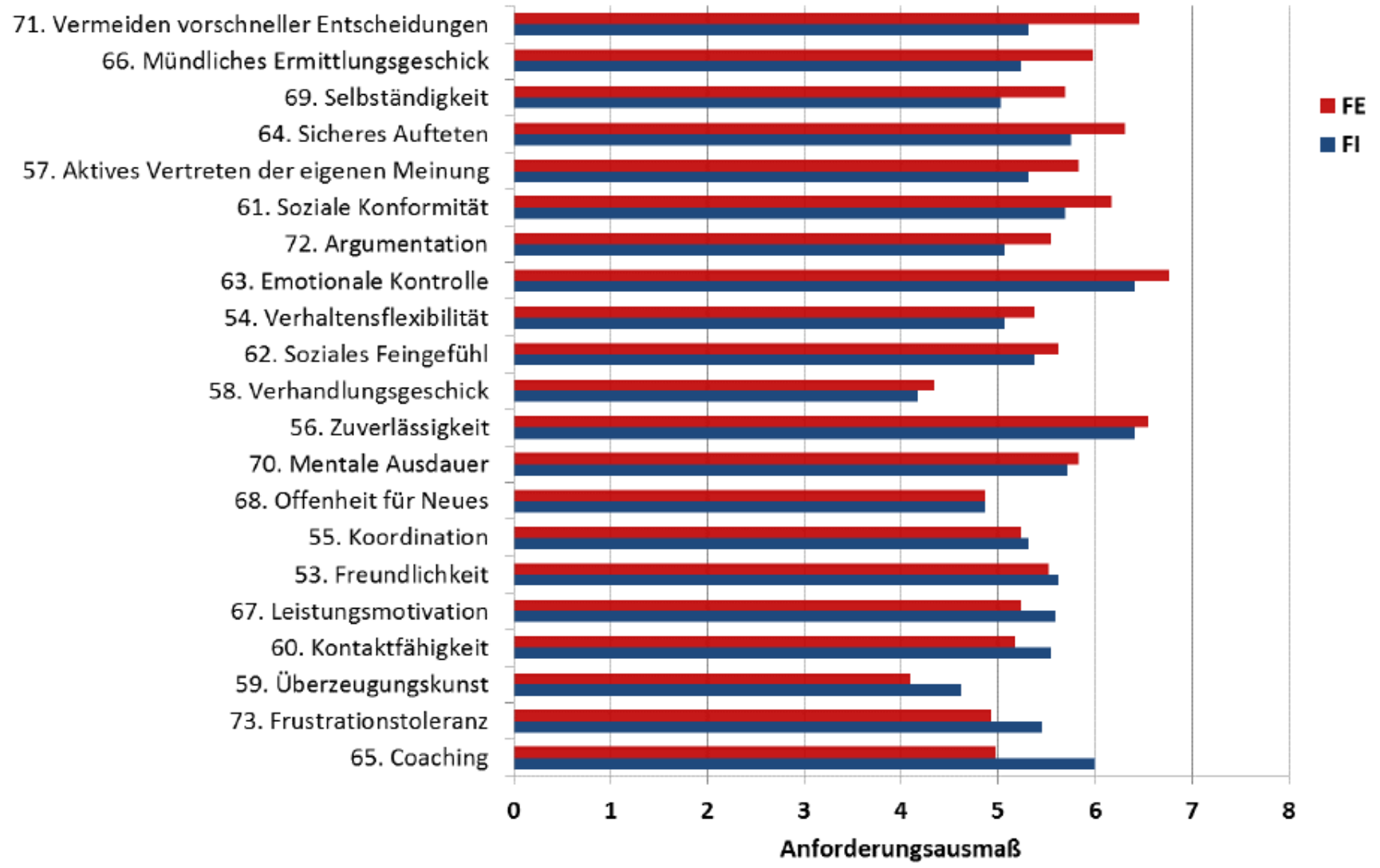
ERGEBNIS – KOGNITIVE ANFORDERUNGSDIMENSIONEN

REIHUNG NACH DIFFERENZ



ERGEBNIS – SOZIALE UND INTERPERSONALE ANFORDERUNGEN

REIHUNG NACH DIFFERENZ



BIG FIVE PERSÖNLICHKEITSMODELL

▶ Neurotizismus (Emotionale Labilität)

- ▶ Ängstlichkeit
- ▶ Reizbarkeit
- ▶ Depression
- ▶ Soziale Befangenheit
- ▶ Impulsivität
- ▶ Verletzlichkeit

▶ Extraversion

- ▶ Herzlichkeit
- ▶ Geselligkeit
- ▶ Durchsetzungsfähigkeit
- ▶ Aktivität
- ▶ Erlebnishunger
- ▶ Frohsinn

▶ Gewissenhaftigkeit

- ▶ Kompetenz
- ▶ Ordnungsliebe
- ▶ Pflichtbewusstsein
- ▶ Leistungsstreben
- ▶ Selbstdisziplin
- ▶ Besonnenheit

▶ Offenheit für Erfahrungen

- ▶ Offenheit für Phantasie
- ▶ Offenheit für Ästhetik
- ▶ Offenheit für Gefühle
- ▶ Offenheit für Handlungen
- ▶ Offenheit für Ideen
- ▶ Offenheit für Werte- und Normensysteme

▶ Verträglichkeit

- ▶ Vertrauen
- ▶ Freimütigkeit
- ▶ Altruismus
- ▶ Entgegenkommen
- ▶ Bescheidenheit
- ▶ Gutherzigkeit

FLIGHT EXAMINER PRACTICAL TRAINING (ZPH-FCL10)

- Knowledge and management of the test for which the certificate is to be sought.
- Knowledge of the administrative procedures pertaining to that test or check
- Content of the practical training for TRE/FE/CRE (at an ATO)
 - At least two check profiles/four instrument check profiles under supervision of a qualified examiner.
 - Training should be conducted in a suitable FSTD with introduction to the SIM/IOS for the examiner role
 - AoC with SEN or inspector
- Content of the practical training for TRE on behalf of the authority by designated SEN
 - At least four check profiles LPC, OPC, skill test or simulated skill test or proficiency check under supervision of a qualified senior examiner designated by ACG (may be proposed by the applicant)
 - Training should be conducted in a suitable FSTD with introduction to the SIM/IOS for the examiner role
 - AoC after this practical training with a different SEN, designated Inspector or even a SEN of another member state after prior agreement of the authorities and preliminary discussion of the AoC by ACG
 - For an application to extend a TRE – only a TRI on type is needed

ATO LINK

- LICENSING REQUIRMENTS FOR EXAMINERS/SEN EXAMINERS
- GENERAL REQUIREMENTS/LIMITATIONS FOR TESTS/CHECKS
- TESTING PILOTS OF EASA MEMBER STATES
- EXAMINER PERSONAL PREP-CHECK
- LICENCE CHECK

DECISION GO/NO-GO – WHAT IS MISSING?

- PRIOR TO THE TEST/CHECK
- BRIEFING THE CANDIDATE
- BRIEFING THE PILOT/THE CREW
- THE FLIGHT/THE SIM-SESSION
- POST-FLIGHT PROCEDURE BEFORE DEBRIEFING/GRADING
- DEBRIEFING/ASSESEMENT OF PERFORMANCE/GRADING
- ADMINISTRATION/TEST FORM HANDLING/LICENSE ENDORSEMENT
- DEBRIEFING OF THE CANDIDATE

GRADING

- SEN EXAMINER ADMINISTRATION
- RECORDS AND STORAGE

ROLE OF THE SENIOR EXAMINER



- SEN is a NATIONAL authorisation – **NO AOC FOR FOREIGN LICENCES!**
- SEN & Examiners must be aware of the fact, that they are responsible to Austro Control only and not to an operator or training organisation.
- Flight examiners are not employed by ACG. Therefore, there is no liability by ACG for damages incurred during test flights or third-party damage.
- Austro Control does not provide financial remuneration for expenses or services rendered. The examiner shall arrange those with the training organisation or the candidate directly.

Dr. Markus Kroner

Rechtsanwalt (Österreich, Deutschland), FH-Professor

Haftung des Sachverständigen für Gutachten im Zivil- und Verwaltungsrecht

1. Der Begriff des Sachverständigen

1.1. Der Sachverständige im ABGB

Gemäß § 1299 ABGB sind Sachverständige Personen, die sich öffentlich zu einem Amt, einer Kunst, einem Gewerbe oder einem Handwerk bekennen oder die freiwillig ein Geschäft übernehmen, dessen Ausführung eigene Kunstkenntnisse oder einen nicht gewöhnlichen Fleiß erfordert, und so zu erkennen geben, dass sie sich die erforderlichen nicht gewöhnlichen Kenntnisse zutrauen.

Sachverständiger ist somit jedermann, der eine Tätigkeit

Grund besonderen Fachwissens in der Lage ist, beweiserhebliche Tatsachen festzustellen (Befundaufnahme) oder aus diesen rechtsrelevante Schlüsse zu ziehen und sie zu begründen (Gutachtenserstattung).“

Sachverständige in einem Zivilprozess sollen dem Richter aufgrund ihrer besonderen Fachkunde Erfahrungssätze vermitteln, aus solchen Erfahrungssätzen Schlussfolgerungen ziehen oder überhaupt mithilfe ihrer Sachkunde für den Richter Tatsachen feststellen.⁷

Der Sachverständigenbeweis dient somit dazu, eine bestimmte Sachkunde in den Prozess einzuführen. Die be-

▶ **ARA.FCL.205 Monitoring of examiners**

(a) The competent authority shall develop an oversight programme to monitor the conduct and performance of examiners taking into account:

- ▶ (1) the number of examiners it has certified; and
- ▶ (2) the number of examiners certified by other competent authorities exercising their privileges within the territory where the competent authority exercises oversight.



**UNTIL FURTHER NOTICE
AUTHORISATION FOR EXAMINATION ONLY NEEDED FOR ATPL-SKILL-TEST**

Type of examination	Licence skill test LAPL, PPL, CPL, ATPL, MPL, IR, class or type rating	Licence proficiency check Class or type rating, IR	Assessment of competence Instructor or Examiner certificate
Initial	Designation procedures according 4.3	Not applicable	Licence endorsement NOT permitted
Revalidation & AoC FI/CRI/TRI/SFI		Licence endorsement permitted	Licence endorsement for Instructors permitted. NOT permitted for Examiners
Renewal <small>Note: please be aware that back side entries due to positive LPCs may only be made if the rating is shown on the front side of the license. If this is not the case, this must be done by the competent authority.</small>		Licence endorsement permitted	Licence endorsement for Instructors permitted. NOT permitted for Examiners

4.3 Designation procedures

Before conducting an examination of a pilot licensed by Austro Control a flight examiner certified by another European authority according to Part-FCL shall send a notification to Austro Control via e-mail. The notification shall be sent to the e-mail address examinations@austrocontrol.at at least 48 hours before the test is to be carried out. The notification must include the full name of the examiner, the candidate, including license numbers, the exam objective, the location and time of the exam event. To enable supervision if necessary, the current telephone number of all crew members involved must also be transmitted. Austro Control will not acknowledge the notification but reserves the right to contact the examiner to supervise the exam.

At this time no examiner will be assigned by Austro Control.

POINTS OF CONTACT

MAIL



AUSTRO CONTROL GmbH
Aviation Agency
Department ACW
Schnirchgasse 17
1030 Vienna
Austria

All licences incl. FI



pilots@austrocontrol.at

Examiner authorisation



examinations@austrocontrol.at



AIRCREW DEPARTEMENT (ACW) NEW E-MAIL ADDRESSES POINTS OF CONTACT

pilots@austrocontrol.at

ACW
Luftfahrtpersonal

FCL
Flight Crew Licence / Pilotenlizenz
bewilligen

AME/AMEC
(+Int.)
Flugmed. Sachverständige/
Genehmigung/Aufsicht

MED
Flugmedizinische Tauglichkeit
feststellen

medical@austrocontrol.at

examinations@austrocontrol.at

Exam (+Int.)
Ausbildung, Prüfung, Ernennung
von Prüfern

Fachärzte
Flugmedizinische Zertifizierung
Akkreditierung

Flugmed.
Lehrgänge
Genehmigung/Aufsicht/
Durchführung

flighttraining@austrocontrol.at

ATO/DTO
(+Int.)
Ausbildungseinrichtung inkl. Kurse
Genehmigung/Aufsicht

Management
Schulung/Training
Rechtl./Internat. AMS + PEL

CAN-FCL14 (Rev. 09.06.2020) PBN – Performance-Based Navigation

Until 24 August 2018 pilots with a valid instrument rating were allowed to exercise their rights without restriction; i.e. they could also use PBN procedures. After this date, if they do not have PBN rights, they may only fly on routes and make approaches which are based on conventional radio navigation (VOR, ILS, NDB, etc...). Finally, from **25 August 2020** instrument flight may only be performed under proof of PBN privileges.



Notwithstanding the aforementioned, Austro Control hereby grants the following exemption pursuant to Regulation (EU) 2018/1139 Art. 71 (1)

1) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.

conventional radio navigation (VOR, ILS, NDB etc...).

NEWS

VO (EU) 2019/27 MED.A.030

[...] (b) An applicant for a licence, in accordance with Annex I (Part-FCL), shall hold a medical certificate issued in accordance with this Annex (Part-MED) and appropriate to the licence privileges applied for.

(c) When exercising the privileges of a:

(1) light aircraft pilot licence (LAPL), the pilot shall hold at least a valid LAPL medical certificate;

(2) private pilot licence (PPL), a sailplane pilot licence (SPL) or a balloon pilot licence (BPL), the pilot shall hold at least a valid class 2 medical certificate;

**INSTRUCTOR
EXAMINER**

(3) SPL or a BPL involved in commercial sailplane or balloon flights, the pilot shall hold at least a valid class 2 medical certificate;

(4) commercial pilot licence (CPL), a multi-crew pilot licence (MPL) or an airline transport pilot licence (ATPL), the pilot shall hold a valid class 1 medical certificate.



APPLICATION OF VO (EU) 2019 FOR EXAMINATION OF AUSTRO CONTROL LICENCES

TYPE OF EXAM	CANDIDATE	EXAMINER
SKILL TEST LAPL	CLASS LAPL	CLASS 2
SKILL TEST PPL	CLASS 2	CLASS 2
SKILL TEST CPL	CLASS 1	CLASS 2
SKILL TEST ATPL on SIM	CLASS 1	NO MEDICAL REQUIRED
SKILL TEST IR	CLASS 2 + IR ADDITIONAL EXAMINATION	CLASS 2
TYPE RATING SKILL TEST SIM	NO MEDICAL REQUIRED	NO MEDICAL REQUIRED
LPC/RENEWAL SEP(land) VFR	CLASS 2	CLASS 2
LPC/RENEWAL incl. IR on A/C	CLASS 2 + IR ADDITIONAL EXAMINATION	CLASS 2
LPC/RENEWAL incl. IR on SIM	NO MEDICAL REQUIRED	NO MEDICAL REQUIRED

EASA's Flight Examiner Manual (FEM) published 02.11.2021

- reference companion to the Examiner standardisation requirements
- gives standardisation and best practice guidance to examiners for the conduct of tests

LINK



“This Flight Examiner Manual (FEM) is not intended to be legally binding and is designed as a companion document to the Examiner standardisation requirements and guidance already set out in the Aircrew Regulation. In addition to the regulatory contents of the Aircrew Regulation, the purpose of this FEM is to give standardisation and best practice guidance to Examiners for the conduct of tests.

Each competent authority may provide supplementary guidance and instructions specific to its territory. This information can be found in the Examiner Differences Document (EDD) and the content of this document should be covered in detail during Examiner standardisation and refresher courses.” (Module 1 – GEN p.8)



Flight Examiner Manual

Module 1 - General

3.0 FEM STRUCTURE & USE

The FEM contains the following modules:

Module 1: Common requirements for all examiner categories.

Module 2: Test standards: Aeroplanes for
2.1 - LAPL(A),
2.2 - PPL(A),
2.3 - CPL(A),
2.4 - ATPL(A),
2.5 - MPL(A),
2.6 - IR(A)

Module 3: Test standards: Helicopters for
3.1 - LAPL(H),
3.2 - PPL(H),
3.4 - CPL(H),
3.5 - ATPL(H),
3.6 - IR(H)

Module 4: Test standards: Class ratings for SPA/TMG (excluding SPHPCA)
4.1 – TBA
4.2 - SEA

Module 5: Test standards: Type ratings for
5.1 - MPA,
5.2 - SPHPCA (to be published in the next revision)
5.3 - MPH

Module 6: Test standards: Mountain rating

Module 7: Instructor Certificate — Assessment of Competence for
7.1 – TRI/SFI (A),
7.2 – TRI/SFI (H)
7.3 – TRI/SFI (PL)
7.4 – FI/CRI/IRI (A)
7.4 – FI/IRI (H)
7.5 – FI (S)
7.6 – FI (B)

Module 8: Test Standards for Examiner Assessment of Competence

Module 9: Test standards: Senior examiners standardisation and assessments of competence for senior examiners (RESERVED)

Module 10: Sailplane & Balloon TBC (Reserved)

- LICENSING REQUIRMENTS FOR EXAMINERS/SEN EXAMINERS
- GENERAL REQUIREMENTS/LIMITATIONS FOR TESTS/CHECKS
- TESTING PILOTS OF EASA MEMBER STATES
- EXAMINER PERSONAL PREP-CHECK
- LICENCE CHECK

DECISION GO/NO-GO – WHAT IS MISSING?

- PRIOR TO THE TEST/CHECK
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- DEBRIEFING OF THE CANDIDATE

GRADING

- SEN EXAMINER ADMINISTRATION
- RECORDS AND STORAGE



VALID AUTHORISATION

PIC PRIVILEGES

VALID FLIGHT INSTRUCTOR

VALID LP

VALID MEDICAL (SIM NO MEDICAL NEEDED)



**VO (EU) 2019/27
MED.A.030**

FE (SP)	Skill test	PPL, CPL
all aeroplanes except HPA ME Turboprops and any Jet	Skill test	CR, TR, including IR*, only with valid IR
	Proficiency check	CR / TR, including IR*, only with valid IR
	Skill test	CR / TR, including IR*, only with valid IR
CRE (SP) all non-complex or HPA	Skill test	CR / TR, including IR*, only with valid IR
	Proficiency check	CR / TR, including IR*, only with valid IR
SFE (MP(A))	Skill test	TR on FSTD only ATPL on FSTD only
	Proficiency check	TR (LPC) on FSTD only
TRE (SP(A)) all HPA ME Turboprops and Jet	Skill test	TR on FSTD and aeroplane ATPL on FSTD and aeroplane
	Proficiency check	TR (LPC) on FSTD and aeroplane
TRE (MP(A))	Skill test	TR on FSTD and aeroplane ATPL on FSTD and aeroplane
	Proficiency check	TR (LPC) on FSTD and aeroplane
IRE (SP)	Skill test	IR, EIR

FE (SP)	Skill test	PPL, CPL
	Skill test	TR, including IR*, only with valid IR
	Proficiency check	TR, including IR*, only with valid IR
	Skill test	TR, including IR*, only with valid IR
TRE (SP)	Skill test	TR, including IR*, only with valid IR
	Proficiency check	TR, including IR*, only with valid IR
SFE (MP)	Skill test	TR on SIM only
	Proficiency check	TR (LPC) on SIM only
TRE (MP)	Skill test	TR on SIM and helicopter including IR*, only with valid IR
	Proficiency check	TR (LPC) on SIM and helicopter including IR*, only with valid IR
IRE (SP)	Skill test	IR

**EXPIRATION: SEN is LINKED TO
FE/TRE/SFE**

An Examiner shall hold the same rating, instructor and privileges as the candidate.

FCL.1025 Validity, revalidation and renewal of examiner certificates

VALIDITY

3 YEARS

REVALIDATION

**6 CHECKS WITHIN
3 YEARS incl. EBT
evaluation phases**

**REFRESHER
SEMINAR WITHIN
LAST YEAR**

**AoC WITHIN LAST
YEAR (ALL
PRIVILEGES WITH
ONE AoC)**

RENEWAL

**REFRESHER
SEMINAR**

**AoC WITHIN 12
MONTH AFTER
APPLICATION FOR
RENEWAL**

FCL.1005.TRE TRE – Privileges and conditions

- ▶ (a) TRE(A) and TRE(PL). The privileges of a TRE for aeroplanes or powered-lift aircraft are to
- ▶ conduct:
 - (1) skill tests for the initial issue of type ratings for aeroplanes or powered-lift aircraft, as applicable;
 - (2) proficiency checks for the revalidation or renewal of type ratings and IRs;
 - (3) skill tests for ATPL(A) issue;
 - (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in FCL.925;
 - (5) assessments of competence for the issue, revalidation or renewal of a TRI or SFI certificates in the applicable aircraft category, provided that they have completed at least 3 years as a TRE and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).

UPGRADE AFTER 1st REVALIDATION POSSIBLE

ZPH FCL 10 Rev. 8

Additional Standardization for holders of a TRE/SFE Certificate to Conduct Assessments of Competence for holders of or applicants for TRI/SFI Certificates

(g) Holders of a TRE or SFE certificate who have more than three years of experience as a TRE/SFE may attend an additional standardization module with the Authority in accordance with FCL.1005.TRE/SFE (a) (5) in order to be authorized to conduct competency evaluations for SFI/TRI certificates.

This minimum 2-hour standardization shall include:

- (1) Legal requirements regarding assessments of competence (e.g. FCL.935, associated AMC and relevant sections of the FEM).
- (2) Practical examples of how to structure an assessment of competence in the FSTD or on the aircraft (as applicable).

(h) Holders of an SFE certificate who have completed an SFI Tutor course in accordance with the derogation in Annex IV to the Commission Decision of 6.2.2014 (2014/69/EU) shall be credited in full towards the additional standardization requirements in (g).

FCL.1005.SFE SFE – Privileges and conditions

- ▶ (a) SFE for aeroplanes (SFE(A)) and SFE for powered-lift aircraft (SFE(PL))
The privileges of SFEs for aeroplanes or powered-lift aircraft are to conduct in an FFS, or for the assessments in point (5) on the applicable FSTD:
- ▶ (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for aeroplanes or powered-lift aircraft, as applicable;
- ▶ (2) proficiency checks for the revalidation or renewal of IRs if combined with the revalidation or renewal of a type rating, provided that they have passed a proficiency check for the aircraft type including the instrument rating within the last year;
- ▶ (3) skill tests for ATPL(A) issue;
- ▶ (4) skill tests for MPL issue, provided that they have complied with the requirements laid down in point FCL.925; and

(5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that they have completed at least 3 years as an SFE(A) and have undergone specific training for the assessment of competence in accordance with point FCL.1015(b)

UPGRADE AFTER 1st REVALIDATION POSSIBLE

FCL.1005.SFE SFE – Privileges and conditions

- ▶ (a) SFE for aeroplanes (SFE(A)) and SFE for powered-lift aircraft (SFE(PL))
The privileges of SFEs for aeroplanes or powered-lift aircraft are to conduct in an FFS, or for the assessments in point (5) on the applicable FSTD:
- ▶ (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for aeroplanes or powered-lift aircraft, as applicable;
(2) proficiency checks for the revalidation or renewal of IRs if combined with the revalidation or renewal of a type rating, provided that they have passed a proficiency check for the aircraft type including the instrument rating within the last year;
(3) skill tests for ATPL(A) issue;
(4) skill tests for MPL issue, provided that they have complied with the requirements laid down in point FCL.925; and

participants of an SFI tutor course in accordance with the derogation in Annex IV to the Commission Decision of 6.2.2014 (2014/69/EU), will receive full credit for this additional standardization

UPGRADE AFTER 1st REVALIDATION POSSIBLE

Amm. 8 VO(EU)1178/211 – 20.12.2019

RULES FOR TRAINING AND CHECKS

(Training, Skill-Test & Proficiency Checks for MPL, ATPL, TR, CR, IR)

- ▶ MPA
 - Conducted in a FFS (if available)
- ▶ SPA
 - Conducted in an available and accessible FFS, or
 - A combination of FSTD(s) and the aircraft if a FFS is not available or accessible
 - Aircraft if no FSTD is available or accessible



FCL.010
Definitions

AVAILABLE – " means any flight simulation training device (FSTD) that is vacant for use of the FSTD operator or of the customer irrespective of any time considerations.

ACCESSIBLE – means that a device can be used by:

- the approved training organisation (ATO) under whose approval a training course for a class or type rating is being conducted; or
- the examiner conducting the assessment of competence, skill test or proficiency check for the purpose of assessing, testing or checking.



4. Actual engine shut down on the aeroplane is only allowed to be performed if required by the rules established in Part-FCL Appendix 9 and if a corresponding procedure is available in the AFM/POH. The following limitations have to be applied:
 - I. Minimum altitude 4000ft AGL.
 - II. VMC.
 - III. Visual contact to the ground.
 - IV. In gliding distance to the field.
 - V. ATC informed (if applicable).
 - VI. Landing has to be assured.
 - VII. Procedures and limitations according AFM/POH have to be applied.
5. Minimum altitude for steep turns is 4000 ft above GND.
6. Conditions required for stalling exercises and unusual attitude recoveries:
 - I. Minimum altitude 4000 ft AGL.
 - II. VMC
 - III. Visual contact to the ground.
 - IV. Stall recovery procedure must be initiated at the onset of stall warning, perceptible buffet or other response to the initial stall entry.
 - V. This exercise must be briefed extensively before the flight.
7. Simulated engine failure after T/O for SE aircraft:
 - I. Minimum altitude 300ft above GND.
 - II. This exercise must be briefed extensively before the flight.

5. Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test. Maneuvers and procedures which are marked with M in the appropriate test or check form have to be conducted mandatorily.

Only MEH:

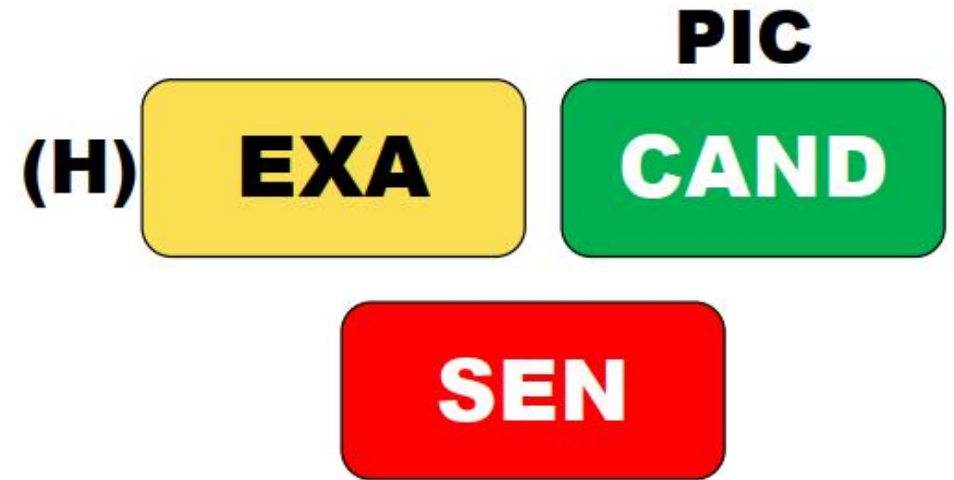
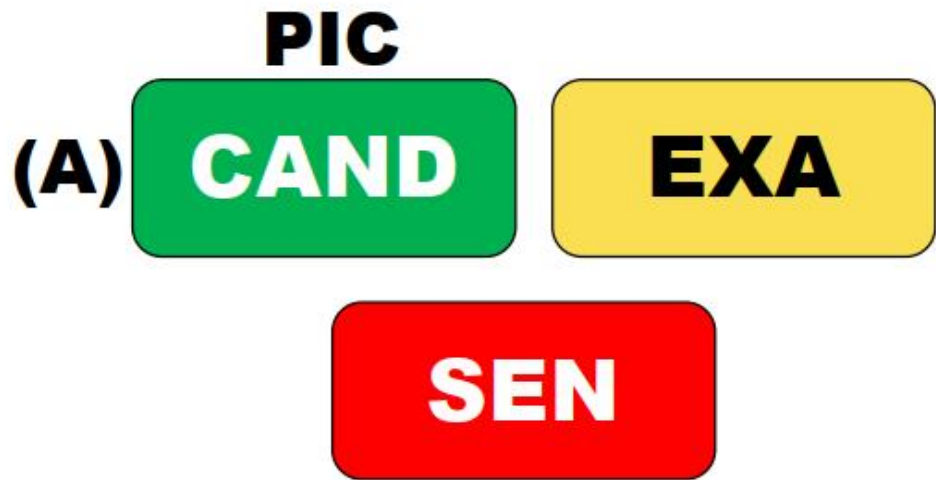
Actual shut down of one engine is only allowed to be performed if required by the rules established in Part-FCL Appendix 9. The following limitations have to be applied:

- I. Minimum altitude 1000ft AGL.
- II. VMC.
- III. Visual contact to the ground.
- IV. In gliding distance to the field.
- V. ATC informed (if applicable).
- VI. Landing has to be assured.
- VII. Procedures and limitations according AFM/POH have to be applied.

TESTFORMAT STANDARD SETUP DUMMY TEST



TESTFORMAT STANDARD SETUP LIVE EVENT



TESTFORMAT STANDARD SETUP

LIVE EVENT SIM



AMC1 FCL.1020

ASSESSMENT OF COMPETENCE AoC

EXAMINER ACCEPTANCE RECORD



- LICENSING REQUIRMENTS FOR EXAMINERS/SEN EXAMINERS
- GENERAL REQUIREMENTS/LIMITATIONS FOR TESTS/CHECKS
- TESTING PILOTS OF EASA MEMBER STATES
- EXAMINER PERSONAL PREP-CHECK
- LICENCE CHECK

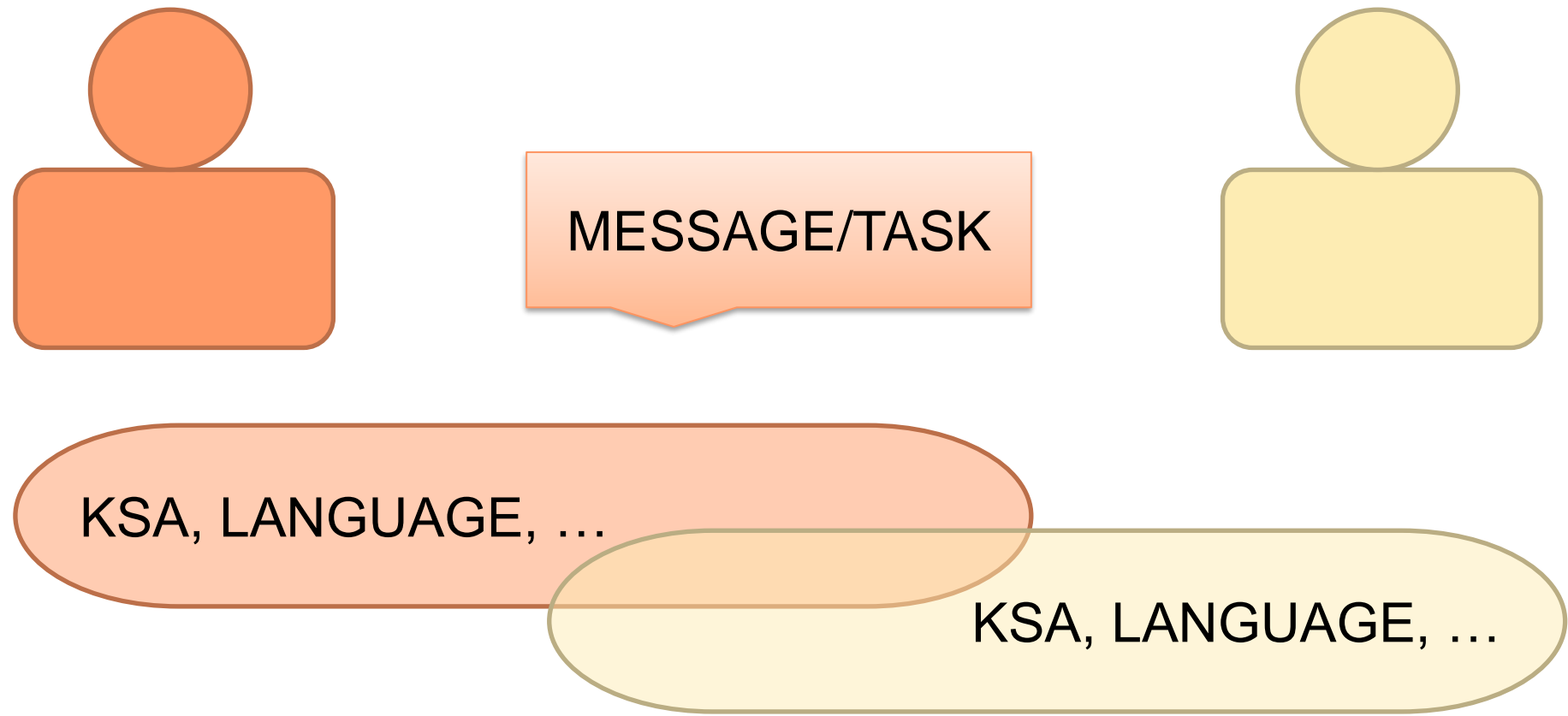
DECISION GO/NO-GO – WHAT IS MISSING?

- PRIOR TO THE TEST/CHECK
- BRIEFING THE CANDIDATE
- BRIEFING THE PILOT/THE CREW
- THE FLIGHT/THE SIM-SESSION
- POST-FLIGHT PROCEDURE BEFORE DEBRIEFING/GRADING
- DEBRIEFING/ASSESEMENT OF PERFORMANCE/GRADING
- ADMINISTRATION/TEST FORM HANDLING/LICENSE ENDORSEMENT
- DEBRIEFING OF THE CANDIDATE

GRADING

- SEN EXAMINER ADMINISTRATION
- RECORDS AND STORAGE

COMMUNICATION



COMMUNICATION DURING EXAMINATION

- NO SMALLTALK
- USE STANDARD PHRASEOLOGY
- STICK TO PROCEDURES

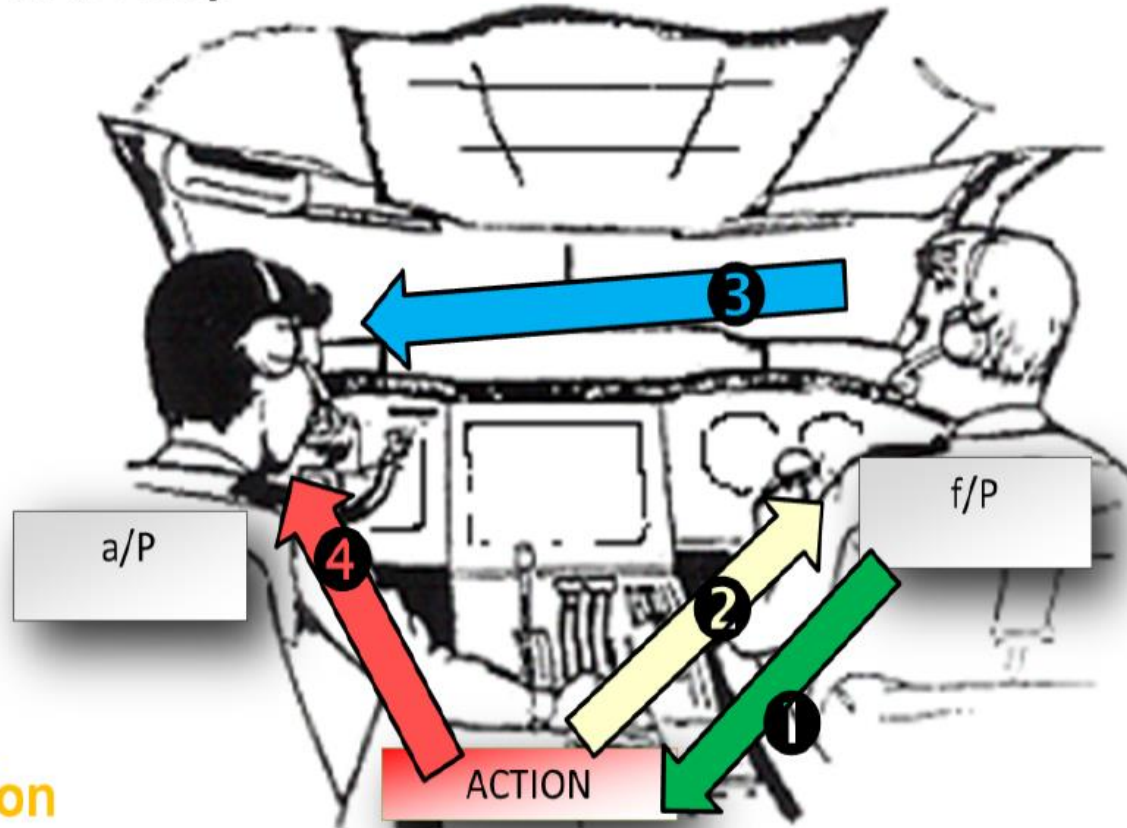
CALL OUT

ANNOUNCEMENT

REQUEST

Flight Deck TEAMWORK:

Simplified Closed Loop



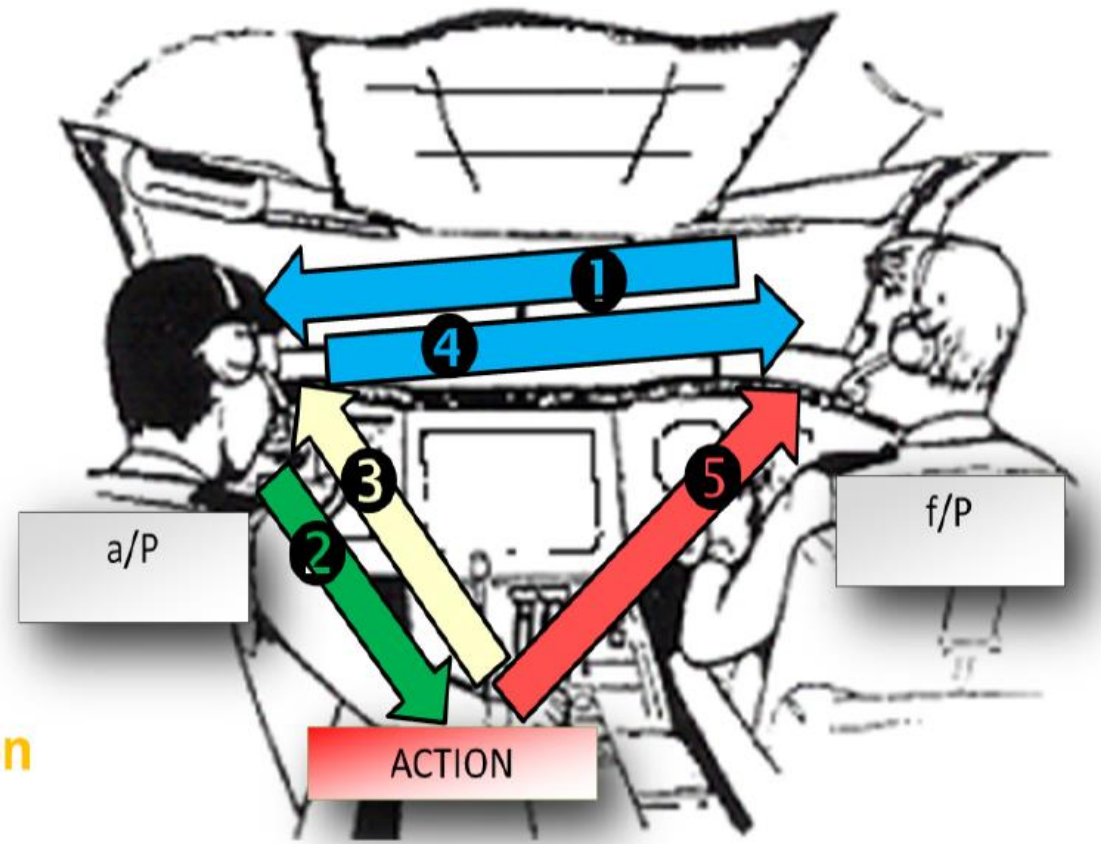
- 1** Action
- 2** Supervision
- 3** Report
- 4** Recheck


Manipulation	Green bar
Supervision	Yellow bar
Control	Red bar
Communication	Blue bar

Flight Deck TEAMWORK:

Extensive Closed Loop

- ① Order
- ② Action
- ③ Supervision
- ④ Report
- ⑤ Recheck



Manipulation	
Supervision	
Control	
Communication	

COMMUNICATION STRESS/CRISIS



P

PROBE

„What is our cleared FL/ALT?“

A

ALERT

„Check FL/ALT!“

C

CHALLENGE

„We are too low! Climb NOW!“

E

EMERGENCY

„MY CONTROLS!“

- LICENSING REQUIRMENTS FOR EXAMINERS/SEN EXAMINERS
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GRADING

- SEN EXAMINER ADMINISTRATION
- RECORDS AND STORAGE

Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes	Practical Training				ATPL/MPL/Type Rating Skill Test or Proficiency Check		
Manoeuvres/Procedures	Practical training performed in				Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
SECTION 1 - FLIGHT PREPARATION							
1.1 Performance calculation	P						
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	P#			P			
1.3 Cockpit inspection		P →	→	→			
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P →	→	→	→		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P →	→			
1.6 Before take-off checks		P →	→	→		M	

RESULTS OF THE TEST SECTIONS							
„P“ - passed „F“ - failed	1	2	3	4	5	6	Section MPO/SPO (if applicable)*
REMARKS (if any)							

* Fill in only if MPO and SPO are intended to be achieved. Otherwise the field should be deleted.

8 Proficiency check result

- PASSED
 PARTIALLY PASSED
 FAILED
- Manual licence entry was carried out (enclose a copy of the licence)

Signature of Examiner

Signature of Applicant

- LICENSING REQUIRMENTS FOR EXAMINERS/SEN EXAMINERS
- GENERAL REQUIREMENTS/LIMITATIONS FOR TESTS/CHECKS
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- LICENCE CHECK

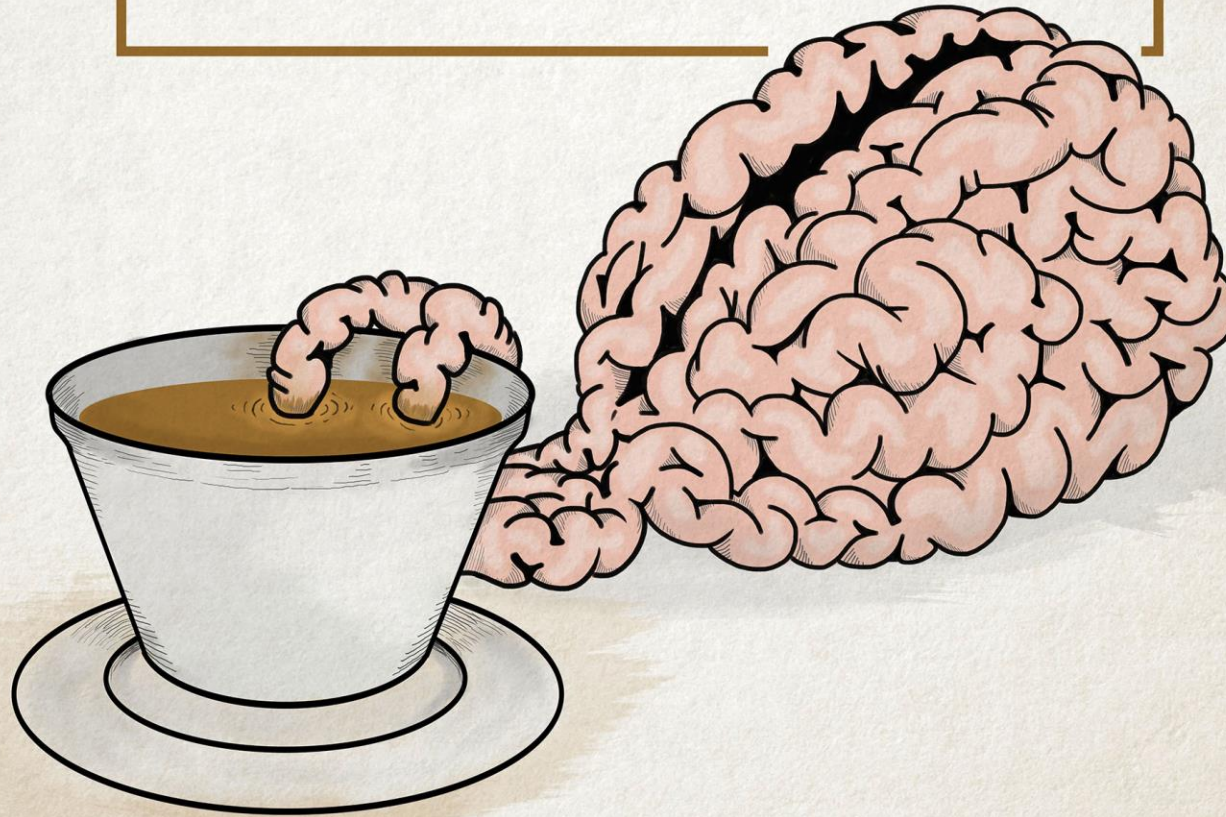
DECISION GO/NO-GO – WHAT IS MISSING?

- PRIOR TO THE TEST/CHECK
- BRIEFING THE CANDIDATE
- BRIEFING THE PILOT/THE CREW
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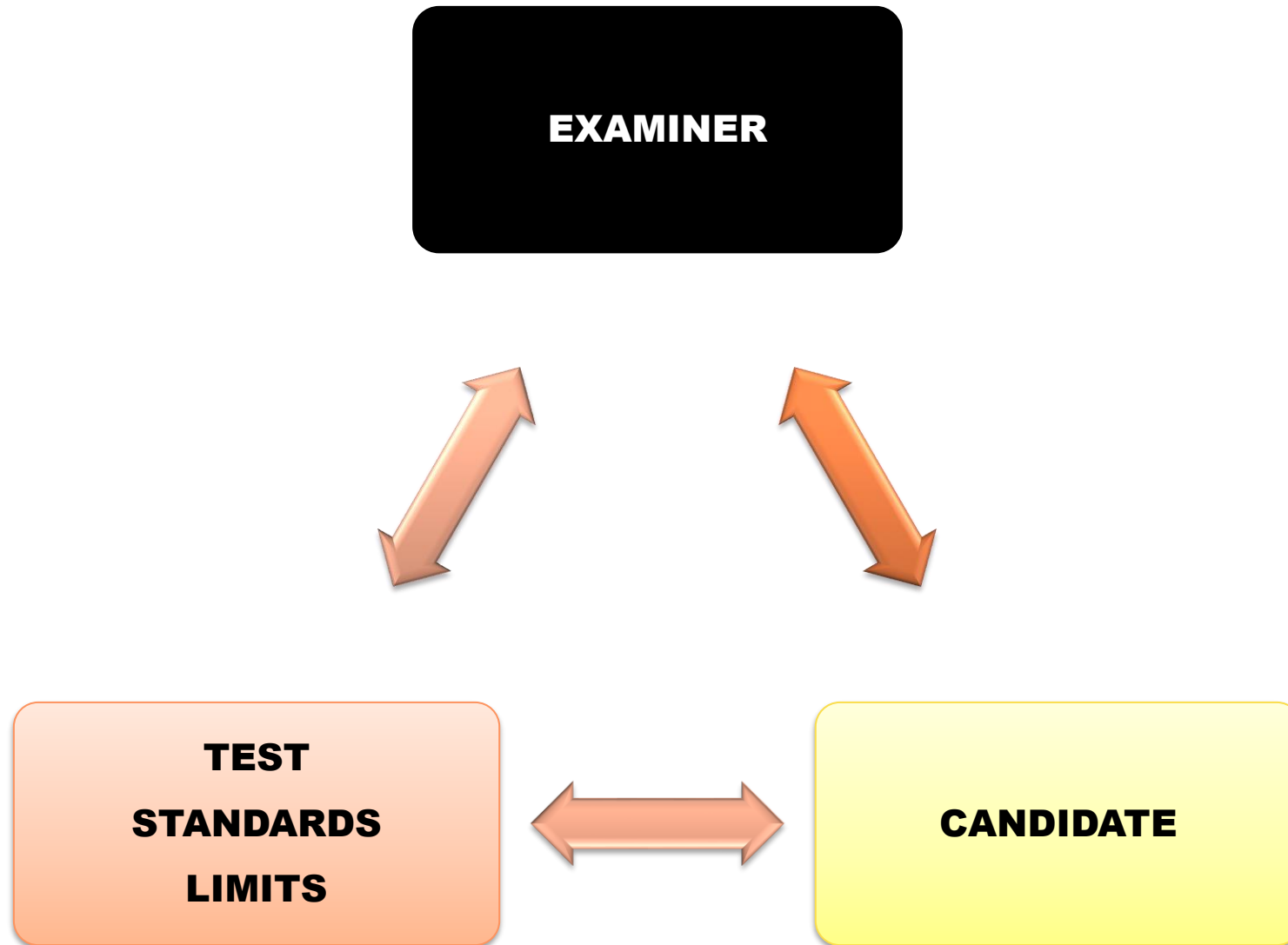
GRADING

- SEN EXAMINER ADMINISTRATION
- RECORDS AND STORAGE

COFFEEBREAK



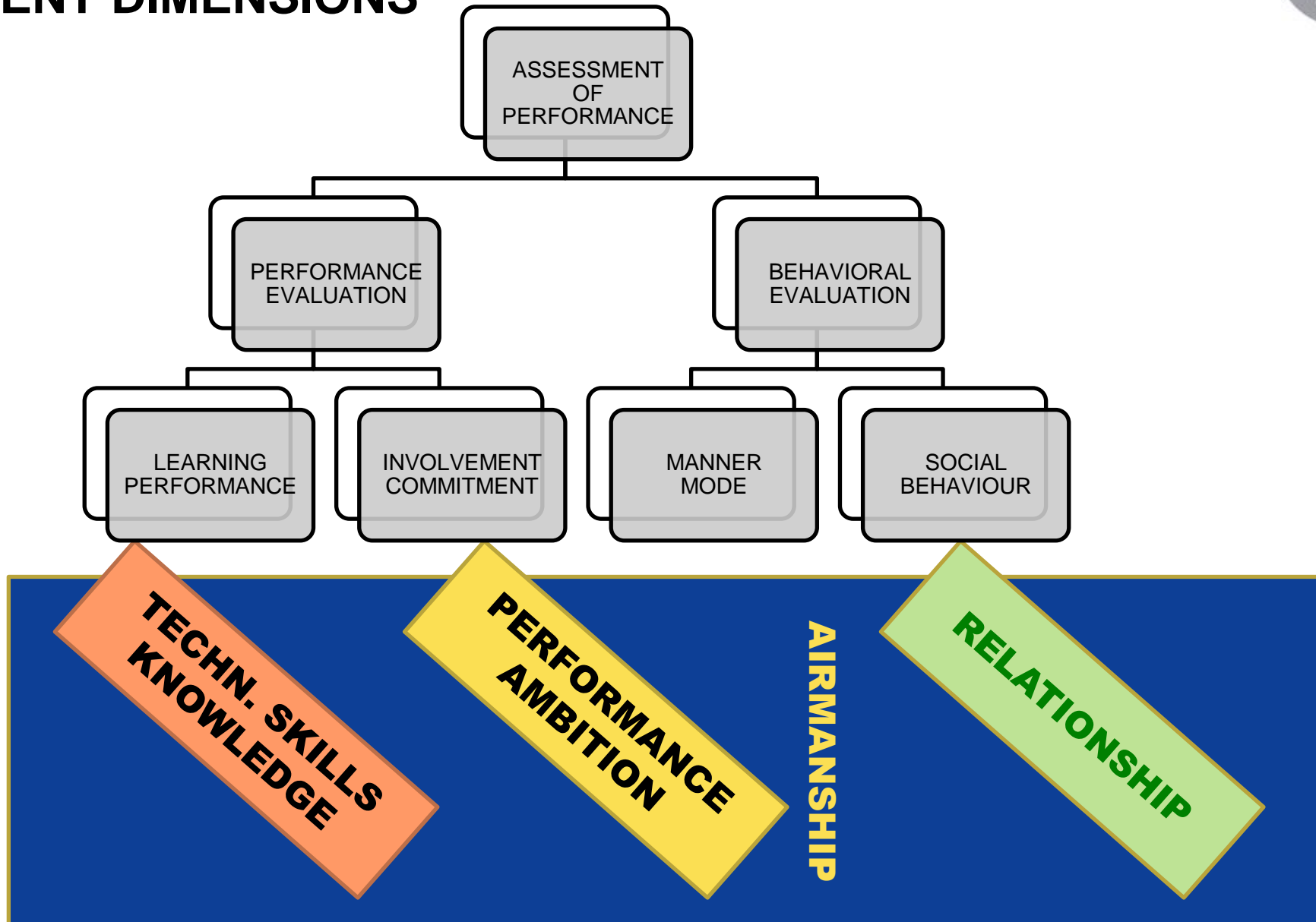
ASSESSMENT OF PERFORMANCE

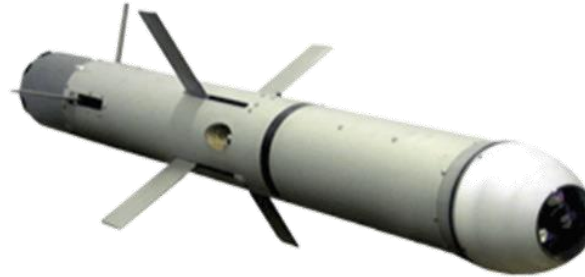




Ok can I fly now?


ASSESSMENT DIMENSIONS





B⁴

- **BEOBACHTEN - OBSERVE**
- **BESCHREIBEN - DESCRIBE**
- **BEURTEILEN - EVALUATE**
- **BESPRECHEN - DEBRIEF**

A murder scene in a grand, ornate room. A man in a suit lies face down on a patterned rug. Several people are standing around: a man in a grey coat on the left, a man in a dark uniform with a hat, a woman in a hat and vest, a man in a tuxedo, a woman in a dark dress and white apron, and a person in a bear costume on the right. A large vase of red roses is in the foreground. The room features a chandelier, a mounted animal head, and a framed portrait.

WHODUNNIT?

FAIL

- ▶ Knowledge not sufficient
- ▶ One or more failures leads to an undesired aircraft state (e.g.: unsafe landing, red warning, ...)
- ▶ Critical deviation, which means more than doubling the value of a specific limit
- ▶ Repeated major failure without achieving stabilization
- ▶ Exceedance of a zero-tolerance published limit
- ▶ Inability to retrieve memory items or by-heart items published by aircraft manufacturer
- ▶ Inability to identify and/or correct major failure
- ▶ Inability to build up and maintain a real mental model of the situation, aircraft control in doubt or lost, intervention required
- ▶ Inability to achieve standard performance of a repeat item
- ▶ The candidate chooses to terminate the session for a reason, considering not adequate by the examiner

Examiners must be aware of the fact, that they are responsible to Austro Control only and not to an operator or training organisation.

Every examiner must be aware of the main purpose of a test or check:

1. Determine through practical demonstration during a test or check that an applicant has acquired or maintained the required level of knowledge and skill or proficiency.
2. Improve training and flight instruction in ATOs by feedback of information from examiners about items or sections of tests or checks that are most frequently failed.
3. Assist in maintaining and, where possible, improving air safety standards.
4. In case of a fail of the conduction of the check the examiner has to inform the applicant that the second attempt has to be conducted by an examiner explicitly designated by the competent authority.

NOT VALID FOR AOC OF EXAMINERS

AoC FAIL

- ▶ Not checking if flight crew meets requirements
- ▶ Unable to give structured (de)briefing/handle subjects.
- ▶ Not familiar with relevant legislation articles, documents and procedures
- ▶ Not capable of (or unfamiliar with) operating simulator.
- ▶ Not (capable of) assessing candidate according guidelines
- ▶ Not showing desired attitude towards candidates and/or regulations.
- ▶ Incomplete training received or insufficient training/checking performed to (re)qualify.

- LICENSING REQUIRMENTS FOR EXAMINERS/SEN EXAMINERS
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- LICENCE CHECK

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GRADING

- SEN EXAMINER ADMINISTRATION
- RECORDS AND STORAGE

EXAMINER ACCEPTANCE RECORD

<input type="checkbox"/> Authorization	NATURE	<input type="checkbox"/> SIMULATOR	<input type="checkbox"/> AEROPLANE	<input type="checkbox"/> HELICOPTER
<input type="checkbox"/> Reauthorization	Prof. Check	<input type="checkbox"/> FCL.740	<input type="checkbox"/> FCL.620 (IR)	<input type="checkbox"/> FCL.320 (CPL)
	Skill Test	<input type="checkbox"/> FCL.520A (ATPL)	<input type="checkbox"/> FCL.235 (PPL)	<input type="checkbox"/> FCL.725

Authorization as:		
<input type="checkbox"/> TRE	<input type="checkbox"/> SFE	<input type="checkbox"/> CRE (A)
<input type="checkbox"/> FE	<input type="checkbox"/> IRE	<input type="checkbox"/> FIE
Name:	First name:	ASSESSOR:
Examiner authorization:	Licence no.:	Assessor's Examiner Authorization No.:
A/C Type/Reg.:	Place of check:	Date of Inspection:
SIM ID:	FLT - Time session:	Crew [/]

1	Preparation	F/G
1.1	How was the training/PC mission planned? (Training/check program and preparation of test/check.)	
1.2 (SIM)	Was the nature of the SIM/LOFT Scenario adequate?	
1.3	Did the examiner create a realistic Examination Scenario?	
2	Briefing/Debriefing	F/G
2.1	How was the session overview promulgated?	
2.2	Classification of oral test after briefing?	
2.3	Was the planned time for the briefing and debriefing sufficient?	
2.4	How did the examiner address strong and weak items during debriefing?	
3	Simulator (N/A if assessment on aeroplane)	F/G
3.1	Simulator condition/Defects	
3.2	How did the instructor brief simulator escape and emergency procedures?	
3.3	How did the examiner brief simulator differences?	
3.4	How did the examiner manage the timeframe for the applicant(s) to prepare the simulator?	
3.5	Was the SIM approved by the authority?	

4	Start with LOFT Session/Program	F/G
4.1	Did the LOFT session/ex-program start on time?	

5	Compliance	F/G
5.1	Is the LOFT session/program compliant with the previously provided paper program version?	
5.2	How did the examiner adhere to his own session schedule? (timeframe/deviation)	

6	Behavior	F/G
6.1	How did the examiner motivate the applicant(s)?	
6.2	How did the examiner recover failures and mistakes made by the pilot/crew team?	
6.3	Examiner fairness?	
6.4	Examiner calmness?	
6.5	Examiner leadership?	
6.6	Emotional climate and atmosphere during check?	

7	Examiner Skills (SIM/AEROPLANE/HELI)	F/G
7.1	How did the examiner manage to steer the session?	
7.2	How well could the examiner handle questions during the session?	
7.3	Was the examiner's system knowledge up-to-date?	
7.4	How did the examiner connect the session topics in relation to PF/PNF changes?	
7.5 (SIM)	How well could the examiner manage unforeseen simulator problems?	
7.6	Did the examiner check all mandatory items?	
7.7 (SIM)	How did the examiner manage to set a break?	
7.8	How did the examiner develop/increase the knowledge of the applicant(s)?	
7.9 (SIM)	Did the examiner use the freeze function often?	
7.10	Examiner's SOP knowledge up to date?	
7.11	CRM?	
7.12	MCC?	
7.13	Was the examiner's session documentation appropriate?	
7.14	How did the examiner conclude a final session result from the applicant's performance?	
7.15	Was the debriefing recognizable as an important part of the session? (facts/errors/suggestions/ outlook)?	
7.16	Did the LOFT/session/ex-program end on time?	

Legend	Score Legend for debriefing only: F= Finding / G = Grading	F/G
	Standard	S
	Above Standard	AS
	Below Standard	BS
	Unsatisfactory	U
	Further annotations:	
	Yes	Y
	No	N
	Not applicable	N/A
	Is the examiner qualified for examiner duties?	
<input type="checkbox"/>	No	N
<input type="checkbox"/>	Yes	Y

Observation Sheet/Major Topics only: (use additional page if needed)

No	Observation	Corrective action requested by ASSESSOR
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

RMK:

All documents must be signed by the examiner and the assessor. The assessor will send the following documents to:

AUSTRO CONTROL GmbH
Personnel Licensing-Examinations
Wagramer Straße 19
A-1220 Wien

Documents attached:

- Copies of Examiner's License, Examiner's Authorization
- Copies of the correctly completed Skill Test/Proficiency Test forms
- Copy of test preparation and execution documents (SIM ONLY) - e.g. execution notes, filled out by the examiner during test/check

EXAMINER ACCEPTANCE RESULTS

Session Result:	<input type="checkbox"/> Acceptable Passed (see Finding List)	<input type="checkbox"/> Not Acceptable Failed	<input type="checkbox"/> Recency as required by EU-FCL
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Examiner (under supervision)		
Name:	First name:	Auth. no.:
	Licence no.:	Signature:
Assessor		
Name:	First name:	Auth. no.:
	Licence no.:	Signature:

LICENSE ENDORSEMENT

ZPA ACG/FCL/01-2012	15.12.2016
ZPA ACG/FCL/01-2012 - Annex 1	15.12.2016

Endorsements on licences by examiners

Examples of endorsements

- **Class rating**
- **Type rating**
- **Instrument rating**
- **Mountain rating**
- **Flight Instructor rating**
- **Language assessment (if examiner is also LPE)**

CR/TR EXP: 31.12.21
FI EXP: 31.12.21

SEP/TMG: 31.12.21

**Within 3 month prior
expiration**

**Earlier than 3 month
prior expiration**

**FLIGHT INSTRUCTOR
Within last year of
validity**

**SEP/TMG
Trainingsflight with FI
Within 12 month**

**12/24 month
END OF EXP MONTH
Test: 05.10.21
Exp: 31.12.22/23**

**12/24 month
END OF TEST MONTH
Test: 05.08.21
Exp: 31.08.22/23**

**36 month
END OF EXP MONTH
Test: 06.04.21
Exp: 31.12.24**

**24 month
END OF EXP MONTH
FI-Flight: 06.04.21
Exp: 31.12.23**

g) Beispiel: Verlängerung Instrumentenflugberechtigung für mehrere CR/TR (Anlage 8 zu Teil-FCL)

Rating, certificate, endorsement/ Berechtigungsvermerk	Date of rating test/ Datum des Prüfungsfluges	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Examiners certificate no./ Prüferzeugnis Nr.	Examiners signature/ Unterschrift des Prüfers
<i>MEP (land)</i>	<i>01.08.16</i>	<i>31.08.17</i>	<i>31.08.17</i>	<i>AT.FCL.12345.FE</i>	<i>Max Mastermann</i>
<i>IR/SEP (land)</i>		<i>01.11.16</i>	<i>31.08.17</i>	<i>AT.FCL.12345.FE</i>	<i>Max Mastermann</i>

Anmerkung: In diesem Fall wurde die Befähigungsüberprüfung inklusive IR auf der Klasse MEP (land) durchgeführt. Gemäß VO (EU) Nr. 1178/2011 Anhang I (Teil-FCL) Anlage 8 kann die IR Berechtigung auch für SEP (land) verlängert werden. In der Zeile für IR/SEP (land) hat das Datum in der dritten Spalte „Valid until/Gültig bis“ in diesem Fall dem unveränderten Ablaufdatum der Klassenberechtigung SEP (land) zu entsprechen.

k) Beispiel: Korrekturen von Eintragungen

Rating, certificate, endorsement/ Berechtigungsvermerk	Date of rating test/ Datum des Prüfungsfluges	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Examiners certificate no./ Prüferzeugnis Nr.	Examiners signature/ Unterschrift des Prüfers
MEP (land)	01.08.15	31.08.18	31.08.18	AT.FCL.12345.FE	Max Mustermann
MEP (land)	01.08.16	01.11.17	31.08.17	AT.FCL.12345.FE	Max Mustermann

Anmerkung: In diesem Fall erfolgten mehrere Fehler in einer Zeile. Für die Korrektur sind alle Felder der Zeile zu streichen und ist eine neue Zeile auszufüllen.

l) Beispiel: Korrekturen von Eintragungen

Rating, certificate, endorsement/ Berechtigungsvermerk	Date of rating test/ Datum des Prüfungsfluges	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Examiners certificate no./ Prüferzeugnis Nr.	Examiners signature/ Unterschrift des Prüfers
MEP (land)	01.08.16	31.08.17	31.08.18 17	AT.FCL.12345.FE	Max Mustermann
					Max Mustermann

Anmerkung: In diesem Fall erfolgte nur ein Fehler in einer Spalte. Für die Korrektur ist der entsprechende Fehler zu streichen und richtigzustellen. Die Änderungen sind rechts neben der Zeile zu beurkunden. **Achtung:** Korrekturen dürfen nur von der Person vorgenommen werden, welche auch den ursprünglichen Eintrag vorgenommen hat!

Beispiele für falsche Handeinträge

Rating, certificate, endorsement/ Berechtigungsvermerk	Date of rating test/ Datum des Prüfungstermines	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Examiners certificate no./ Prüferzeugnis Nr.	Examiners signature/ Unterschrift des Prüfers
MEP / IR	29.09.16	30.11.17	30.11.17	[REDACTED]	[REDACTED]
SEP / IR	29.09.16	30.11.18	30.11.17		

XII Ratings, certificates and privileges / ratings to be revalidated Berechtigungen, Zeugnisse und Rechte / Zu verfallende Berechtigungen			
Class/Type/IR/ Klasse/Typus/IR	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Remarks and Restrictions/ Bemerkungen und Einschränkungen
MEP (land)	30.11.2016	30.11.2016	FI(A)
PA-45 SET	30.11.2017	30.11.2016	FI(A)
PC-12	30.11.2016	30.11.2016	FI(A)
SEP (land)	30.11.2017	30.11.2016	FI(A)
TBM SET	31.07.2017	30.11.2016	FI(A)
TMG	31.12.2017		FI(A)




Beispiele für falsche Handeinträge

Rating, certificate, endorsement/ Bewertungsmerkmal	Date of rating test/ Datum des Prüfungstermins	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Examiners certificate no./ Prüfungsnr.	Examiners signature/ Unterschrift des Prüfers
SEP ITMG	19.04.14	31.12.16	/	[REDACTED]	[REDACTED]
SEP ITMG	26.08.16	31.12.18	/		
SEP ITMG	26.08.16	31.12.18 26.08.18	/		

Rating, certificate, endorsement/ Bewertungsmerkmal	Date of rating test/ Datum des Prüfungstermins	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Examiners certificate no./ Prüfungsnr.	Examiners signature/ Unterschrift des Prüfers
SEP-VFR-LAND	29.09.2016	30.06.2018	-	[REDACTED]	[REDACTED]
* TMG -	29.09.2016	30.06.2018	-		

* Erneuerung wurde nur auf SEP gemacht

Beispiele für falsche Handeinträge

Rating, certificate, endorsement/ Berechtigungsvermerk	Date of rating test/ Datum des Prüfungsfluges	Valid until/ Gültig bis	IR Valid until/ IR Gültig bis	Examiners certificate no./ Prüferzeugnis Nr.	Examiners signature/ Unterschrift des Prüfers
SEP (land)	29.09.16	30.09.16			

POINTS OF CONTACT

MAIL



AUSTRO CONTROL GmbH
Aviation Agency
Department ACW
Schnirchgasse 17
1030 Vienna
Austria

SKILL TESTS
PROF CHECKS
AoC FI/CRI/TRI/SFI
DIGITAL COPY



pilots@austrocontrol.at

AoC FE/CRE/TRE/SFE
DIGITAL COPY



examinations@austrocontrol.at

BE AWARE OF PROTECTION REQUIREMENTS FOR PERSONAL DATA

EU Directive 95/46/EC3

Examiners shall maintain records **for 5 years** with details of all skill tests, proficiency checks and assessments of competence and their results.

In general, skill test, proficiency check and assessment of competence forms and any other personal information may only be passed to the examiner's CA (civil authority), the applicant's CA as required, to the applicant and, if applicable, to the applicant's organisation with his/her prior consent.

No information shall be passed to others.



- ✓ LICENSING REQUIRMENTS FOR EXAMINERS/SEN EXAMINERS
- ✓ GENERAL REQUIREMENTS/LIMITATIONS FOR TESTS/CHECKS
- ✓ TESTING PILOTS OF EASA MEMBER STATES
- ✓ EXAMINER PERSONAL PREP-CHECK
- ✓ LICENCE CHECK

DECISION GO/NO-GO – WHAT IS MISSING?

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GRADING

- ✓ SEN EXAMINER ADMINISTRATION
- ✓ RECORDS AND STORAGE

OBJECTIVE



Checklist for an Assessment of Competence (AoC) / Examiner Acceptance Record




Knowledge of the regulations and administration of an Assessment of Competence (AoC) for issuing, revalidation or renewal of an examiner authorization

Exchange of experience among flight examiners.



To produce VALIDE, RELIABLE and OBJECTIVE test results and thereby keep flight safety at a high standard.



*„There's no such thing as a natural-born pilot.
If you are going to fly, do it right.“*

Chuck Yeager