

EXAMINER REFRESHER

Mag. Alexander KÖLL, MBA

koell.alexander@live.at



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.“

▶ AMC1 FCL.1025

EXAMINER REFRESHER SEMINAR

The examiner refresher seminar should follow the content of the examiner standardisation course, included in AMC1 FCL.1015, and take into account specific contents adequate to the category of examiner affected.



- ▶ **Contents AMC2 FCL.1015 and the FEM**
 - Standardisation arrangements for examiners limitations**
 - Purpose of a test or check**
 - Conduct of test or check**
 - Examiner preparation**
 - Examiner approach**
 - Assessment system**
 - Method and contents of the test or check**
 - FEM**
- ▶ **Part-FCL and related AMCs and GM relevant to their duties**
- ▶ **Operational requirements and related AMCs and GM relevant to their duties**
- ▶ **National requirements relevant to their examination duties**
 - z.B. ZPA FCL 1

WEBINAR CONTENT

- ▶ **Fundamentals of human performance and limitation relevant to flight examination**
- ▶ **fundamentals of evaluation relevant to applicant's performance**
- ▶ **management system of ATOs**
- ▶ **MCC, human performance if applicable**
- ▶ **Protection requirements for personal data, liability, accident insurance and fees**

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>

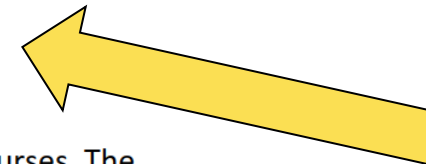
<https://www.easa.europa.eu/newsroom-and-events/news/european-aviation-safety-agency-easa-today-published-examiner-differences>

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

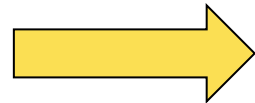


This LINK gives you access to the latest documents for examiner standardisation courses. The content will be kept up to date.

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 a licence proficiency check, a skill test or an Assessment of Competence (AoC)



Knowledge of the regulations and administration of a licence proficiency check, a skill test or an Assessment of Competence (AoC) for issuing, revalidation or renewal of PART-FCL licence

Exchange of experience among flight examiners.



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

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

DECISION GO/NO-GO – WHAT IS MISSING?

- CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ACCEPTABLE AIRCRAFT OR FSTD
- PLANNING & PREPARATION
- BRIEFING & ORAL EXAMINATION

DECISION GO/NO-GO – NO-GO = FAIL!

- THE FLIGHT
- ASSESSEMENT OF PERFORMANCE
- GRADING

DECISION PASS/FAIL/PARTIAL PASS

- TEST FORM HANDLING
- LICENSE ENDORSEMENT
- RECORDS AND STORAGE

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_ACW_019_DE or FO_LFA_ACW_020_DE)
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)

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

ATO LINK

The training **MUST** be completed at an ATO with a training manual approved by ACG in accordance with ZPH-FCL 10. Any deviation from this provision must be agreed with examinations@austrocontrol.at **BEFORE** the start of training and is subject to approval.



EXAMINER WEBINAR

ROLE OF THE EXAMINER, MONITORING OF EXAMINERS, ATO/DTO, NEWS & UPDATES

Mag. Alexander KÖLL, MBA

koell.alexander@live.at



SICHERHEIT LIEGT IN DER LUFT



EXAMINER'S TASKS EXAMINATIONS - WHY

▶ AMC2 FCL.1015

APPLICANT

(c) 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.

ATO

(d) 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.

FLIGHT SAFETY

(e) Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests or checks.



Module 1 - General

15.3 Pilot Competency Assessment Guidance:

The pass or fail criteria of the relevant appendix of Part-FCL must be applied to all tests. The competency tables below maybe used as support to debrief and provide guidance on how to improve a Candidates performance in the future. Lack of specific competencies may be identified as root causes of the failure of the performance of a task.

15.3.1 Competency Based Assessment

A formal competency-based assessment, based on competencies alone, requires a specific training course for Instructors and Examiners.



ROLE OF THE EXAMINER

austro

CONTROL

ACW

EXAM
(+Int.)

INSPECTOR



- 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-

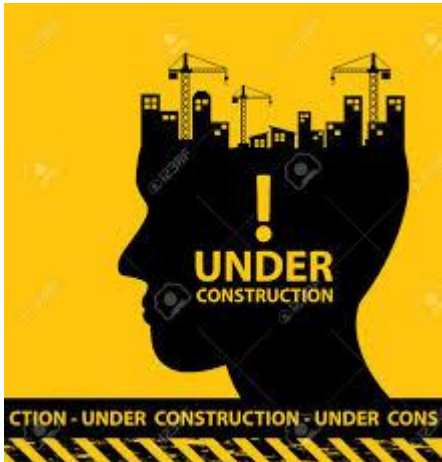


LINK

▶ **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**

EASA - EXAMINER DIFFERENCES DOCUMENT AUSTRIA



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		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

**RULES TO BE USED BY ALL EXAMINERS WHO DO NOT
HOLD AN AUSTRIAN EXAMINER'S LICENCE**

RULES TO BE USED BY ALL EXAMINERS WHO DO NOT HOLD AN AUSTRIAN EXAMINER'S LICENCE

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.



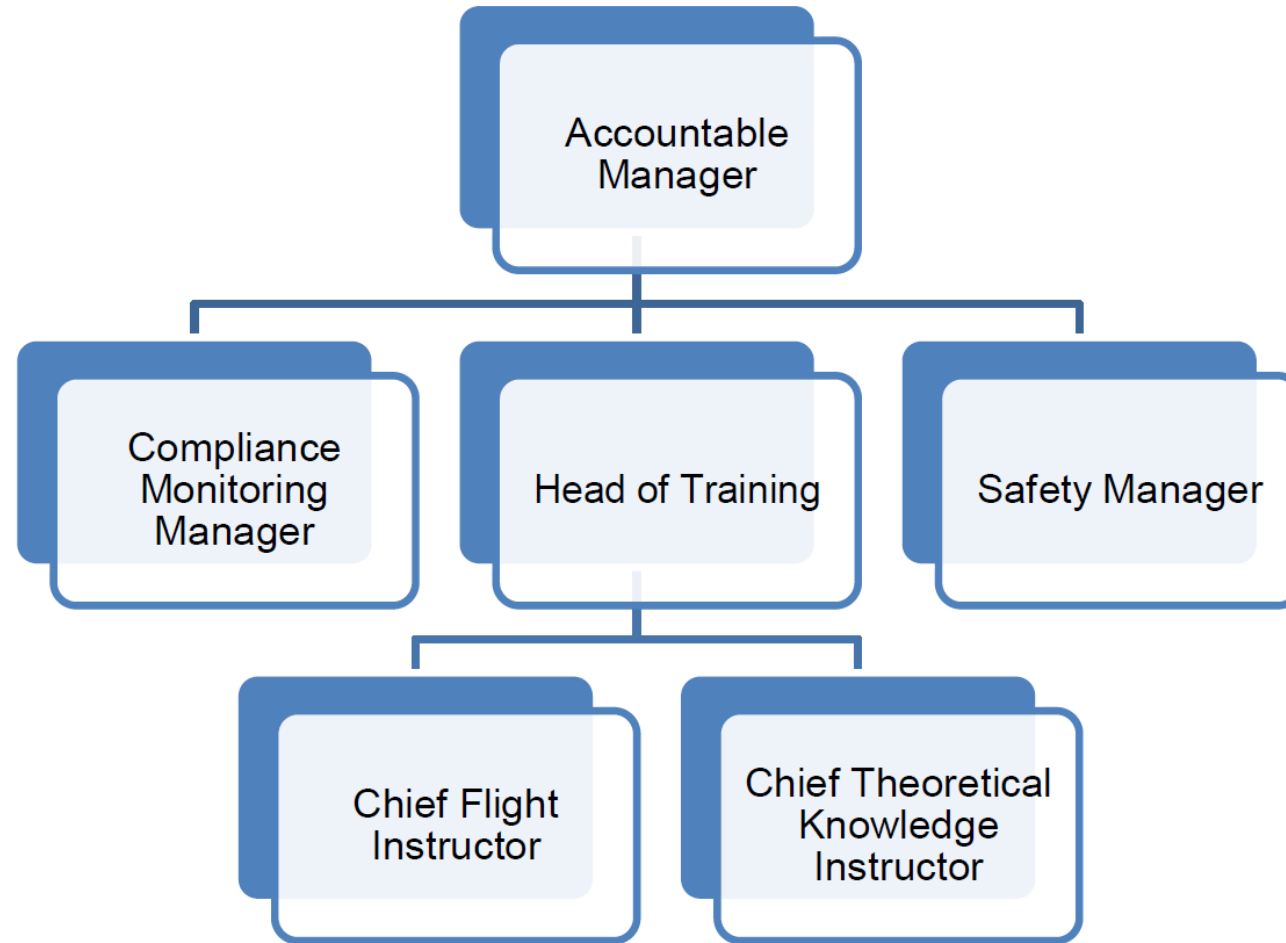


Management System von ATOs

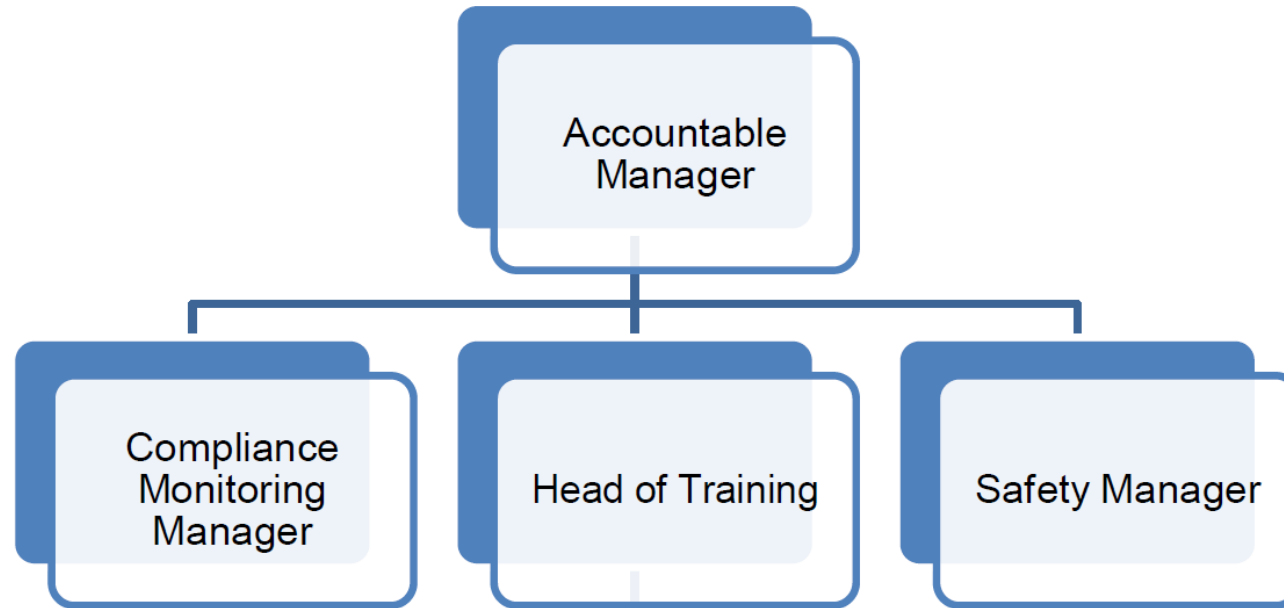
SICHERHEIT LIEGT IN DER LUFT



1. Managementsystem of ATOs 2/3



1. Managementsystem of ATOs



**LAPL/BPL/SPL/PPL
ONLY**

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



NEWS & UPDATES SINCE LAST REVALIDATION/RENEWAL

NEWS

EASA Class and Typeratings and Endorsement List

Update 24.03.2025



All manufacturers	Single-engine piston (land)	SEP (land)	X	—	SP	-	Class rating SEP (land) Aircraft within the class rating SEP (land) are not listed individually in this table unless specific provisions have been established. <u>'SEP aeroplane' as defined in Article 2 - Definitions.</u>
	Single-engine piston (land) with variable pitch propellers (VP)						
	Single-engine piston (land) with retractable undercarriage (RU)						
	Single-engine piston (land) with turbo- / super-charged engines (T)						

(8c)

'SEP aeroplane' means a single-engine, single-pilot aeroplane for which no type rating is required and whose single centric propulsion unit is operated by a single thrust control and driven by either of the following types of engine:

(a) a piston engine;

(b) an **electric engine system** which, if so specified following the certification process in accordance with Regulation (EU) No 748/2012, may consist of more than one electric engine;

(c) a **hybrid engine system** that consists of piston and electric engines, if so specified following the certification process in accordance with Regulation (EU) No 748/2012;

NEWS

EASA Class and Typeratings and Endorsement List

Update 24.03.2025



All manufacturers	Single-engine piston (sea)	SEP (sea)	X	—	SP	-	Class rating SEP (sea) Aircraft within the class rating SEP (sea) are not listed individually in this table unless specific provisions have been established. <u>'SEP aeroplane' as defined in Article 2 - Definitions.</u>
	Single-engine piston (sea) with variable pitch propellers (VP)						
	Single-engine piston (sea) with turbo- / super-charged engines (T)						
	Single-engine piston (sea) with cabin pressurisation (P)						
	Single-engine piston (sea) with electronic flight instrument						

(8c)

'SEP aeroplane' means a single-engine, single-pilot aeroplane for which no type rating is required and whose single centric propulsion unit is operated by a single thrust control and driven by either of the following types of engine:

(a) a piston engine;

(b) an **electric engine system** which, if so specified following the certification process in accordance with Regulation (EU) No 748/2012, may consist of more than one electric engine;

(c) a **hybrid engine system** that consists of piston and electric engines, if so specified following the certification process in accordance with Regulation (EU) No 748/2012;

EASA Class and Typeratings and Endorsement List

Update 24.03.2025



EASA LINK

All manufacturers	Single-engine turbo-prop engines (land)	SET (land)	X	<u>(*)</u>	<u>(*)</u>	-	<p>Class rating SET (land)</p> <p>Aircraft within the class rating SET (land) are not listed individually in this table unless specific provisions have been established.</p> <p>All aircraft within the same class rating SET require differences training, unless indicated otherwise in the Appendix 2.</p> <p>(*) Refer to Appendix 2</p>
-------------------	---	------------	---	------------	------------	---	--

All manufacturers	Single-engine turbo-prop engines (sea)	SET (sea)	X	<u>(*)</u>	<u>(*)</u>	-	<p>Class rating SET (sea)</p> <p>Aircraft within the class rating SET (sea) are not listed individually in this table unless specific provisions have been established.</p>
-------------------	--	-----------	---	------------	------------	---	---



Annex IV to ED Decision 2025/002/R – Licence Endorsement NIGHT/NVFR

The night rating as per point FCL.810 is applicable exclusively for holders of an LAPL(A), PPL(A), PPL(H) and PPL(As) and needs to be endorsed solely on these licences.

For pilot licences that automatically include NVFR privileges (CPL, MPL, ATPL), there is no need to separately endorse NVFR privileges.

**NO NIGHT ENDORSEMENT IN
CPL & ATPL**



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** an 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) due to the restrictions in relation to the COVID-19 pandemic: Until **25.04.2021**, pilots with valid instrument rating but no PBN privileges may still fly on routes and perform approaches which are based on conventional radio navigation (VOR, ILS, NDB etc...).



I) 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.

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

Amm. 14 VO(EU)2020/2193 – 16.12.2020

EBT (Evidence based training)

▶ EBT-Operator

- Organisation holding an AOC and has implemented an EBT programme approved by the competent authority

▶ EBT-Programme

- means a pilot assessment and training programme in accordance with point ORO.FC.231 of Annex III (Part-ORO) to Regulation (EU) No 965/2012
- Training completed in aircraft or in FSTDs in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 shall be taken into account for the experience and revalidation requirements established in this Annex (Part-FCL)

PREREQUISITE FOR REVALIDATION/RENEWAL WITH EBT ASSESSMENT ACC. APPENDIX 10

Appendix 10 (A) (1.) (b) they have an experience of at least 3 years in conduction a mixed EBT programme (means an operator's recurrent training and checking programme provided for in point ORO.FC.230 of Annex III (Part-ORO) to Regulation (EU) No 965/2012, a portion of which is dedicated to the application of EBT but which does not replace proficiency checks provided for in Appendix 9)

▶ Revalidation of type rating

- [...] shall receive full credits for the proficiency check when they complete EBT practical assessment (Appendix 10) at an EBT operator for the relevant class or type rating.

▶ Revalidation of IR

- Full credits for the proficiency check as required when they complete EBT practical assessment (Appendix 10) at an EBT operator



Amm. 9 VO(EU)1178/2011 – 20.12.2019

UPRT (Upset Prevention and Recovery Training)

- ▶ BASIC UPRT
 - CPL(A)/ATPL(A) modular & integrated
- ▶ ADVANCED UPRT
 - training acc. FCL.745.A
 - Integrated course CPL(A)/ATPL(A), MPL, TR(A)
- ▶ FI for aUPRT need a special certificate
- ▶ Training Course at an ATO
- ▶ FI for aUPRT and instruction of aUPRT instructors will be signed by the HT with a confirmation entry in the flight log. No entry in the license!
- ▶ UPRT only for first MP type-rating.
- ▶ For SP TR evidence on UPRT 3 years before TR will be accepted

austro
CONTROL



VO(EU)2020/359 – applicable from 08.09.2021

BASIC INSTRUMENT RATING (BIR)

- ▶ IFR „on single pilot non high performance aeroplanes“
- ▶ NON COMMERCIAL ONLY
- ▶ PPL(A) minimum level required
- ▶ If NIT rating is valid also during the night possible
- ▶ Special WX-conditions required
 - DH or MDA 200 ft above published minimum
 - Visibility 1500m
 - Change from VFR to IFR and vice versa only if
 - Dep aerodrome: vis 1500m, ceiling or circling minimum 600 ft AGL
 - Dest aerodrome & alternate: vis 1500m, ceiling or circling minimum 600 ft AGL, or DH/MDA 200 ft above published minimum
- ▶ NO language proficiency LVL 4 English needed
- ▶ Training at an ATO (PBN included)
- ▶ Theoretical exam (ECQB), Skill test acc. Appendix 7
- ▶ Validity 1 year
- ▶ Revalidation: Proficiency-Check or if prerequisites fulfilled (6 hrs PIC, 3 APP IFR) training session (1 hr min) with FI(A) BIR qualified. Every 2nd revalidation Prof-Check.



EASA's Flight Examiner Manual (FEM)

- 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
- GENERAL REQUIREMENTS/LIMITATIONS
- TESTING PILOTS OF EASA MEMBER STATES
- EXAMINER PERSONAL PREP-CHECK
- LICENCE CHECK

DECISION GO/NO-GO – WHAT IS MISSING?

- CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ACCEPTABLE AIRCRAFT OR FSTD
- PLANNING & PREPARATION
- BRIEFING & ORAL EXAMINATION

DECISION GO/NO-GO – NO-GO = FAIL!

- THE FLIGHT
- ASSESSEMENT OF PERFORMANCE
- GRADING

DECISION PASS/FAIL/PARTIAL PASS

- TEST FORM HANDLING
- LICENSE ENDORSEMENT
- 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**

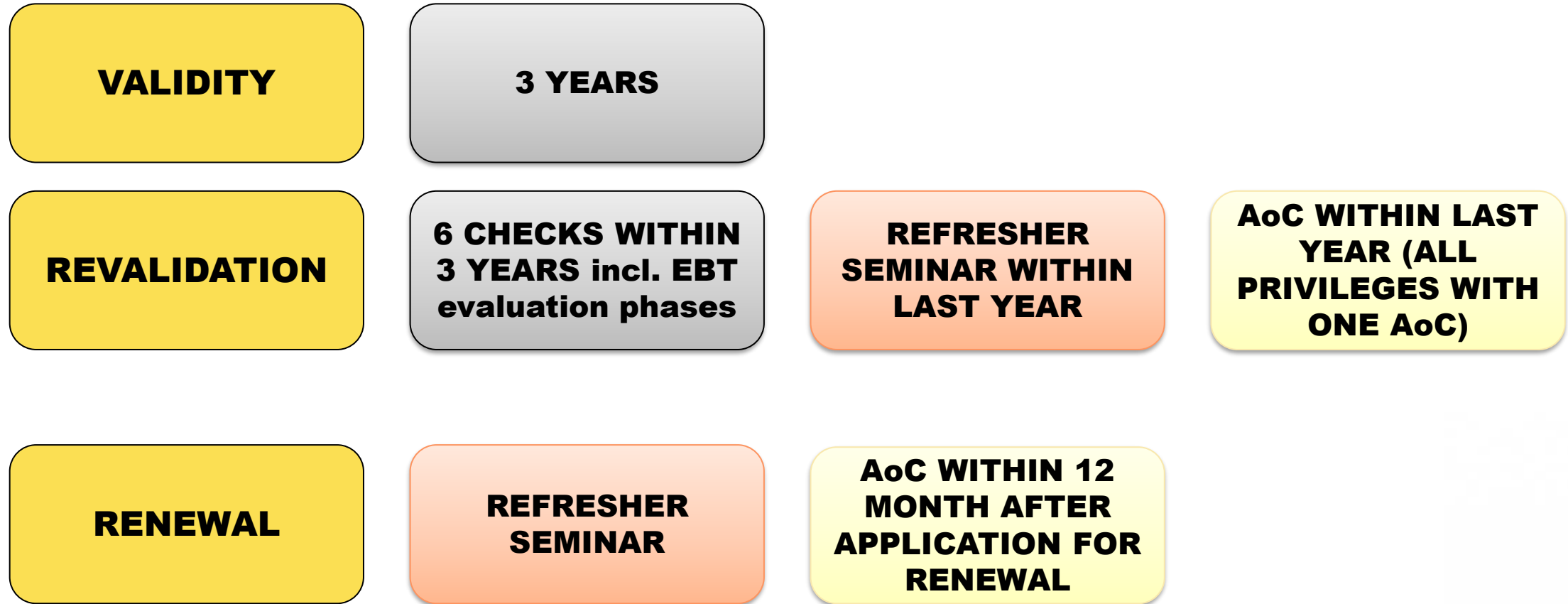
FE (SP) all aeroplanes except HPA ME Turboprops and any Jet	Skill test	PPL, CPL
	Skill test	CR, TR, including IR*, only with valid IR
	Proficiency check	CR / TR, including IR*, only with valid IR
CRE (SP) all non-complex or HPA	Skill test	CR / TR, including IR*, only with valid IR
	Proficiency check	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, BIR

FE (SP)	Skill test	PPL, CPL
	Skill test	TR, including IR*, only with valid IR
	Proficiency check	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 ratings and privileges as the candidate.

FCL.1025 Validity, revalidation and renewal of examiner certificates



FCL.1005.TRE TRE – Privileges and conditions

eff.from 11.11.2019

- ▶ (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).

I	State of Issue/ Ausstellendes Land	Austria
III	Certificate number/ Zeugnisnummer	AT.FCL [REDACTED] TRE
IV	Last and first name of holder/ Name, Vorname des Inhabers	[REDACTED]
IVa	Date of birth/ Geburtsdatum	[REDACTED]
XIV	Place of birth/ Geburtsort	Wien, Austria
V	Address/ Anschrift	[REDACTED]
VI	Nationality/ Staatsangehörigkeit	Austria
VII	Signature of holder/ Unterschrift des Inhabers	[REDACTED]
VIII	Issuing competent authority/ Ausstellende Behörde	Austro Control GmbH
X	Signature of issuing officer and date/ Unterschrift des Ausstellers und Datum	Wien, [REDACTED]
XI	Seal or stamp of issuing competent authority/ Siegel oder Stempel der zuständigen Behörde	

XII	Privileges/Berechtigungen	
	Authorisation/ Berechtigung	Valid until/ Gültig bis
	TRE(A) - A320	31.10.2028
	<p>This certificate replaces all those previously issued. The holder shall immediately notify any changes, which may have an effect on this certificate, to the issuing authority.</p> <p><i>Dieses Zeugnis ersetzt alle zuvor ausgestellten. Der Inhaber muss Änderungen, welche sich auf dieses Zeugnis auswirken könnten, unverzüglich der zuständigen Behörde mitteilen.</i></p>	

XIII	Remarks/Bemerkungen
	<p>- The privileges of this authorisation shall be exercised only if the holder is in the possession of a valid medical certificate, a valid licence and rating at least equal to the licence or rating for which the holder is authorized to conduct skill tests or proficiency checks. <i>Die mit dem Zeugnis verbundenen Rechte dürfen nur ausgeübt werden, wenn der Inhaber im Besitz eines gültigen Tauglichkeitszeugnisses, sowie einer gültigen Lizenz und Berechtigung ist, welche zumindest der entspricht, für die der Inhaber zur Durchführung von praktischen Prüfungen oder Befähigungsüberprüfungen befugt ist.</i></p> <p>- A legal identification document has to be carried for the purpose of identification of the licence holder. <i>Zum Zwecke der Identifizierung des Lizenzinhabers muss ein amtlicher Ausweis mitgeführt werden.</i></p> <p>- The privileges as IRE can only be exercised on those aircraft types or classes mentioned under XII of the flight crew licence. <i>Die Rechte als IRE dürfen nur auf den unter XII der Pilotenlizenz genannten Luftfahrzeugmustern oder -klassen ausgeübt werden.</i></p> <p>- TRE(A): TRE privileges applies as in FCL.1005.TRE (a) (1), (2), (3), (5).</p>

Abbreviations used in this certificate/ In diesem Zeugnis verwendete Abkürzungen		
(A)	Aeroplane	Flugzeug
(H)	Helicopter	Helikopter
CRE	Class rating examiner	Prüfer für Klassenberechtigungen
FE	Flight examiner	Flugprüfer
FIE	Flight instructor examiner	Prüfer für Fluglehrer
IRE	Instrument rating examiner	Prüfer für Instrumentenflugberechtigungen
TRE	Type rating examiner	Prüfer für Musterberechtigungen
SFE	Synthetic flight examiner	Prüfer für die Ausbildung an synthetischen Flugübungsgeräten
SEN	Senior examiner	Leitender Prüfer

Left blank

Left blank

Left blank


Austro Control GmbH
 EUROPEAN UNION
EXAMINER CERTIFICATE
PRÜFERZEUGNIS

Issued in accordance with Austrian national regulations and Part-FCL
Ertellt gemäß nationalem Gesetz und Teil-FCL



XIII Remarks/Bemerkungen

- The privileges of this authorisation shall be exercised only if the holder is in the possession of a valid medical certificate, a valid licence and rating at least equal to the licence or rating for which the holder is authorized to conduct skill tests or proficiency checks.

Die mit dem Zeugnis verbundenen Rechte dürfen nur ausgeübt werden, wenn der Inhaber im Besitz eines gültigen Tauglichkeitszeugnisses, sowie einer gültigen Lizenz und Berechtigung ist, welche zumindest der entspricht, für die der Inhaber zur Durchführung von praktischen Prüfungen oder Befähigungsüberprüfungen befugt ist.

- A legal identification document has to be carried for the purpose of identification of the licence holder.

Zum Zwecke der Identifizierung des Lizenzinhabers muss ein amtlicher Ausweis mitgeführt werden.

- The privileges as IRE can only be exercised on those aircraft types or classes mentioned under XII of the flight crew licence.

Die Rechte als IRE dürfen nur auf den unter XII der Pilotenlizenz genannten Luftfahrzeugmustern oder -klassen ausgeübt werden.

- TRE(A): TRE privileges applies as in FCL.1005.TRE (a) (1), (2), (3), (5).

austro
CONTROL

APPROVED



I	State of Issue/ Ausstellendes Land	Austria
III	Certificate number/ Zeugnisnummer	AT.FCL [REDACTED] TRE
IV	Last and first name of holder/ Name, Vorname des Inhabers	[REDACTED]
IVa	Date of birth/ Geburtsdatum	[REDACTED]
XIV	Place of birth/ Geburtsort	Wien, Austria
V	Address/ Anschrift	[REDACTED]
VI	Nationality/ Staatsangehörigkeit	Austria
VII	Signature of holder/ Unterschrift des Inhabers	[REDACTED]
VIII	Issuing competent authority/ Ausstellende Behörde	Austro Control GmbH
X	Signature of issuing officer and date/ Unterschrift des Ausstellers und Datum	Wien, [REDACTED]
XI	Seal or stamp of issuing competent authority/ Siegel oder Stempel der zuständigen Behörde	

XII Privileges/Berechtigungen	
Authorisation/ Berechtigung	Valid until/ Gültig bis
TRE(A) - A320	31.10.2028
<p>This certificate replaces all those previously issued. The holder shall immediately notify any changes, which may have an effect on this certificate, to the issuing authority.</p> <p>Dieses Zeugnis ersetzt alle zuvor ausgestellten. Der Inhaber muss Änderungen, welche sich auf dieses Zeugnis auswirken könnten, unverzüglich der zuständigen Behörde mitteilen.</p>	

XIII Remarks/Bemerkungen

- The privileges of this authorisation shall be exercised only if the holder is in the possession of a valid medical certificate, a valid licence and rating at least equal to the licence or rating for which the holder is authorized to conduct skill tests or proficiency checks.
Die mit dem Zeugnis verbundenen Rechte dürfen nur ausgeübt werden, wenn der Inhaber im Besitz eines gültigen Tauglichkeitszeugnisses, sowie einer gültigen Lizenz und Berechtigung ist, welche zumindest der entspricht, für die der Inhaber zur Durchführung von praktischen Prüfungen oder Befähigungsüberprüfungen befugt ist.

- A legal identification document has to be carried for the purpose of identification of the licence holder.
Zum Zwecke der Identifizierung des Lizenzinhabers muss ein amtlicher Ausweis mitgeführt werden.

- The privileges as IRE can only be exercised on those aircraft types or classes mentioned under XII of the flight crew licence.
Die Rechte als IRE dürfen nur auf den unter XII der Pilotenlizenz genannten Luftfahrzeugmustern oder -klassen ausgeübt werden.

- TRE(A): TRE privileges applies as in FCL.1005.TRE (a) (1), (2), (3).

Abbreviations used in this certificate/
In diesem Zeugnis verwendete Abkürzungen

(A)	Aeroplane	Flugzeug
(H)	Helicopter	Helikopter
CRE	Class rating examiner	Prüfer für Klassenberechtigungen
FE	Flight examiner	Flugprüfer
FIE	Flight instructor examiner	Prüfer für Fluglehrer
IRE	Instrument rating examiner	Prüfer für Instrumentenflugberechtigungen
TRE	Type rating examiner	Prüfer für Musterberechtigungen
SFE	Synthetic flight examiner	Prüfer für die Ausbildung an synthetischen Flugübungsgeräten
SEN	Senior examiner	Leitender Prüfer

Left blank

Left blank

Left blank


Austro Control GmbH
 EUROPEAN UNION
EXAMINER CERTIFICATE
PRÜFERZEUGNIS

Issued in accordance with Austrian national regulations and Part-FCL
 erteilt gemäß nationalem Gesetz und Teil-FCL



XIII Remarks/Bemerkungen

- The privileges of this authorisation shall be exercised only if the holder is in the possession of a valid medical certificate, a valid licence and rating at least equal to the licence or rating for which the holder is authorized to conduct skill tests or proficiency checks.


Die mit dem Zeugnis verbundenen Rechte dürfen nur ausgeübt werden, wenn der Inhaber im Besitz eines gültigen Tauglichkeitszeugnisses, sowie einer gültigen Lizenz und Berechtigung ist, welche zumindest der entspricht, für die der Inhaber zur Durchführung von praktischen Prüfungen oder Befähigungsüberprüfungen befugt ist.

- A legal identification document has to be carried for the purpose of identification of the licence holder.

Zum Zwecke der Identifizierung des Lizenzinhabers muss ein amtlicher Ausweis mitgeführt werden.

- The privileges as IRE can only be exercised on those aircraft types or classes mentioned under XII of the flight crew licence.

Die Rechte als IRE dürfen nur auf den unter XII der Pilotenlizenz genannten Luftfahrzeugmustern oder -klassen ausgeübt werden.

- TRE(A): TRE privileges applies as in FCL.1005.TRE (a) (1), (2), (3) 

NOT APPROVED

austro
CONTROL



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

fulfil at least TWO out of three

FI

50 hrs flight instruction within period of 3 years. For IR - 10 hrs flight instruction IR within last 12 month

Instructor refresher seminar (FI) at an ATO within period of validity.

AoC within last 12 month. At least each alternate revalidation.

CRI

10 hrs flight instruction within period of 3 years. Equally divided between single-engine and multi-engine

Instructor refresher **training** (CRI) at an ATO within period of validity.

AoC within last 12 month. At least each alternate revalidation.

TRI(A)

simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of two take-offs and landings

Instructor refresher seminar (TRI) at an ATO within the last 12 month.

AoC within last 12 month. At least each alternate revalidation.

TRI(H)

50 hours of flight instruction in each of the types of aircraft (or FTD) 15 hours shall be completed in the period of 12 months

Instructor refresher seminar (TRI) at an ATO within the last 12 month.

AoC within last 12 month. At least each alternate revalidation.

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

DECISION GO/NO-GO – WHAT IS MISSING?

- CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ACCEPTABLE AIRCRAFT OR FSTD
- PLANNING & PREPARATION
- BRIEFING & ORAL EXAMINATION

DECISION GO/NO-GO – NO-GO = FAIL!

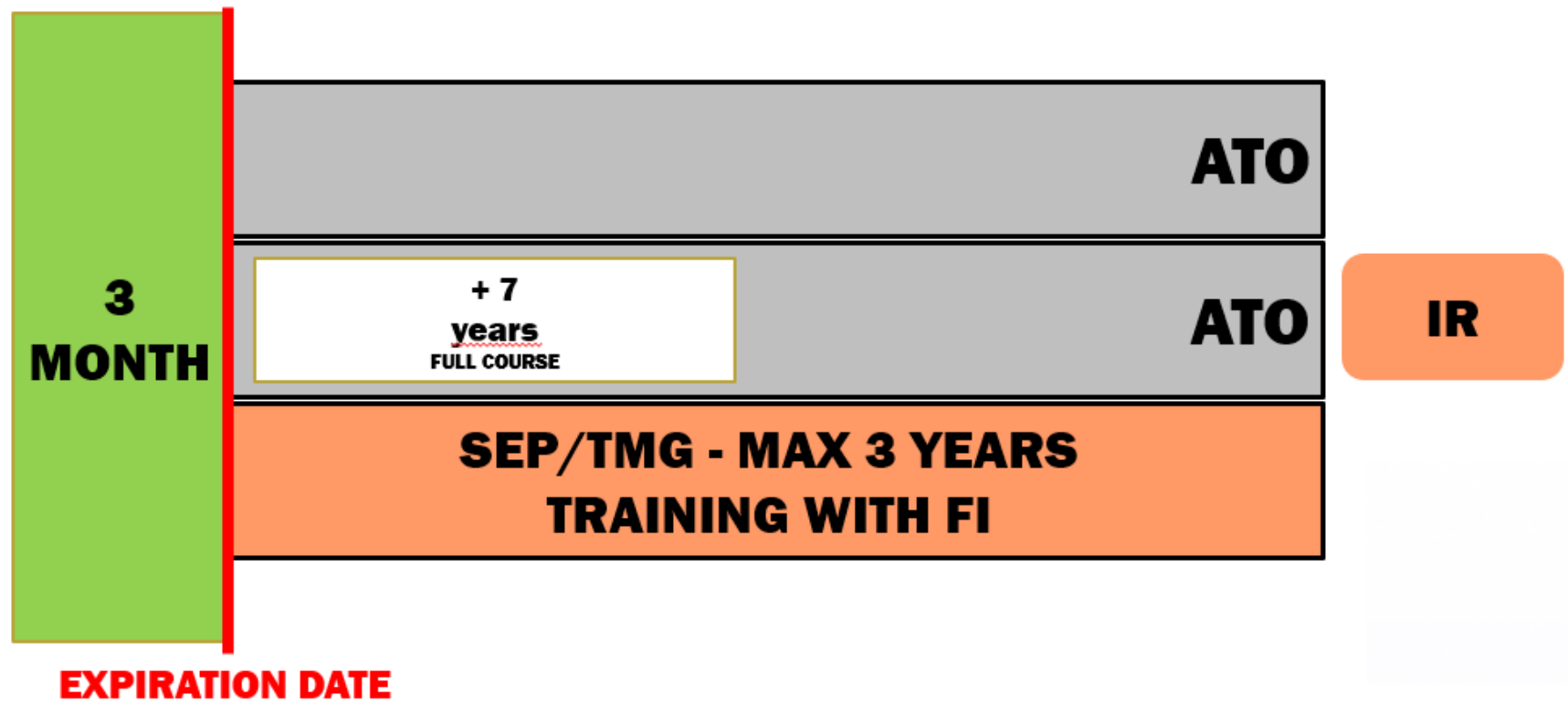
- THE FLIGHT
- ASSESSEMENT OF PERFORMANCE
- GRADING

DECISION PASS/FAIL/PARTIAL PASS

- TEST FORM HANDLING
- LICENSE ENDORSEMENT
- RECORDS AND STORAGE

FCL.740 (b) Renewal. If a class or type rating has expired, the applicant shall:

- (1) pass a proficiency check in accordance with Appendix 9 to this Part.
- (2) Prior to the proficiency check - take refresher training at an ATO if deemed necessary by the ATO to reach the level of proficiency necessary to safely operate the relevant class or type of aircraft; and [...]
- (ii) at a DTO, at an ATO **OR WITH AN INSTRUCTOR** if the rating expired no more than three years before and the rating concerned a non-high-performance single-engine piston class rating or a TMG class rating.



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

DECISION GO/NO-GO – WHAT IS MISSING?

- CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ACCEPTABLE AIRCRAFT OR FSTD
- PLANNING & PREPARATION
- BRIEFING & ORAL EXAMINATION

DECISION GO/NO-GO – NO-GO = FAIL!

- THE FLIGHT
- ASSESSEMENT OF PERFORMANCE
- GRADING

DECISION PASS/FAIL/PARTIAL PASS

- TEST FORM HANDLING
- LICENSE ENDORSEMENT
- RECORDS AND STORAGE

Amm. 8 VO(EU)1178/2011 – 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.

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

DECISION GO/NO-GO – WHAT IS MISSING?

- CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ACCEPTABLE AIRCRAFT OR FSTD
- PLANNING & PREPARATION
- BRIEFING & ORAL EXAMINATION

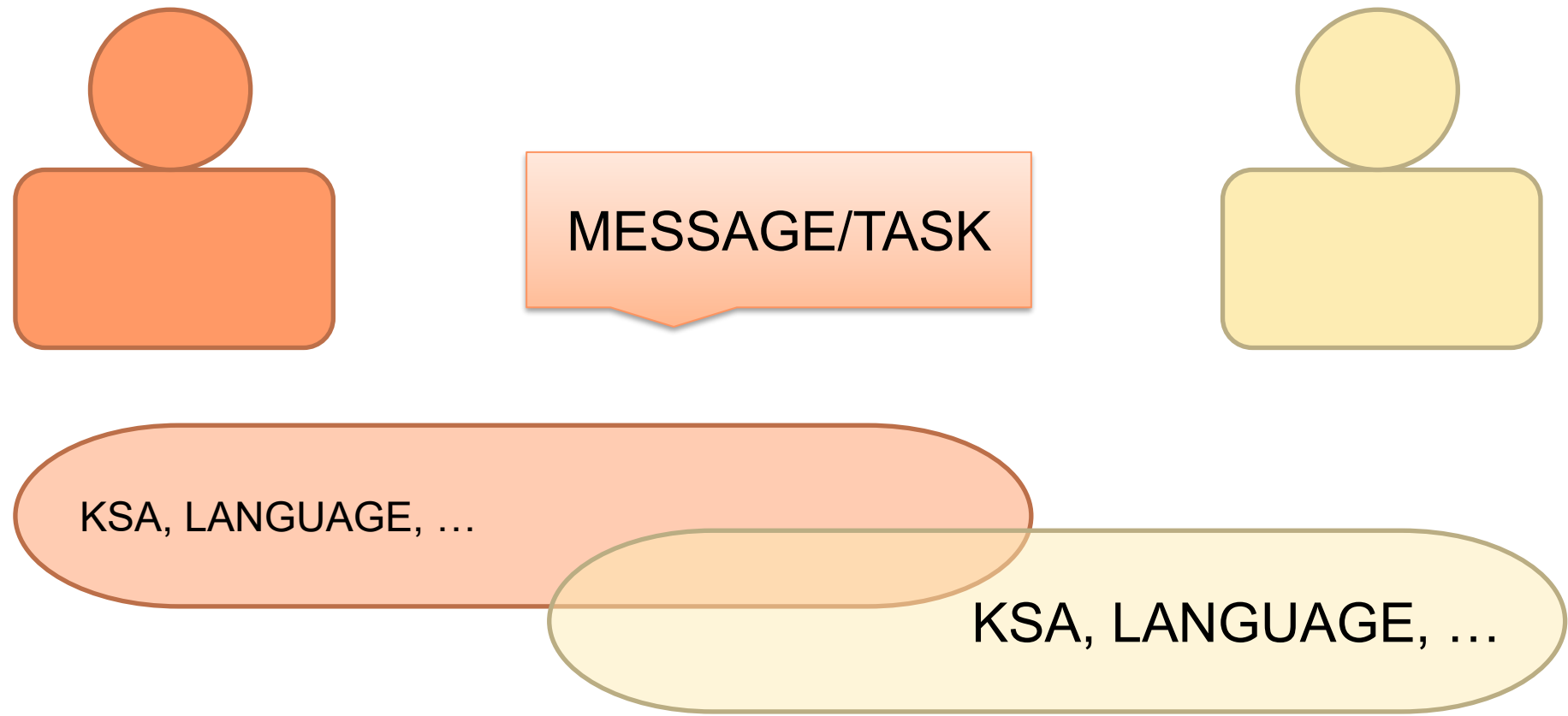
DECISION GO/NO-GO – NO-GO = FAIL!

- THE FLIGHT
- ASSESSEMENT OF PERFORMANCE
- GRADING

DECISION PASS/FAIL/PARTIAL PASS

- TEST FORM HANDLING
- LICENSE ENDORSEMENT
- RECORDS AND STORAGE

COMMUNICATION



COMMUNICATION DURING EXAMINATION

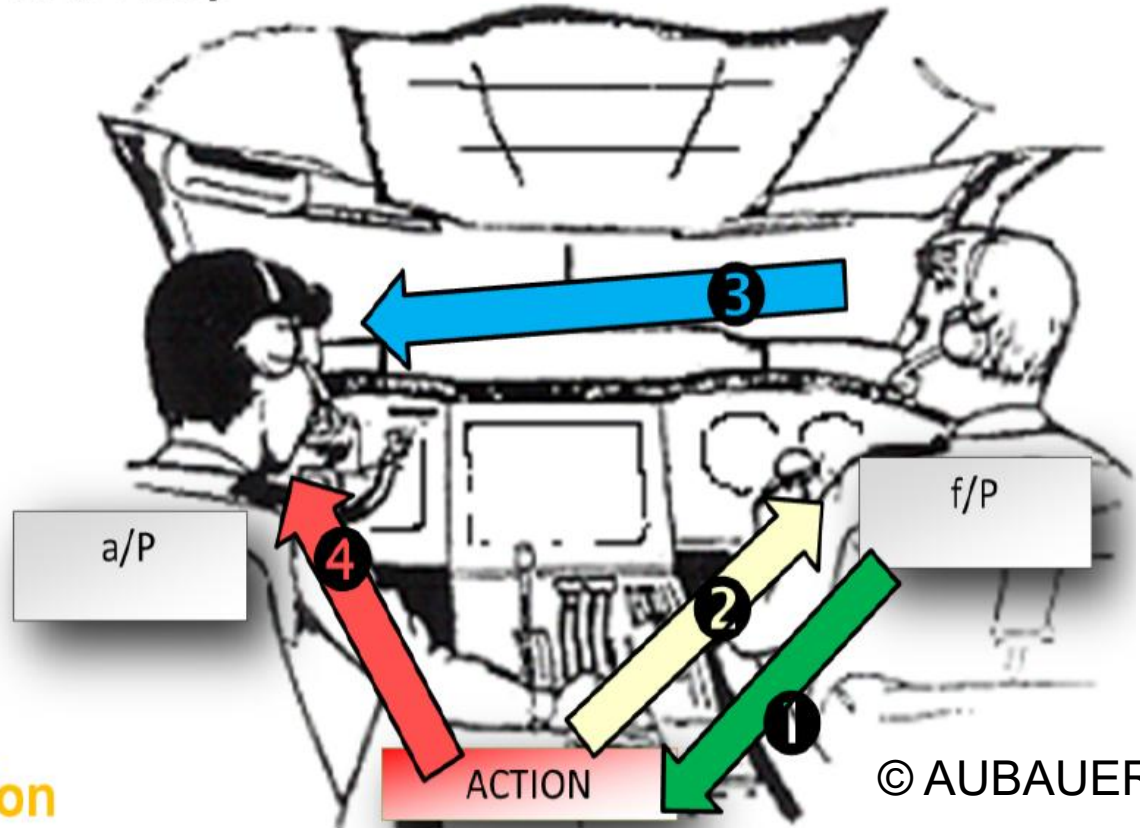
- NO SMALLTALK
- USE STANDARD PHRASEOLOGY
- STICK TO PROCEDURES

CALL OUT

ANNOUNCEMENT

REQUEST

Flight Deck TEAMWORK: Simplified Closed Loop



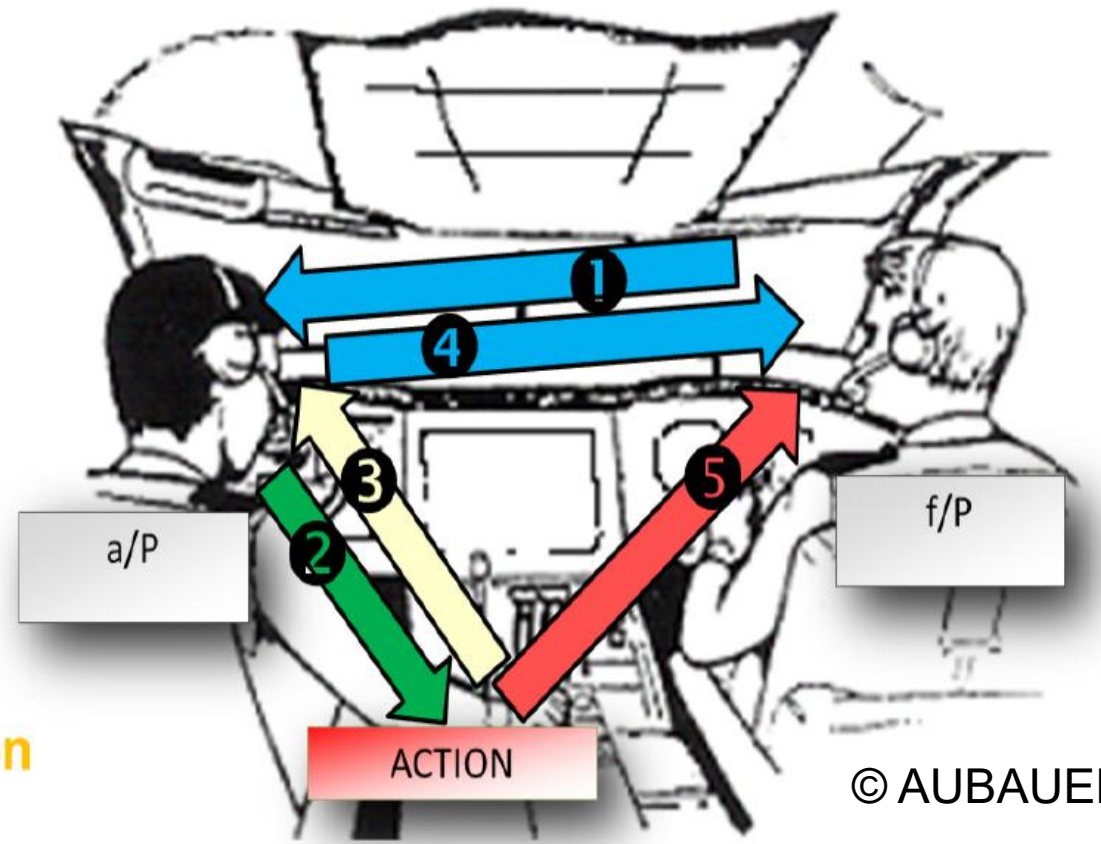
- ① Action
- ② Supervision
- ③ Report
- ④ Recheck

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



© AUBAUER

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
- GENERAL REQUIREMENTS/LIMITATIONS
- TESTING PILOTS OF EASA MEMBER STATES
- EXAMINER PERSONAL PREP-CHECK
- LICENCE CHECK

DECISION GO/NO-GO – WHAT IS MISSING?

- CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ACCEPTABLE AIRCRAFT OR FSTD
- PLANNING & PREPARATION
- BRIEFING & ORAL EXAMINATION

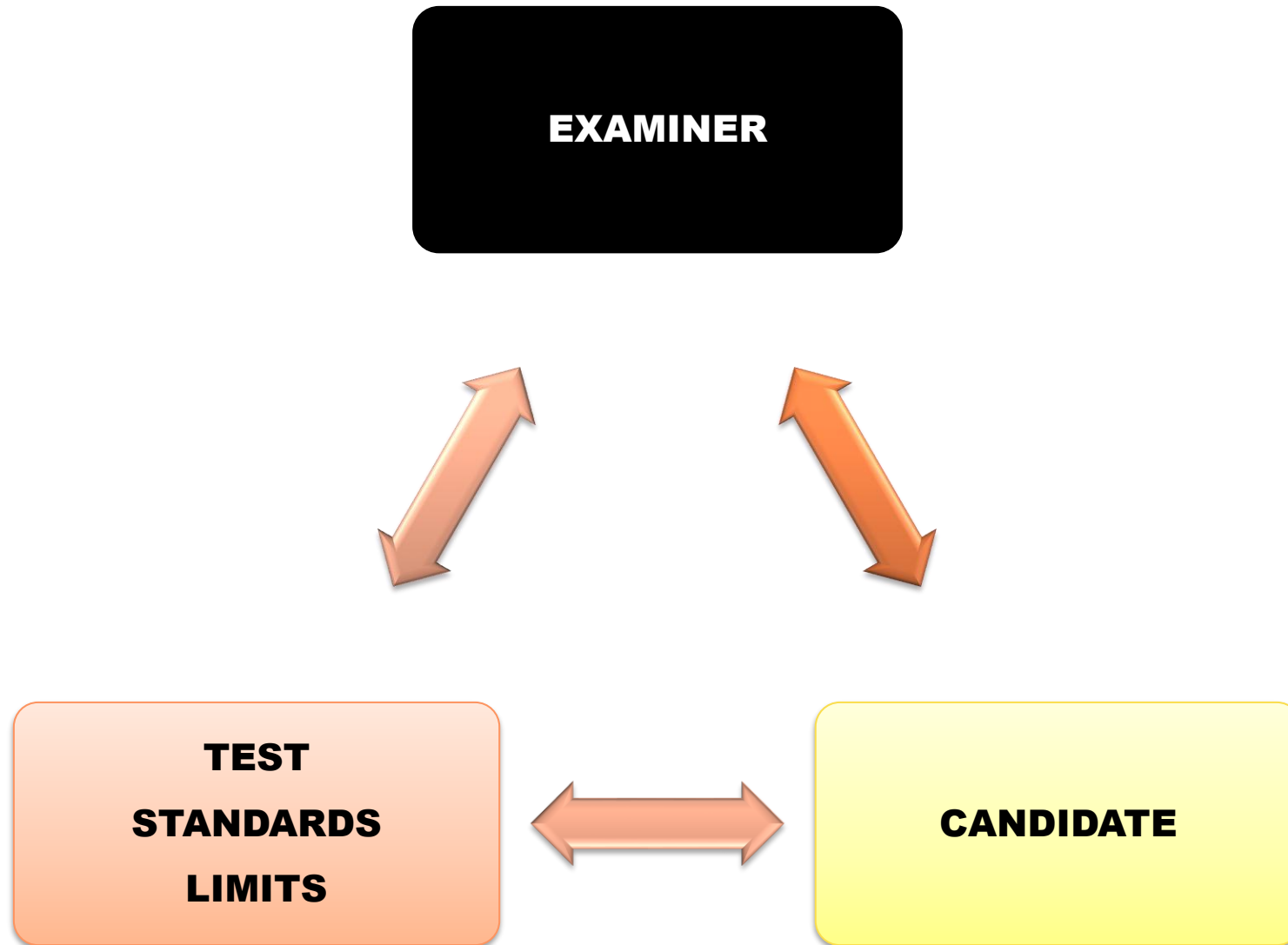
DECISION GO/NO-GO – NO-GO = FAIL!

- THE FLIGHT
- ASSESSEMENT OF PERFORMANCE
- GRADING

DECISION PASS/FAIL/PARTIAL PASS

- TEST FORM HANDLING
- LICENSE ENDORSEMENT
- RECORDS AND STORAGE

ASSESSMENT OF PERFORMANCE



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 A_oC OF EXAMINERS

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

DECISION GO/NO-GO – WHAT IS MISSING?

- CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ACCEPTABLE AIRCRAFT OR FSTD
- PLANNING & PREPARATION
- BRIEFING & ORAL EXAMINATION

DECISION GO/NO-GO – NO-GO = FAIL!

- THE FLIGHT
- ASSESSEMENT OF PERFORMANCE
- GRADING

DECISION PASS/FAIL/PARTIAL PASS

- TEST FORM HANDLING
- LICENSE ENDORSEMENT
- RECORDS AND STORAGE

LICENSE ENDORSEMENT

ZPA ACG/FCL/01

16.09.2025

Endorsements on licences by examiners

- **Class rating**
- **Type rating**
- **Instrument rating**
- **Basic instrument rating**
- **Instructor certificates**
- **Language assessment (if examiner is also LPE)**
- **NO endorsements on LAPL**

CR/TR EXP: 31.12.24
FI EXP: 31.12.24

SEP/TMG: 31.12.24

**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: 05.10.24
Exp: 31.12.25/26

12/24 month
END OF TEST MONTH
Test: 05.08.24
Exp: 31.08.25/26

36 month
END OF EXP MONTH
Test: 06.04.24
Exp: 31.12.27

24 month
END OF EXP MONTH
FI-Flight: 06.04.24
Exp: 31.12.26

b) Beispiel: Verlängerung Klassenberechtigung SEP(land)/TMG gemeinsam, ohne IR

Example: Revalidation class rating SEP(land) together with class rating TMG, no IR

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>SEP(land)/TMG</i>	<i>01.08.16</i>	<i>31.08.18</i>		<i>AT.FCL.12345.FE</i>	<i>Max Mastermann</i>

c) Beispiel: Verlängerung Klassenberechtigung SEP(land)/TMG gemeinsam, mit IR

Example: Revalidation class rating SEP(land)/TMG, with IR

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>TMG</i>	<i>01.08.16</i>	<i>31.08.18</i>		<i>AT.FCL.12345.FE</i>	<i>Max Mastermann</i>
<i>SEP(land)</i>	<i>01.08.16</i>	<i>31.08.18</i>	<i>31.08.17</i>	<i>AT.FCL.12345.FE</i>	<i>Max Mastermann</i>

h) Beispiel: Verlängerung Instrumentenflugberechtigung für einmotorige Flugzeuge ohne CR/TR

Example: Revalidation instrument rating for single-engine aeroplanes without class or type rating

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>IR/SE</i>	<i>01.08.16</i>	 	<i>31.08.17</i>	<i>AT.FCL.12345.IRE</i>	<i>Max Mastermann</i>

Anmerkung: Das Feld in der dritten Spalte „Gültig bis“ ist in diesem Fall zu streichen.

Remark: The box in the third column „Valid until/“ must be crossed out in this case.

m) Beispiel: Korrekturen von mehreren Eintragungen

Example: Correction of multiple endorsements

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 Mastermann
MEP (land)	01.08.16	31.08.17	31.08.17	AT.FCL.12345.FE	Max Mastermann

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.

Achtung: Korrekturen dürfen nur von der Person vorgenommen werden, welche auch den ursprünglichen Eintrag vorgenommen hat!

Remark: In this case, several errors occurred in one line. To correct this, cross out all boxes in the line and use a new line.

Please note: Corrections may only be made by the person who made the original entry!

n) Beispiel: Korrekturen von einer Eintragung

Example: Correction of a single endorsement

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	31.08.16 17	AT.FCL.12345.FE	Max Mastermann

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 oder direkt bei der Korrektur zu beurkunden.

Achtung: Korrekturen dürfen nur von der Person vorgenommen werden, welche auch den ursprünglichen Eintrag vorgenommen hat!

Remark: In this case, there was only one error in one column. To correct it, the corresponding error must be crossed out and corrected.

The changes must be signed to the right of the line or directly next to the correction.

Please note: Corrections may only be made by the person who made the original entry!

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
- ✓ GENERAL REQUIREMENTS/LIMITATIONS
- ✓ TESTING PILOTS OF EASA MEMBER STATES
- ✓ EXAMINER PERSONAL PREP-CHECK
- ✓ LICENCE CHECK

DECISION GO/NO-GO – WHAT IS MISSING?

- ✓ CANDIDATES EQUIPMENT & INITIAL BRIEFING
- ✓ ACCEPTABLE AIRCRAFT OR FSTD
- ✓ PLANNING & PREPARATION
- ✓ BRIEFING & ORAL EXAMINATION

DECISION GO/NO-GO – NO-GO = FAIL!

- ✓ THE FLIGHT
- ✓ ASSESSEMENT OF PERFORMANCE
- ✓ GRADING

DECISION PASS/FAIL/PARTIAL PASS

- ✓ TEST FORM HANDLING
- ✓ LICENSE ENDORSEMENT
- ✓ RECORDS AND STORAGE

OBJECTIVE



Checklist for a licence proficiency check, a skill test or an Assessment of Competence (AoC)



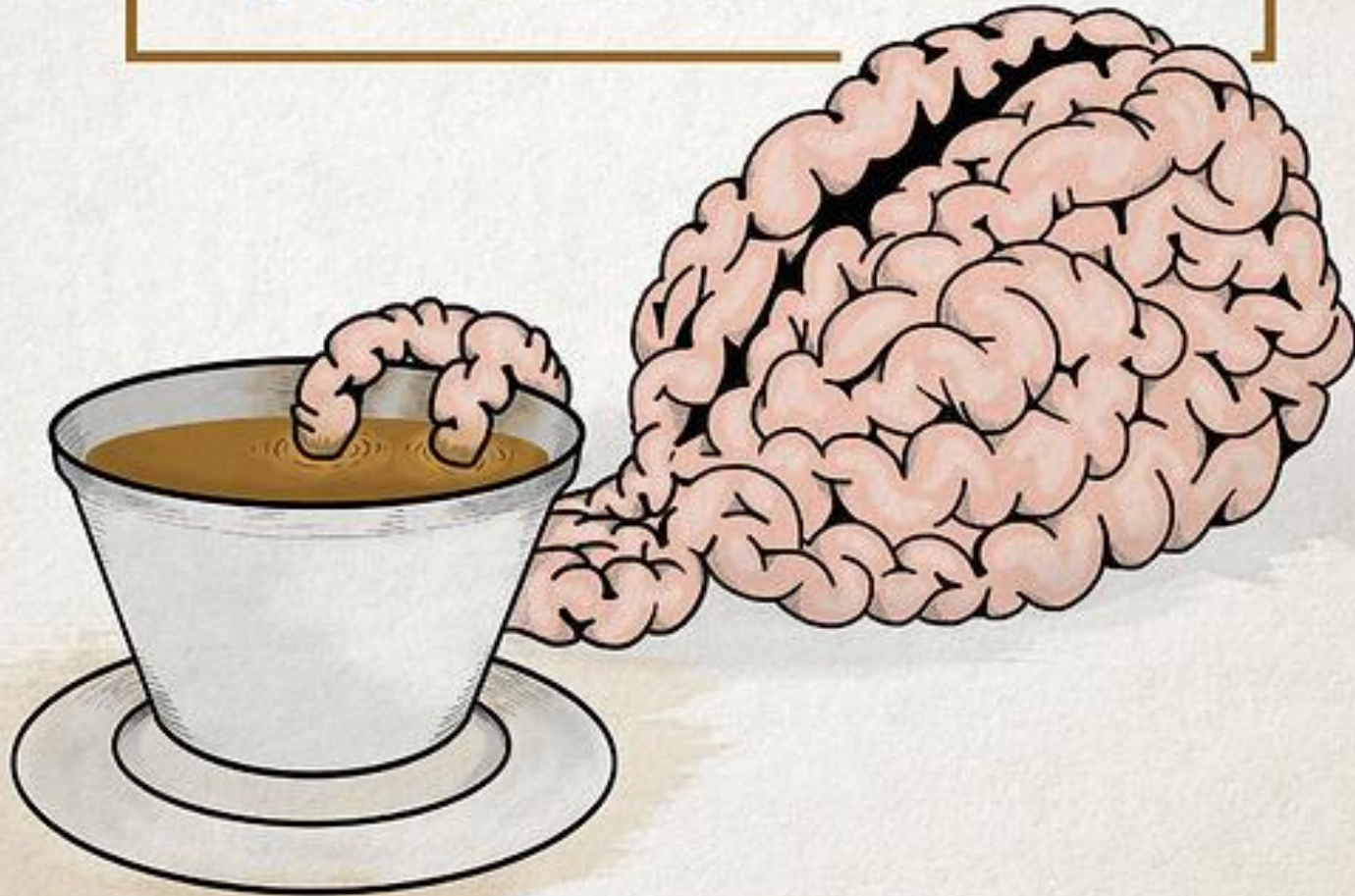
Knowledge of the regulations and administration of a licence proficiency check, a skill test or an Assessment of Competence (AoC) for issuing, revalidation or renewal of PART-FCL licence

Exchange of experience among flight examiners.



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

COFFEEBREAK



austro
CONTROL



10:00

