



Examiner Newsletter December 2019



Editorial Head of Flight Personnel



Dear Examiner,

statistically, you must expose yourself once every hundred exams. Expose yourself to the extent that you reject the candidate's exam. We all know that these exams are difficult. Rarely does the situation present itself clearly. Rather we are challenged to put together the sum of the different observations to an overall picture. An overall picture that in the end must simply stand up to the question: would I entrust this pilot with my most loved person as a passenger? If two sections or more than five items were shown outside the tolerances, it is one thing. If we cancel «at any stage of the exam», we are challenged. Either way we are obliged to formulate the corresponding explanations. That is work. Mind work. Tricky brainwork. Combined with the briefing, which we always want to formulate constructively. It is our responsibility to give every candidate a conclusive picture of where he has to bring his still inadequate or eroded skills back up to standard. Only this way we contribute to the safety of aviation. That is precisely our core task. The new check forms presented in this issue will help you to focus on these points and release you from unnecessary writing.

We try to support you in your examiner work to the best of our capacities. Whether with courses, with information, or helpful

guidance material. We have promised you a revised «Examiner Guide». In the process of this work, we had to carry out various basic discussions to achieve the best result. This has challenged us more than we could have foreseen. We are working hard to present the Examiner Guide to you by the end of January 2020.

With this newsletter, we give you an overview about the upcoming changes of the EASA rules and regulations. In summary, it should give you an orientation. Should the topics affect your field of activity, you will not be able to avoid reading the regulation in detail. In particular, I would like to emphasize that we will soon have a separate FCL section for sailplanes and balloons.

The SBFP crew wishes you an enjoyable reading, wonderful holidays, Merry Christmas, and above all: good moments with your loved ones, friends and families.

Best regards,

Hansmartin Amrein



Since 1st of November 2019 we have a new SPA inspector

«Whoever wants to fly must have the courage to leave the ground.»



I found this courage in the middle of the 80's, when the virus «Flying» really gripped me.

Contrary to my wish to enter the airline pilot career, I followed the advice of my former flight instructor Eric Müller

to enter the basic training and education, which I have now remained faithful to for more than three decades.

Nevertheless, I soon realized that my original dream would not let me go, so that I came to my first jet lessons after passing the ATPL years later.

I worked part-time as a pilot, flight and theory instructor, quality manager, later on as chief flight instructor and head of training. The experience I gained in the creation of training documentation during the introduction of JAR has been of benefit to me since my move to FOCA.

Born in 1962 in Basel, where I am still living, I completed an apprenticeship as a precision mechanic after primary school and high school. My professional path led me restlessly through the construction of transport and loading facilities, the construction of process plants for the chemical industry, to the information technology and finally to the management of various transport companies, before I took the side step to FOCA in 2012. Here I was mainly engaged with the certification and supervision of flight schools.

I am pleased to approach now this responsible task as inspector SPA with professionalism, commitment, open communication, passion, the necessary bit of common sense and last but not least, the support of everybody of you.

Sincerely, Reto Spörri

Examiner entry in licence

Since 1st of September 2019, certificates as a flight examiner are entered directly into the licence. Certificates issued prior to this date remain valid until they are entered into a new issued licence but latest until their date of expiry.

Examiner search engine

In January we will replace the examiner lists published on FOCA's website with a user-friendly search engine. With this search engine, candidates will find a suitable examiner or assessor quickly and easily. Filter functions will be of great help.

Examiner Search

Name	<input type="text"/>
Component	<input type="text"/>
Rating	<input type="text"/>
Category	<input type="text" value="--all--"/>

In this context, we have been informed that a few examiners were confronted with advertising via their mobile number. Obviously, advertising agencies used the examiner lists and corresponding mobile numbers. Therefore, we would like to give you the option of deleting the mobile numbers from your contact details. If you would like to have your mobile number deleted, please send an email to Hanna Parel.

hanna.parel@bazl.admin.ch

PBN news

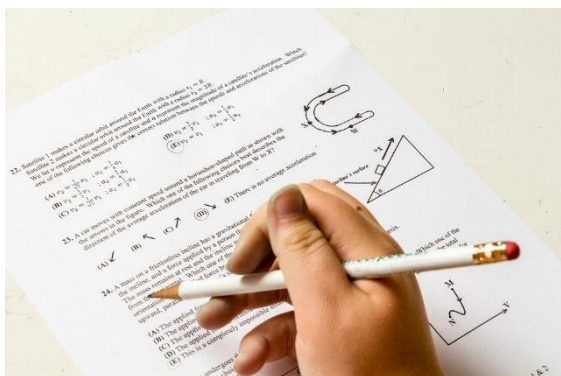
Pursuant to Commission Regulation (EU) 2016/539, as of 26th of August 2020 all IR holders need to hold PBN privileges.

With due regard to different legacy aircraft which are not fully PBN capable, EASA reconsidered the requirement to conduct a PBN approach in order to maintain PBN privileges. As a consequence, the aircrew regulation, especially Appendix 9, will be amended as follows: all instrument rated pilots are still required to initially obtain PBN privileges in accordance with Regulation (EU) No 2016/539. For revalidation of IR privileges, however, when a PBN approach cannot be conducted during the proficiency check, PBN privileges will be restricted to

departure, en-route and arrival phase, excluding the privilege to conduct PBN approaches.

This draft Commission Regulation stemming from Opinion 01/2019 has been voted during the Committee Meeting in October. The changes regarding PBN are expected to be applicable by 8 April 2020.

Re-organisation of the LAPL/PPL/SPL/BPL theory examinations from 01.01.2020



The theory examinations at LAPL/PPL/SPL/BPL levels currently involve completing a paper form. Many working procedures are carried out manually. This examination method no longer corresponds to the latest standards. For this reason, from January 1st, 2020 the theory examinations will be conducted on computers at four locations (Ittigen, Winterthur, Lausanne and Locarno). The reduced number of examination locations will be compensated by offering a better range of services. For example, it will be possible to take the examinations at all the locations in German, French and Italian and, for PPL candidates, in English as well. In addition, candidates will not have to wait for their results, as they will be available immediately upon completing the examination.

Reminder: Radiotelephony examination

The practical VFR radiotelephony examination is deemed to be part of the theory exam and must therefore be taken within the 18-month period to pass the entire theory exam. The IFR practical radiotelephony examination can be taken outside the 18-month period of the theory examination, but

must be passed before the practical IR flight examination.

Upcoming changes in the Aircrew Regulation

Commission Implementing Regulation (EU) 2018/1974 will be applicable from 20 December 2019. The main changes comprise, but are not limited to:

- Implementation of UPRT
- Extension of Opt-out period for third country license and medical certificate holders in non-commercial operation within EASA territory (art. 12 (4))
- Landing training may also be done within an AOC if authorized for this purpose (Appendix 9 A. (17))
- Conversion SP ops to MP ops or vice versa may be done within an AOC if authorized for this purpose (FCL.725(d))

Commission Implementing Regulation (EU) 2019/1747 was published in October and is applicable in the EU since 11 November 2019. In Switzerland, however, it is subject to adoption by the joint committee and its publication. Applicability in Switzerland is expected for Q2/Q3 2020.

The main changes comprise but are not limited to:

- Mutual recognition of language proficiency checks (FCL.055)
- Acceptance of continuous activity for third country rating- and IR renewal (FCL.625/FCL.740)
- FI/CRI privileges for single-pilot aeroplane operated in multi-pilot operation (FCL.905.FI/FCL.905.CRI)
- New TRI and TRE requirements for TRI instruction (FCL.905.TRI) and TRI AoC (FCL.1005.TRE)
- TRI training course revised, TRI privileges specified (AMC material pending)
- Examiner may now conduct skill tests and assessment of competences even though they have been responsible for the recommendation of the respective skill test or AoC (provision regarding vested interest adapted)
- Revalidation requirement of 2 checks per year changed to 6 checks every 3 years
- Training on aircraft according to Annex I lit. a) b) c) and d) of Regulation

2018/1139 will be possible under certain circumstances

- Crosscredit for IR will also be possible for renewal
- New rules regarding the transfer of licences established (ARA.GEN.360)

The respective AMC is planned to be published in December 2019/January 2020.

Opinion 01/2019 has been voted in October. It is expected to be published in December 2019/January 2020 and expected to be applicable in Switzerland in Q2/Q3 2020. The main content comprises but is not limited to:

- Basic Instrument Rating BIR will be implemented and will replace the EIR (new provision FCL.835)
- Part-SFCL will be implemented as an amendment of the Sailplane Rule Book. At the same time all requirements regarding sailplane will be deleted from Part-FCL and new references between Part-FCL and Part-SFCL will be implemented
- Part-BFCL will be implemented as an amendment of the Balloon Rule Book. At the same time all requirements regarding balloon will be deleted from Part-FCL and new references between Part-FCL and Part-BFCL will be implemented
- Adaption of PBN privileges (see separate topic *PBN News*)
- Provisions for SFE SP will be implemented to close a regulatory gap.

Part-SFCL and Part-BFCL will be applicable from 8 April 2020. The Basic Instrument Rating BIR will only be applicable from September 2021.

Changes in Appendix 9

With Regulation (EU) 2018/1974, Appendix 9 was changed in a way that led, among other changes, to an additional mandatory item in the check program for MPA and SP high-performance complex aeroplanes (additional item 3.8.3.5). It was later agreed that this was not the original intent and that an additional M-Item during the test/check would lead to an overloaded test or check program. EASA therefore suggested to change the Appendix 9 again as follows:

- in point 6 of Section B, point (d) is replaced by the following:
(d) Where the letter 'M' appears in the

skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears

- Item 3.8.3.4 includes now both, before passing 1'000 ft above aerodrome level; and after passing 1'000 ft above aerodrome level
- Both exercises are mandatory during training
- During the check, the examiner may choose one of both exercises; and
- Item 3.8.3.5 is deleted

This will be published with the Regulation stemming from Opinion 01/2019. It will, however, not be applicable in Switzerland by 20 December 2019. FOCA therefore decided to send an exemption according to art. 71 (1) of Regulation 2018/1139 in order to apply the new items as foreseen in Opinion 01/2019 by 20 December 2019. The check forms 60.530 and 60.526 will be amended accordingly.

New looking forms – unchanged philosophy

During several workshops we developed new more compact check/test forms. With these new forms we are approaching the EASA requirements and preparing the transformation into digitalization.

At the same time, we want to relieve examiners of unnecessary paperwork as long as the overall performance of the candidate is standard or above. If the examination tends to a *fail* or *partial pass*, we need the necessary facts to be able to support your decision in case of an appeal. You will now find enough space to describe the details.

Apart from the two already adapted forms 60.530 and 60.526, we will gradually adapt the others to the new layout.

Even if the forms look new, the philosophy of when a check is failed or passed does not change.

The following statements are still valid:

- At the discretion of the examiner, each item may be repeated a maximum of once
- The examiner can cancel the check at any time
- The well-known tolerances do not change at all

Most points are self-explanatory and are filled in analogously to the previous forms. You will notice the following main changes:

The whole column *2nd attempt pass/fail* is removed. This does not mean that no more repetitions are allowed. You, as a FOCA Examiner, are still able to decide if you will give the candidate a second attempt after a failed item. You do not have to declare these repetitions on the form anymore.

Section 1. Flight Preparation		passed	failed	n/a
1.1.	Performance calculation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.	Aeroplane external visual inspection; location of each item and purpose of inspection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3.	Cockpit inspection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.4.	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.5.	Taxiing in compliance with air traffic control or instructions of instructor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6.	Before take-off checks	M <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner Initials				

- If the item has been successfully fulfilled, you tick a *passed*
- If there is a successful repetition, you select as well the *passed* checkbox
- If the repetition is not successful, you mark a *failed*
- If the examiner decides that a *failed* item may not be repeated, a *failed* should be entered.

We have deleted the often misunderstood field *section passed or failed* in the MP TR, SPA HPA complex TR and SPH TR forms. In the SPA area (except HPA complex), the section as a whole must still be evaluated. In general, our non-binding recommendation to cancel the check as a whole if more than five first unsuccessful attempts are made continues to apply.

The last page of the form must only be completed in the case of a *failed* or *Partial passed* (where applicable). Here we rely on the examiner to formulate stringent explanations and details of the check.

To be completed by examiner if test/ check failed.

Failed item:	Remarks:
Details of the failed test/check:	

Last, but not least: the second page of the previous FOCA form 60.530 which was mainly used for the ATPL skill test delegation procedure has been deleted from the form. In the meantime, a new ATPL skill test delegation application form 60.532 was created. From 20 December 2019, an application for an ATPL skill test delegation can be done by this new form 60.532.



Flexco migration to federal IT network

Since our notification tool was migrated into the federal government's IT network in early November, you will now be automatically redirected to www.flexco.bazl.admin.ch when you log in to www.flexco.ch. This re-routing causes a several second delay in the login process. We kindly ask you to use the direct address from now on: www.flexco.bazl.admin.ch. Despite extensive pre-rollout testing, some examiners still experienced difficulties logging in to Flexco after the switch. These isolated login issues have been resolved in the meantime. We apologize for any inconvenience this may have caused.

By the way...

If you have forgotten your password for the Flexco system, just log-in on www.flexco.bazl.admin.ch and ask for a new password. Bear in mind that often the new password is sent to your spam folder.

Notification on FLEXCO

If a Swiss certified Examiner takes a check/test of an applicant for which FOCA is not the competent authority, he is obliged to perform this task according to the procedures defined by that respective NAA (procedure defined in the EDD). He is then acting in the name of that authority and not under FOCA responsibility. Therefore, only checks and tests on Swiss licence holders have to be entered in Flexco.

New definition of *licensing authority*

MED.A.010 in conjunction with FCL.001 has changed to the effect that the licensing authority is the competent authority of the Member State that issued the licence or to which a person applies for the issue of a licence.

Accordingly, an applicant for the issue of a Swiss license can either hold a Swiss medical certificate or a medical certificate issued by a foreign AME/AeMC. In any case, the medical records need to be sent to FOCA/AMS.

If the medical records are already with another EASA Member State, they have to be transferred to Swiss FOCA in accordance with ARA.GEN.360.

As long as a candidate's medical records are not yet sent or transferred to Switzerland, FOCA is unable to issue a licence. Consequently, neither a temporary permission nor a license endorsement may be issued.

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