

# **DESIGNATED PILOT EXAMINER**

## **Skill Test Standards**

**for**

**HELICOPTER**



**JANUARY 2009**



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Paramaribo, January 20<sup>th</sup>, 2009

**No. 1-2009-PEL**

**Decision Director CASAS**

**Subject: DESIGNATED PILOT EXAMINER-Skill Test Standards for Helicopter**

**FOREWORD**

The DESIGNATED PILOT EXAMINER—Skill Test Standards book has been published by the (CASAS) to establish the standards and guidance for CASAS Inspectors to utilize while conducting the DESIGNATED PILOT EXAMINER skill tests for the helicopter single-engine and multiengine classes. CASAS inspectors shall conduct SKILL TESTs in compliance with the standards referenced in the individual Skill Test Books as appropriate to the specific designation being sought. Candidates for designation as a pilot examiner for CASAS should find these standards helpful in SKILL TEST preparation.

/s/ January 20<sup>th</sup>, 2009

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V.L. Hanenberg  
Director CASAS

## INTRODUCTION

### General Information

The Civil Aviation Safety Authority Suriname (CASAS) has developed this skill test book as the standard that shall be used by CASAS inspectors when conducting DESIGNATED PILOT EXAMINER skill tests.

Information considered directive in nature is described in this skill test book, and the skill test books that this guide references, in terms, such as “shall” and “must” indicating the Actions are mandatory. Guidance information is described in terms, such as “should” and “may” indicating the Actions are desirable or permissive, but not mandatory.

The CASAS gratefully acknowledges the valuable assistance provided by many individuals and organizations throughout the aviation community who contributed their time and talent in assisting with the revision of these Skill Test Standards.

This skill test standard may be downloaded from the CASAS website at <http://www.casas.sr>.

Subsequent changes to this guide or any referenced Skill Test Standards, will also be available on CASAS web site and then later incorporated into a printed revision.

Comments regarding this publication should be sent to:

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## **Skill Test Standard Concept**

Civil Aviation Regulations Suriname (CARS) Part 2 specifies the areas in which knowledge and skills must be demonstrated by the applicant before the designation of a pilot examiner in helicopters. The CARS provide the flexibility to permit the CASAS to publish skill test standards (STS's) containing specific TASKS in which pilot competency must be demonstrated. The CASAS will revise this book whenever it is determined that changes are needed in the interest of safety. Adherence to provisions of the regulations and the STS is mandatory for the evaluation of pilot examiner candidates/applicants.

## **Skill Test Description**

This skill test contains the DESIGNATED PILOT EXAMINER Skill Test Standards— Helicopter. The DESIGNATED PILOT EXAMINER Skill Test Standards — Helicopter includes AREAS OF OPERATION and TASKS for the initial issuance, renewal, or reinstatement of a DESIGNATED PILOT EXAMINER designation/authorization and for the addition of category, class, and aircraft type ratings to that designation/authorisation.

The AREAS OF OPERATION are divided into two sections. The first AREA OF OPERATION in each section is conducted on the ground to determine the candidate's/applicant's knowledge of the aircraft, equipment, performance, and limitations. The AREAS OF OPERATION in the second section are considered to be in flight. All AREAS OF OPERATION in the second section test the applicant's skill and knowledge. If all TASKS, of the skill test, are not completed on one date, all remaining TASKS of the test must be satisfactorily completed not more than 60 calendar days after the date on which the applicant began the test.

AREAS OF OPERATION are phases of the skill test arranged in a logical sequence within each standard. They begin with preflight preparation and end with postflight procedures. The CASAS inspector may combine TASKS with similar objectives and conduct the skill test in any sequence that will result in a complete and efficient test.

TASKS are titles of knowledge areas, flight procedures, or maneuvers appropriate to an AREA OF OPERATION.

NOTE is used to emphasize special considerations required in the AREA OF OPERATION.

The Objective lists the important ELEMENTS that must be satisfactorily performed to demonstrate competency in a TASK. The Objective includes:

1. specifically what the applicant should be able to do;
2. the conditions under which the TASK is to be performed; and
3. the acceptable standards of performance.

The REFERENCE identifies the publication(s) that describe(s) the TASK. Descriptions of TASKS are not included in the skill test standards because this information can be found in the listed references, as amended. Publications other than those listed may be used for references if their content conveys substantially the same meaning as the referenced publications.

This skill test standard is based on the following references.

CARS Part 1	General Policies, Procedures, and Definitions
CARS Part 2	Personnel Licensing
CARS Part 8	Operations
CASAS-H-8083-21	Helicopter Flying Handbook
RFM CASAS	Approved Helicopter Flight Manual
Other	Pertinent Pilot's Operating Handbooks and Flight Manuals En Route Low and High Altitude Charts Profile Descent Charts
DP	Departure Procedures
STAR/FMSP	Standard Terminal Arrival/Flight Management Systems Procedures
NOTAM	Notices to Airmen
IAP	Instrument Approach Procedure Charts

**NOTE:** The latest revision of these references should be used.

### **Use of the Skill Test Standards**

The TASKS, in this STS, are for aeroplanes. These TASKS apply to the applicant who seeks a DESIGNATED PILOT EXAMINER authorisation; the addition of a category, class, or aircraft type rating on that authorisation. The applicant that holds a private or commercial pilot licence and is seeking the addition of an aircraft type rating on that licence, must have the proper category/class rating or accomplish the appropriate TASKS in the private/commercial pilot STS's, which are not in this STS.

With certain exceptions, some described by NOTES, all TASKS are required. However, when a particular ELEMENT is not appropriate to the aircraft or its equipment, that ELEMENT, at the discretion of the examiner, may be omitted. Examples of ELEMENT exceptions are integrated flight systems for aircraft not so equipped, operation of landing gear in fixed gear aircraft, multiengine tasks in single-engine aircraft, or other situations where the aircraft operation is not compatible with the requirement of the ELEMENT.

Examiners must develop a written plan of action that includes the order and combination of TASKS to be demonstrated by the applicant in a manner that results in an efficient and valid test. Although TASKS with similar Objectives may be combined to conserve time, the Objectives of all TASKS must be demonstrated and evaluated at some time during the skill test. It is of utmost importance that the examiner accurately evaluate the applicant's ability to perform safely as a pilot in the Suriname National Airspace System. The examiner may simulate/act as air traffic control (ATC) while conducting the skill test.

### **Special Emphasis Areas**

Examiners shall place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are positive aircraft control, positive exchange of the flight controls procedure (who is flying the aircraft), collision avoidance, wake turbulence avoidance, use of available automation, communication management, runway incursion, controlled flight into terrain (CFIT), crew resource management (CRM), aeronautical decision making (ADM), and other areas deemed appropriate to any phase of the skill test.

Although these areas may not be specifically addressed under each TASK, they are essential to flight safety and will be critically evaluated during the skill test. In all instances, the applicant's actions will relate to the complete situation. The examiner's role regarding ATC, crew resource management, and the duties and responsibilities of the examiner through all phases of the skill test must be explained to and understood by the applicant, prior to the test.

### **Skill Test Prerequisites: Designated Pilot Examiner**

An applicant for the original issuance of a Pilot Examiner designation is required (prior to the skill test) by CARS Part 2 to:

1. have passed the appropriate Designated Pilot Examiner knowledge test within 24 months before the date of the skill test;
2. have the aeronautical experience prescribed in CARS Part 2 that apply to the aircraft category and class rating;
3. have a current Class 1 medical certificate;
4. be at least 21 years of age; and
5. be able to comply with CARS Part 2.2.7 Language proficiency. If there is a doubt, English Language Skill Standards.

### **Examiner Responsibility**

The CASAS Inspector assigned to the designation process of a pilot examiner applicant shall be guided by the following criteria:

### **Skill Test for Designated Pilot Examiners**

The skill test for initial designation of a pilot examiner, issuance of additional designations, and renewal of examiner designations shall contain both the appropriate oral questioning and aircraft or flight simulation training device performance in accordance with the applicable skill test for the aircraft category, and or class/type ratings as applicable.

Methods of skill testing: The CASAS inspector shall choose one of the following methods to test a pilot examiner applicant. The methods are listed in order of preference, but scheduling difficulties may preclude use of the preferred method of testing.

1. CASAS inspector evaluates the pilot examiner applicant testing an actual pilot applicant for a licence or rating.
2. The CASAS will arrange for the pilot examiner applicant to conduct a skill test for an actual pilot applicant for a licence or rating appropriate to the examiner designation sought, and the CASAS inspector will observe the test from within the aircraft.
3. The CASAS inspector will evaluate the pilot examiner applicant's performance while the pilot examiner applicant evaluates the pilot applicant. Any discussion between the pilot examiner applicant and the CASAS inspector concerning the pilot examiner applicant's performance with the pilot applicant will be held in private.

At the conclusion of the skill test for the actual pilot licence or rating:

1. If the applicant has passed the skill test, the pilot examiner applicant will fill out the appropriate documentation for the pilot applicant while the CASAS inspector observes.
2. The CASAS inspector will sign any documentation needed. If the pilot applicant does not pass the skill test, the CASAS inspector will complete and sign the appropriate document needed.

CASAS inspector playing the role of pilot applicant for a skill test:

1. The CASAS inspector will play the role of a pilot applicant for a skill test appropriate to the type of designation the pilot examiner applicant is seeking. If the CASAS inspector answers a question in correctly to test whether the pilot examiner applicant recognizes an incorrect answer, the incorrect response must be obviously wrong.
2. CASAS inspector gives a flight skill test to the pilot examiner applicant. The CASAS inspector will test the pilot examiner applicant on selected maneuvers in order to assess the examiner applicant's flight proficiency and ability to evaluate a pilot applicant in accordance with the appropriate skill test.
3. the CASAS inspector will evaluate the pilot examiner applicant's plan of action for completeness and efficiency.

### **Ground Training for Examiners**

Ground training shall include at a minimum, the following areas:

- Examiner duties, functions and responsibilities;
- Applicable regulations and procedures;
- Appropriate methods, procedures and techniques for conducting the required tests and checks.

Proper evaluation of student performance including the detection of:

- Improper and insufficient training;
- Personal characteristics of an applicant the could adversely affect safety;
- Appropriate corrective action in the case of unsatisfactory tests and checks;
- Approved methods, procedures and limitations for performing the required normal, abnormal and emergency procedures in the aircraft.

## **Flight Training for Examiners**

- Training and practice in conducting flight evaluation (from the left and right pilot seats for pilot examiners) in the required normal, abnormal and emergency procedures to ensure competence to conduct the flights tests and checks;
- The potential results of improper, untimely or non-executing of safety measures during an evaluation; and
- The safety measures (to be taken from either pilot seat for pilot check examiners) for emergency situations that are likely to develop during an evaluation.

The flight training for examiners (simulator) shall include:

- Training and practice in conducting flight checks in the required normal, abnormal and emergency procedures to ensure competence to conduct the evaluation tests and checks required by this Part (this training and practice shall be accomplished in a flight simulator, a flight procedures trainer or flight training device.
- Training in the operation of flight simulators, flight procedures trainers, or flight training devices, or in all three, to ensure competence to conduct the evaluations required by this Part.