Frequently asked questions

Examiners certified by CAA-NL

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Colofon

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Typos, editorial and minor changes are not considered a "revision highlight" and therefore, not mentioned in this section.

PREAMBLE

This list of Frequently Asked Questions is the result of, as the name implies, many recurring questions about how to interpret and apply rules and regulations. It is a dynamic document which is constantly being monitored and updated. Updates are published when deemed necessary.

The FAQ also serves as a reference document where CAA-NL decisions and interpretations of rules and regulations are found. These are initially published in the "Nieuwsbrief voor examinatoren voor luchtvarenden" (Newsletter for aviation examiners).
When topics remain in effect, these will be incorporated in this document.

During examiner training conducted by a registered/qualified Approved Training Organization (ATO), and during courses/seminars conducted by CAA-NL, several topics are covered.
These topics are related to Air law, Dutch law, and European rules and regulations.

For the Assessment of Competence (AoC) the examiner must demonstrate the ability to apply and interpret these rules and regulations in an operational manner. The list of frequently asked questions also serves as a guide in preparation for the Assessment of Competence (AoC). Besides "practical" questions some topics have been added for better understanding of the rules and regulations or procedures.

The intent of this document is to provide answers where source information is ambiguous or not available.
The following sources are considered:
- Basic Regulation (EU) 2018/1139 and the associated Regulations and Acceptable Means of Compliance (AMC)
- The "Regeling examinatoren voor luchtvarenden 2004" (Dutch text)
- The "Examenregelement voor luchtvarenden 2004" (Dutch text)
- The "Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvarenden 2001" (Dutch text)
- "Informatieblad Loggen van vlieguren (A) en (H)" (Dutch text)

The CAA-NL Examiner courses and Refresher seminars are a valuable source of information.
Further important details can be found on the website of CAA-NL.
Any references to "he/his" also implies "she/her" when relevant, but for simplicity only "he/his" is used.

This document is for reference only and has no legal status.

Amsterdam, February 2023

ABBREVIATION LIST

A	Aeroplane (airplane)
AIC	Aeronautical Information Circular
AMC	Acceptable Means of Compliance
AOC	Aircraft Operator Certificate
AoC	Assessment of Competence
ATC	Air Traffic Control
ATO	Approved Training Organisation
ATPL	Airline Transport Pilot License
AWB	General Administrative Law Act
BvB	License (brevet)
BWK	Flight Engineer
CAA-NL	Inspectie Leefomgeving en Transport (Civil Aviation Authority – Netherlands)
CAT	Commercial Air Transport
CFE	Cockpit Flight Engineer (Flight Engineer)
CPL	Commercial Pilot License
CR	Class Rating (class rating for aircraft)
CRE (A)	Class Rating Examiner (Aeroplane) (examiner for a class of aircraft)
CRI	Class Rating Instructor (instructor for a class of aircraft)
DGL	Directorate General for Civil Aviation
DHI	Director Chief Inspector
DTO	Declared Training Organisation (Describes a new type of pilot training organization for providing training to leisure pilots for aeroplanes, helicopters, sailplanes and balloons).
EASA	European Aviation Safety Agency
FEL	Flight Engineer License
FO	First Officer
FTS	Flight Test Schedule
H	Helicopter
ICAO	International Civil Aviation Organization
ILT	Inspectie Leefomgeving en Transport (Ministerie van Infrastructuur en Milieu) Human Environment and Transport Inspectorate
IFR	Instrument Flight Rules
IR	Instrument Rating
LAB	Language Assessment Body
LOFT	Line Oriented Flight Training
LOE	Line Oriented Evaluation
LPC	License Proficiency Check (Part-FCL rating revalidation or renewal)
LPE	Language Proficiency Endorsement
LST	License Skill test
KIWA	KIWA register, Organization that arranges the license administration
MCC	Multi-Crew Co-operation (mutual cooperation of the crew)
ME	Multi-Engine (multi-engine)
MEP	Multi-Engine Piston (multi-engine piston)
MLA	Microlight Aircraft
MP	Multi-Pilot (multi-pilot)
MPL	Multi-Crew Pilot License
MPA	Multi-Pilot Aeroplane (multi-pilot airplane)
NET-P	National Expert Team-Practical
NTA	Non-Technical Aspects
OPC	Operator Proficiency Check
PF	Pilot Flying
PIC	Pilot-In-Command
PICUS	Pilot-In-Command Under Supervision
PNF	Pilot Non-Flying

PM   Pilot Monitoring
RTL   (Regeling Toezicht Luchtvaart) Aviation Supervision Rules
SE   Single Engine
SEP   Single Engine Piston
SFE (A)   Synthetic Flight Examiner (Aeroplane)
SFE (H)   Synthetic Flight Examiner (Helicopter)
SPA   Single Pilot Aeroplane (Single pilot certified airplane)
SOP   Standard Operating Procedures
STD   Synthetic Training Device (simulated training device)
TMG   Touring Motor Glider (motorized glider)
TR   Type Rating (rating for aircraft type)
TRE (A)   Type Rating Examiner (Aeroplane)
TRE (H)   Type Rating Examiner (Helicopter)
TRI   Type Rating Instructor
VFR   Visual Flight Rules
ZFTT   Zero Flight Time Training

Additional terms frequently used with their Dutch translations:

Proficiency Check (PC)	Proeve van Bekwaamheid (PvB)
Skill Test	Praktijkexamen
Type Rating (TR)	Type bevoegdverklaring
Class Rating (CR)	Klasse bevoegdverklaring
License	Bewijs van bevoegdheid ("brevet")
Revalidation	Verlenging
Renewal	Hernieuwde afgifte
Assessment of Competence (AoC)	Beoordeling van vakbekwaamheid

REGULATIONS AND ORGANIZATION

1. **What does the acronym NET-P mean?**

   - NET-P means National Expert Team - Practical exams. The NET-P consists of one CAA-NL inspector acting as chairman and the chairmen of the standardization committees (MPA/HEF and GA/CPL).

   Members of the Standardization Committees are all aviation professionals and senior examiners who work within The Netherlands or are employed by a Dutch Airline. On average the members of a committee will meet every three months. During these meetings day-to-day problems are discussed. These problems can vary from improper functioning training organizations, complaints, or problems with or from examiners and questions about regulations.

   The NET-P will discuss all issues and proposals and advise CAA-NL.
   The NET-P also coordinates all projects and work delegated to the committees.

2. **How will examiners be scheduled for a skill test or license proficiency check?**

   The scheduling of examiners for a skill test or license proficiency check can be done either by the ATO or the candidate (with the exception that an AoC for the initial issue of a Flight Instructor certificate shall be scheduled by CAA-NL).
   The CAA-NL publishes a list of designated examiners on the ILT website.

EXAMINERS

3.   What is the procedure to become an Examiner?

The procedure is as follows:
- Submit an application to CAA-NL. This can be done by completing the form "Application Certification as (senior)examiner" online at the CAA-NL website.
- Complete required payments.
- The candidate will have to follow an Initial Examiner course and receive theoretical and practical training towards becoming an examiner.
  - o The theoretical part is performed by the CAA-NL.
  - o The practical part is performed by a Dutch registered ATO with an approved Initial Examiner course.
- Finally, applicants for an examiner certificate shall demonstrate their competence to an CAA-NL inspector or a senior examiner of the Standardization committee through the conduct of a skill test, license proficiency check or assessment of competence in the examiner role for which privileges are sought. The training and the AoC must be completed within 1 year after the first day of training, either theoretical or practical.

4.   What is an examiner category?

The following examiner categories are recognized:
- FE – Flight Examiner
- TRE – Type Rating Examiner
- CRE – Class rating Examiner
- IRE – Instrument Rating Examiner
- SFE – Synthetic Flight Examiner
- FIE – Flight Instructor Examiner
- RFE – Recreational Flight Examiner (National examiner category from "Examenregelement voor luchtvarenden 2004" (Dutch text))

5.   What types of courses and seminars are available, and which do I have to attend?

- <u>Initial Examiner course</u>:
  Provided by CAA-NL (theoretical part) and by the ATO (practical part). Required to become an examiner or renew an examiner certificate. The initial theoretical part of the course can also be used to meet the requirements of a refresher seminar.
- <u>Refresher seminar</u>:
  Provided by CAA-NL to revalidate the examiner certificate.

- <u>Senior Examiner course</u>:
  Provided by CAA-NL for the purpose of becoming or renewing a senior examiner.
  This course does not qualify as a refresher seminar.
- <u>Senior Refresher seminar</u>:
  Provided by CAA-NL to revalidate the senior examiner certificate.
  This refresher also qualifies as a refresher seminar for the examiner.

  The dates of the respective CAA-NL courses and seminars can be found on the ILT website.

6. What is the procedure to revalidate an Examiner certificate?

The procedure is as follows:
- Submit an application to CAA-NL. This can be done by completing the form "Application Certification as (senior)examiner" online at the CAA-NL website.
- Complete required payments.
- The candidate will have to follow the applicable Examiner Refresher seminar(s)
- Assure requirements concerning minimum number of skill tests, license proficiency checks, or Assessments of Competence
- Finally, in the period of 12 months immediately preceding the expiry date of the certificate applicants shall demonstrate their competence to an CAA-NL inspector or a senior examiner of the Standardization committee through the conduct of a skill test, license proficiency check or assessment of competence in the examiner role for which revalidation(s) is applied for.

7. An examiner holds privileges for more than one category of examiner. Which refresher seminars does he have to attend?

Currently, the CAA-NL provides the following refresher seminars per examiner category:
- <u>Refresher seminar MPA</u>   for TRE(A) and SFE(A)
- <u>Refresher seminar FE/CRE</u>   for FE(A), CRE(A), and IRE(A)
- <u>Refresher seminar FIE</u>   for FIE(A)
- <u>Refresher seminar HEF</u>   for Examiner(H)

An examiner holding privileges for more than one category of examiner shall, in the period of 12 months immediately preceding the expiry date of the certificates, attend an examiner refresher seminar for each desired category revalidation.
Additionally, an examiner holding privileges for (A) and (H) shall also attend a refresher seminar HEF.

8. What happens if the applicant fails his initial examiner AoC?

In this case the candidate examiner can redo the AoC.
After failing a second time he will have to wait one year before applying again.
The NET-P will then decide if the candidate's application will be accepted.

9. What happens if the AoC to revalidate an examiner certificate is not successful?

The examiner certificate becomes invalid.

10. During what kind of test/check can an examiner AoC be conducted?

During a skill test, license proficiency check (LPC), or assessment of competence.
An operator proficiency check (OPC) or a LOE (ATQP) does not meet these requirements.

11. A TRE obtains a type rating and a TRI certificate for another aircraft type. Is an additional AoC as examiner required on the new type?

No, an addition or change to another type is possible within the validity of the examiner certificate. However, a valid TRI certificate on the new type is required.

The crediting of the new (additional) type can be requested bij the form "Application Certification as (senior)examiner".

**12. I am temporarily medically unfit to fly.
Can I continue to conduct proficiency checks as a TRE for the company?**

No. Without a valid medical the TRE certificate is invalid. A request can be made to the CAA-NL for the TRE certificate to be temporarily transferred to an SFE certificate. Exemptions can be made by CAA-NL.

SENIOR EXAMINERS

13. What is the procedure to become a senior examiner?

Practically there are 2 types of senior-examiners:
- Senior examiners, nominated by the ATO or airline involved (the so-called company senior examiners)
- CAA-NL senior examiners, appointed by the CAA-NL, and member of a Standardization Committee.

After acceptance by the CAA-NL of the company senior examiner, this examiner will follow a Senior Examiner course provided by the CAA-NL. Thereafter a new certificate will be issued which states the authorizations for examiner and senior examiner. The due date of the senior examiner certificate is coupled to the due date of the examiner certificate. The candidate senior examiner does not have to complete a new AoC.

14. What are the experience requirements to become a senior TRE?

Within the last 5 years the examiner must have worked at least 3 years as a TRE and have given a minimum of 1000 hrs of instruction as TRI. He must have an ATPL on the category of aircraft for which he will be a Senior TRE.

15. What are the privileges/authorizations of a Company Senior TRE?
Company senior TREs can perform AoCs for revalidation of examiner certificates for their own company and own aircraft type.
They are not authorized to perform AoCs for the initial issue or renewal of examiner certificates.

A senior examiner is also expected to:
- Contribute to the standardization of exams and skill tests
- Contribute to ensuring the quality of the practical exams
- Provide support for duties concerning practical exams and skill tests

16. What are the experience requirements to become a senior FE, CRE, IRE, FIE?

Within the last 5 years the examiner must have worked at least 3 years as a FE and have given a minimum of 1000 hrs of instruction as FI. He must have at least 1500 hours experience as a holder of a CPL or ATPL in the category of aircraft for which he will be a Senior Examiner.

17. How does one revalidate a senior examiner certificate?

A senior examiner certificate shall be valid for 3 years.
The validity of the senior examiner certificate is coupled to the examiner certificate.

To revalidate a senior examiner certificate, holders shall comply with all the following conditions:

(1)   before the expiry date of the certificate, have conducted at least six examiner assessments of competence;

(2)   in the period of 12 months immediately preceding the expiry date of the certificate, have completed a Senior Refresher seminar provided by the CAA-NL;

(3)   finally, in the period of 12 months immediately preceding the expiry date of the certificate, demonstrate his competence to an CAA-NL inspector or a senior examiner of the Standardization committee through the conduct of a skill test, license proficiency check or assessment of competence.
In case this AoC is conducted by a company senior examiner, only the certificate for examiner will be revalidated (the senior examiner certificate will not).

18. How does one renew a senior examiner certificate?

A senior examiner certificate shall be valid for 3 years.
The validity of the senior examiner certificate is coupled to the examiner certificate.

If the certificate has expired, before resuming the exercise of the privileges, the applicants shall comply with the following requirements in the period of 12 months immediately preceding the application for the renewal:

(1)   have completed a Senior Examiner course provided by the CAA-NL;

(2)   demonstrate their competence to an CAA-NL inspector or a senior examiner of the Standardization committee through the conduct of a skill test, license proficiency check or assessment of competence.

SKILL TESTS, PROFICIENCY CHECKS, and AoC's

19. What is the minimum age for a PPL skill test?

Applicants for a PPL shall be at least 17 years old.
The maximum time between the skill test and the license application is 6 months.
A candidate for a PPL skill test can therefore be 16,5 years old.

20. What should the candidate take with him for a license proficiency check?

During a license proficiency check the candidate should take with him at least:
- A legal identification document
- His license (in order to revalidate/renew the type rating when the license proficiency check is passed)
- A valid medical when required.

21. Is a valid medical required for a candidate for a skill test, license proficiency check, or AoC?

It depends on the situation:

(A) if the skill test, license proficiency check, or AoC is performed in a FSTD, no valid medical certificate is required. The candidate however can not use his privileges after succesfull completion of this skill test, license proficiency check, or AoC until he has a valid medical certificate

(B) if the skill test, license proficiency check, or AoC is performed in an aircraft, under Single Pilot Operation, the PIC must have a valid medical certificate. This can be the examiner as long as he occupies a pilot's seat (AMC1 FCL.050)

(C) if the skill test, license proficiency check, or AoC is performed in an aircraft, according to Multi Crew Operation, both pilots must have a valid Medical Certificate

Notwithstanding the above:
When a new license document is to be issued by KIWA the applicant has to provide a valid Medical Certificate (FCL.015 states that with the issue, revalidation or renewal of pilot licenses and associated ratings and certificates the application shall be accompanied by evidence that te applicant complies with the requirements for the issue… etc.)

22. Which forms (e.g. Flight Test Schedule) must be used by the examiner?

The most recent version of the applicable forms published on the CA-NL website.

23. Must all items on a Flight Test Schedule for a multi-pilot type rating be done as pilot flying?

The applicant shall operate as PF during all sections, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.

24. **Can an examiner create his own skill test or license proficiency check program?**

When a skill test or license proficiency check program approved by the CAA-NL or the company is available it shall be used. In principle no deviations are allowed.
If no such program is available, the examiner can create a program which shall contain at least all the applicable mandatory items (M) from the flight test schedule.

25. **For the purpose of skill tests and license proficiency checks, what is meant by "manual" flight?**

Manual flight in this context means flying the aircraft without the use of autopilot and auto throttle. A flight director may be used.

26. Refer to MPA Flight Test Schedule item 3.6.1 (Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires, including evacuation).
Can you sign off item 3.6.1 if a fire drill was performed satisfactorily, without an evacuation?

Yes, item 3.6.1 does not require an evacuation as a mandatory follow-up after a fire drill. A stand-alone evacuation procedure also fulfils the requirement of item 3.6.1.

27. Refer to MPA Flight Test Schedule item 3.6.3 (Engine failures, shut-down and restart at a safe height).
Do you have to examine all three occurrences to sign off this item?

No, each individual occurrence (Engine failure, or shutdown, or restart) fulfills the requirement.

28. Refer to MPA Flight Test Schedule item 3.8.3 (3D operations to DH/A…).
What is meant by 3.8.3.1 "manually, without flight director"?

Flying the aircraft on approach without the use of the autopilot, flight director, and auto throttle. A flight path vector may be used.

Note: some aircraft manufacturers (e.g. Boeing) refer to this as "raw data flying".

29. Refer to MPA Flight Test Schedule item 3.8.3.4 (Manual N-1 3D Approach).
From where should the N-1 approach be flown manually?

The autopilot should be disconnected before intercepting the localiser and before final configuration for the approach so that the applicant's handling of any trim change associated with configuration changes can be assessed.

30. Refer to MPA Flight Test Schedule item 4.4 (Manual Go-around with the critical engine inoperative). **What is considered a Manual go-around?**

A manual go-around (flown in asymmetric configuration) shall be flown without autopilot and without auto throttle*****. The asymmetric go-around shall be flown manually for long enough to enable the applicant's competence to be assessed. This includes a minimum height loss and satisfactory track control.

*Company or type-related procedures may dictate an early engagement of the autopilot and/or auto throttle (including automatic re-engagement of the auto throttle). This is accepted as long as the go-around is flown manually long enough to enable the applicant's competence to be assessed, as stated above.

31. (MPA) "On our aircraft type it is always the captain who does the rejected take-off". Is it sufficient to perform only one rejected take-off (RTO) during a license proficiency check or Skill Test?

Each checked/tested applicant needs to perform an RTO in his role as PF, so in a normal captain and first officer setup 2 RTO's are performed during the check/test. In both cases the captain executes the RTO but various different actions take place due to the transfer of controls.

32. Is it necessary to limit the visibility of the candidate when an IR exam or license proficiency check is conducted on the aircraft?

Yes, the items on the FTS marked with (*) are to be flown solely by reference to the instruments. Therefore, the aircraft must be set up in such a way that the candidate has no outside view and can fly only by reference to the instruments. This setup must not restrict the sight of the examiner or safety pilot.
Only view-limiting devices such as the "hood" or special glasses are allowed.
In a simulator clouds or visibility can be used to meet this requirement.

33. Are multiple simultaneous failures allowed?

Multiple simultaneous failures are allowed when a causal link might exist between the failures during a realistic scenario. For example, a tire burst can cause a hydraulic leak or damage to the flaps. It is undesirable to introduce multiple failures that would give a mutual negative amplifying effect on the flight characteristics or on the controllability of the aircraft.

34. Can an MPA license proficiency check also act as an ATPL skill test?

Yes.
The required extra maneuvers from the FTS are:
- 3.8.3.1: Manual 3D operations without flight director.
And for aircraft with 3 or 4 engines:
- 5.6: Landing with two engines inoperative.

Additionally, the following specific requirements need to be included:

The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:
(a)   managing crew cooperation;
(b)   maintaining a general survey of the aircraft operation by appropriate supervision;
(c)   setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies

35. During an ATPL skill test the candidate fails a required 'extra' item (3.8.3.1 or 5.6) but passes all other items. Does that mean he passed his license proficiency check?

No. The session is an ATPL-skill test combined with a license proficiency check.
The result is a partial pass for both.

36. Are examinations allowed in any FSTD?

No. There must be a FSTD Qualification Certificate i.a.w. EU 2011/1178.
The examiner shall take the specifications of the FSTD into account.
The examiner shall make sure that the simulator is in a serviceable condition.
The EU-FSTD number shall be listed on the exam form.

37. Are there any limits to the amount of skill tests / license proficiency checks / AoC's that an examiner can conduct?

There are no set limits. However, there are guidelines for the maximum amount of tests/checks/AoC's that an examiner is allowed to schedule on a daily basis. These are published in GM1 FCL.1015 along with guidelines for the duration of tests/checks and AoC's.

38. The allowed deviations in the flight test as described in Part-FCL state MDA/MDH +50 foot/-0 feet. Does this mean that a go-around should be initiated well above the MDA/MDH in order to prevent descending below the MDA/MDH?

When a non-precision approach is flown as a step-down procedure, the aircraft may not descend below MDA/MDH. When the approach is executed according to the approved SOPs of the AOC holder as "Continuous Descent Final Approach (CDFA)", the go-around should be initiated at the MDA/MDH. In this case the MDA can be treated as a DA, and an MDH as a DH.

39. Can a candidate pass the LPC and fail the OPC?

Yes, that is possible. A company can set different (higher) standards for pilots in their employment as long as these standards meet the standards set by Part-FCL.
This means that the candidate will not be allowed to fly operationally until he has received re-training or until he has passed a re-examination.

40. To what extent is the examiner allowed to coach the candidate or crew during an exercise in order to get him back on track?

Coaching is not allowed. The responsibility for managing the flight lies with the crew. As an examiner you are just an observer. Only if there is an unsafe situation for both crew and the examiner then intervention is allowed. This is to be briefed in advance. All disruptions, which may or may not be caused by the examiner, have to be solved by the candidate. The candidate should be able to perform the flight under all conditions. All comments or remarks of the assessment should be given after the test/check. However, the examiner can provide information about failed items before re-assessing the item the second time.

41. To what extent can a helper-out (dummy) assist in an exam?

If a helper-out takes a leading role and actually makes the candidate perform the exercises properly through coaching, then these exercises must be repeated without coaching.
If the coaching takes the form of instruction, then the examination must be stopped.

42. What is assessed during the exam, the performance of the individual or the crew?

As an examiner we assess the functioning of the individual crewmember within a multi-pilot crew. It is obvious that a disappointing performance of a fellow crewmember can put the other individual's performance under strain, but this should be adequately handled and/or corrected. All this is done by using SOPs and non-technical aspects. A bad performance of one candidate can influence the other candidate in a negative but also in a positive way.

43. What should be done if the session or the flight is interrupted?

This is at the discretion of the examiner. If the program is interrupted due to external reasons, or by the candidate for reasons considered valid by the examiner, then the examiner may decide to only examine items not completed in the first session or flight. If the program is interrupted by the candidate for reasons considered by the examiner as non-valid, the full examination is to be repeated by the candidate.

44. Can an examiner prematurely terminate the test/check?

Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicants. The examiner may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete retest.

45. Would you continue the exam if there has already been an exercise which will lead to failing the exam?

Basically not. However, if the other candidate (in a multi-pilot crew) performs well, you must finish the exam in order to give the other candidate the opportunity to pass.

46. Does a bad performance in one section of the test/check have an impact on other parts of the program?

No. Each individual component of the flight test schedule is to be assessed completely independent by the examiner.

47. Is there a maximum to the number of items for which 2 attempts are required?

There are no limitations.

48. How many attempts of an item can a candidate do during a test/check?

For each test/check the candidate is allowed a maximum of two attempts per exercise/item to achieve a positive result. The candidate has no given right to these repeats and a second attempt is entirely at the discretion of the examiner. A second attempt should preferably be done after completing the program.

49. What is the outcome of the test if the examiner or instructor has to intervene in the operation for safety?

The examiner will determine whether the candidate has failed the exam. Perhaps the examiner assesses the intervention as not justified or the intervention had to take place without fault of the candidate.

50. When is a candidate 'partially passed'?

- SPA: failing not more than 1 section
- MPA and SP-HPA: failing 5 or less items
- H: failing not more than 5 items, or failing not more than 3 items for the IR-section

51. What do you do when a candidate fails his license proficiency check before the due date of his rating?

The examiner informs the candidate that he is not allowed to execute the applicable privileges. By sending in the report form KIWA will be informed.

52. What is the procedure regarding the original exam form in case of a "partial pass"?

The Skill Test and Proficiency Check Report Form and the Flight Test Schedule should be given to the candidate. The Flight Test Schedule should be used for the re-examination.
The results of the re-examination are filled in on a new Skill Test and Proficiency Check Report Form and on the flight test schedule. These forms shall be given to the candidate as well.

Of all the forms 2 copies must be made; one copy to be sent to KIWA, and one copy to be retained by the examiner.

Procedures can be different for foreign license-holders or examiners.

53. How often can an examiner assess the same candidate?

There are no restrictions.

54. Is it possible for candidates to object to the examination or to the outcome and how should the candidate make that objection?

Candidates may object to the execution of the test or check as well as against the results of the examination or check.

After the exam or the check, the examiner records the objection in the remarks section of the Report Form and both the examiner and candidate sign it. In any case, the examiner must not engage in a discussion.

The candidate has an opportunity to defend his objections after KIWA has received the Report Form.

55. Can an AoC for the initial issue/revalidation/renewal of an SFI/TRI certificate be conducted during any simulator session for the relevant type?

Yes, if the examiner is able to assess the candidate in accordance with the EASA FEM (Module AOC SFI/TRI).

56. A candidate has a type rating and an IR-ME. If he does a practical exam for another type rating does he have to comply with the requirements for the instrument part of the flight test?

Yes, if he wants to have the privileges of the IR valid for his new type-rating. Otherwise, the new type-rating will be issued "VFR only".

57. Is it allowed to use electronic charts/devices during a skill test, license proficiency check, or AoC?

It is a requirement to have current and updated charts available. In case an electronic device is used for this purpose, an alternate means to comply is required in case of system failure. During a skill test, profcheck, or AoC, a simulated failure of the electronic device may be introduced as an "abnormal procedure" or "system failure" as stated on the Flight Test Schedule.

58. Can you start the exam, even though you already know the exam cannot be completed due to weather circumstances?

No. It is not allowed to schedule the exam in different phases.

59. Is a safety pilot required during a MEP class rating exam?

The examiner himself may act as safety pilot but is not required to.
If he chooses not to do so, a safety pilot is required.

60. Can you as examiner demand that you act as safety pilot yourself?

No, you may not demand this. Neither the candidate nor the examiner may demand that the examiner acts as safety pilot.

61. Can a safety pilot intervene during an exam?

A safety pilot must intervene if he thinks that the safety of the flight is in jeopardy.

62. Does the candidate fail the check/test when the safety pilot has intervened?

The examiner will determine whether the candidate has failed the exam. Perhaps the examiner assesses the intervention as not justified or the intervention had to take place without fault of the candidate.

63. Can a Part-FCL skill test or proficiency check be taken in an U.S. registered aircraft?

Yes, provided that:
(1) the aircraft complies with the EU requirements (e.g. ORA.ATO.135),
(2) the examiner holds the required EU examiner privileges,

(3) the examiner is certified to operate the aircraft within the EU by means of a Part-FCL licence, and

(4) the examiner complies with any additional requirements to operate the aircraft as published by the FAA.

64. A candidate holds a current PPL, so he has already navigated during the PPL exam. Is he required to navigate again during the practical CPL exam?

Yes. No exemptions are possible.

65. A candidate holding a CPL-IR SEP does a practical exam to obtain a class rating SET (e.g. Cessna SET). During this exam, must the instrument part be examined?
No. If the IR (SEP) is valid, it applies to all SE-SP aircraft in the candidate's license.

66. Can a GPS be used during a PPL diversion navigation exercise?

In principle, the use of all available equipment in the aircraft is allowed (GPS, Autopilot, Flight Director, etc.) However, the examiner has the option to simulate failures of multiple systems. This applies to section 3 (PPL) or 3 (CPL) of the examination form.

67. Is it allowed to lose altitude during a Stall Recovery exercise?

Yes. The primary recovery of a stall is to reduce the angle of attack, immediately followed by increasing power/thrust. Some loss of altitude, depending on type of aircraft, is acceptable.

DOCUMENTS AND FORMS

68. What is the correspondence number?

The correspondence number is the number under which the CAA-NL stores the pilot's information in their administration system. The correspondence number is normally the same as the 'burgerservicenummer'. It can be found on the license under section III.

69. What is the certificate number and in what does it differ from the correspondence number?

The certificate number is the number under which the pilot who is authorized by the CAA-NL to perform exams. It consists of a country code, a code for the type of examiner and a 3-, 4- or 5-digits correspondence number (e.g. NL/TRE/12345).

70. Is there an application form for the renewal of examiner certificates?

The form "Application Certification as (senior)examiner" can be found on the CAA-NL website.

71. Is an IR valid for all types and classes?

No. There are Instrument Ratings for different categories like airplanes, helicopters and airships. For airplanes and helicopters there are Instrument Ratings for multi-engine airplanes/helicopters and single engine airplanes/helicopters. In order to use the privileges of an IR a separate test or check must be done on every class or type.

A SE-IR can be revalidated/renewed during a MP license proficiency check (cross-crediting), but additional conditions apply (see Part-FCL, appendix 8).

72. Which forms does an examiner need to fill out after a skill test or license proficiency check and what do you have to do with these forms?

The examiner fills out the following forms:
- Skill Test and Proficiency Check Report Form (STPCRF)
- Flight Test Schedule (FTS)

In case of a PASS or FAIL both original documents are given to the candidate. The examiner will send a copy of the forms to the KIWA. The examiner also keeps a copy for his own record.
In case of a PARTIAL PASS the examiner gives the report form to the candidate, sends a copy to KIWA and keeps a copy for his own archive. The original FTS should be passed to the examiner responsible for the re-examination.

73. When can an examiner issue a Declaration for Temporary Permission?

This temporary privilege is issued in accordance with Commission regulation (EU) 1178/2011 ANNEX VI ARA.FCL.215(d) as an extension of a valid EASA Part-FCL license issued by the Civil Aviation Authority of the Netherlands. It is valid only if applicable training and testing has been successfully completed.

This declaration **cannot** be used for the issue of a license.

74. A candidate only holding a CPL-IR (SEP) succesfully completes a skill test B737 300-900. Can you issue a "Declaration for temporary permission"?

Yes, the candidate already holds another class- and instrument rating.

75. A new Cruise Relief Co-pilot (holding another rating) succesfully completes a skill test B747-400. His instrument rating lapses within a month. Can you issue a "Declaration for temporary permission"?

Yes, the IR is revalidated with the skill test. However, the "Declaration for temporary permission" is only valid for 8 weeks. After that time frame his new license (with the revalidated IR) must be in his posession to continue his newly acquired privileges.

76. What should you do when a mistake on the license is made?

The mistake can be strickenthrough, but so that the wrong entry is still readable. A new line must be used. The license is still valid. However, strikethrough is not a desirable situation due to the possibility of fraud. The license can be sent to KIWA and replaced by a new one but keep in mind that there are costs involved.

77. Does the examiner receive a confirmation of the revalidation of the type rating of a candidate?

No, after receipt of the copies of the forms for a revalidation sent by the examiner the data is processed by KIWA and the documents are archived. KIWA does not send a confirmation to the license holder or the examiner. It is the examiners responsibility to keep a copy of all forms in his own file for a minimum of 5 years.

78. When is the form "Verlenging bevoegdverklaring door middel van herhalingstraining voor SEP(land), SEP(sea), TMG, MLA of EIR(A)" used?

- This form can be used for the revalidation of SEP, TMG, MLA, and EIR ratings.
- In case of renewal based on experience: 12 hours flying experience in the past 12 months, of which 6 hours PIC, including 12 take-offs and landings, including a 1-hour training flight with an instructor.

79. Can an examiner endorse a renewal of a privilege which is no longer published on the license?

No. By sending the Proficiency Check Report to KIWA a new license document will be printed. If the license has expired before 1999 a statement from the flight school is required indicating that the candidate has completed the course.

MISCELLANEOUS

80. What will be the new expiration date after revalidation of a SEP/TMG/MLA rating based on hours of experience?

When revalidating within the last 12 months of the validity period, the old date plus 24 months.

81. What form must be used when revalidating a rating by means of cross-crediting as mentioned in Part-FCL?

The "Skill Test and Proficiency Check Report Form" or "Verlenging Bevoegdverklaring door middel van herhalingstraining voor SEP (land), SEP (sea), TMG, MLA of EIR(A)"

82. Is any part-FCL examiner permitted to extend a SEP without being in the possession of SEP himself?

Yes, the examiner only fulfills the administrative part of a revalidation based on experience requirements as described in part-FCL. If the candidate can provide proof that he meets the requirements any examiner can revalidate the rating.

In all cases the examiner is responsible for sending the correct forms to KIWA.

83. Can you cross-credit and revalidate different helicopter type ratings?

Cross-crediting is only allowed for types listed in AMC1 FCL.740.H(a)(3) Revalidation of type ratings – helicopters.

84. If cross-crediting is allowed what is the effect on the due dates?

Example
A candidate requests a LPC on the EC120 (valid until 31-01-2018) on 15-01-2018.
Can you cross-credit and revalidate a AS350/EC130 rating (valid until 31-03-2018) and R66 (valid until 31-05-2018)?
If so, what will be the new due dates after a succesful LPC?

Yes, cross-crediting is possible, with additional requirements. According to FCL.740.H the candidate needs 300 hours as PIC on helicopters, 15 hours on each of the types held and at least 2 hours PIC on each of the other types during the validity period.

New dates will be:
EC120   31-01-2019
AS350/EC130   31-03-2019
R66   31-01-2019

85. Is it required to become a TRI (on helicopter type) before being allowed to instruct on single pilot multi engine helicopters?

No.
FCL.905.FI states very specific in section 2 a FI(H) can instruct on single pilot multi engine helicopters as long as they have completed the technical and flight instruction parts of the TRI course, flown the required amount of hours on type and a AoC was completed successfully (as per FCL.910.TRI(c)(1)) and also have completed 500 hours as pilot on helicopters including 100 hours as PIC on single pilot multi engine helicopters (as per FCL.915.TRI(d)(2).

86. Regarding the question 85; is it possible for a FE(H) to execute LPC's and profchecks on single pilot multi engine helicopters?

Yes, when the FE(H) is a FI(H) compliant with FCL.910.TRI(c)(1) and FCL.915.TRI(d)(2), or TRI on type this is possible.

87. Do the annotations on an examiner certificate and the privileges on the license of the examiner have to be the exact equally described?

No, an FE(H) can be TRI on type and a TRE on type can be FI(H) compliant with FCL.910.TRI(c)(1) and FCL.915.TRI(d)(2), meaning the annotation on an examiner certificate and the privileges on the license of the examiner do not have to be the exact equally described, as long as the requirements in FCL.1000(a) are met and the relevant exam privileges applied are in accordance with FCL.1005.FE or FCL.1005.TRE.

88. Where can you find the standard phraseology for Radio/Telephony communications between ATC and aircrew (for the TRE/FE in the role of ATC)?

This can be found in ICAO document 4444.

89. What are the privileges of a LAB?

A limited LAB can only revalidate or renew LPE level 4.
A full LAB can issue, revalidate, and renew a LPE level 4, 5 or 6.
The list of approved LAB's can be found on the CAA-NL website.