

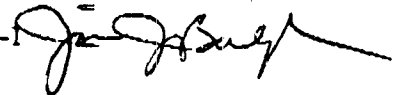


Federal Aviation Administration

Memorandum

Date: JUL 13 2006

To: All Regional Flight Standards Division Managers
Manager, Regulatory Support Division, AFS-600
Manager, Civil Aviation Registry, AFS-700
Manager, General Aviation and Commercial Division, AFS-800

From: James J. Ballough, Director, Flight Standards Service, AFS-1 

Prepared by: John D. Lynch, AFS-810

Subject: Rescission of AFS-1's April 10, 2006 Memorandum and Reinstatement of the Simulated Power-off Autorotation to a Touchdown Task on the Flight Instructor - Rotorcraft Helicopter and Gyroplane Practical Test

On April 10, 2006, I issued a memorandum eliminating the requirement for applicants to perform the simulated power-off autorotation to a touchdown task on the Flight Instructor-Rotorcraft (Helicopter and Gyroplane) practical test. Following additional discussions with subject matter experts, I have decided to re-instate the requirement for Flight Instructor-Rotorcraft (Helicopter and Gyroplane) applicants to perform the simulated power-off autorotation to a touchdown task on the Flight Instructor-Rotorcraft (Helicopter and Gyroplane) practical test. Therefore, effective the date of this memorandum, applicants for the Flight Instructor-Rotorcraft (Helicopter and Gyroplane) rating are required to perform the simulated power-off autorotation to a touchdown task on their practical test.

FAA Order 8700.1, Vol. 2, Chapter 11, Section 1, page 11-2, para. 4.B. (2) (a) authorizes Flight Standards District Offices (FSDO) managers to designate Flight Instructor Examiners (FIE) to conduct Flight Instructor - Rotorcraft Helicopter and Gyroplane practical tests. I understand there have been some significant delays in scheduling these practical tests due to a lack of current ASIs. Therefore, FSDO managers may designate FIEs to conduct these practical tests.

Additionally, FAA Order 8700.1, Vol. 2, Chapter 1, Section 2, page 1-3, para. 1.C. (1) (a), authorizes ASIs to observe the simulated power-off autorotation to a touchdown task from the ground. This authorization is for all proficiency checks and practical tests in

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helicopters and gyroplanes that require applicants to perform the simulated power-off autorotation to a touchdown task.

In spite of my authorizing FSDOs to designate FIEs to perform these practical tests and allowing ASIs to observe the simulated power-off autorotation to a touchdown task from the ground, there remains a need to conduct oversight of the program. ASW-260 administers the National Resource Inspector Program and through this program, it will designate National Resources for oversight of the designated pilot examiners and for conducting § 44709 reexaminations, when necessary. ASW-260 will ensure that our ASIs who are designated and authorized to conduct these practical tests in helicopters are proficient in performing simulated power-off autorotations to a touchdown. Unless an ASI is designated as a National Resource by the Manager, ASW-260, they will be prohibited from conducting the simulated power-off autorotation to a touchdown task.

I am requesting that this memorandum be distributed to all FSDOs and the Airmen Certification Branch, AFS-760, for dissemination to aviation safety inspectors, designated pilot examiners, part 141 pilot schools, and the other helicopter training providers in areas of jurisdiction. The Flight Instructor Practical Test Standards for Rotorcraft, Helicopter, and Gyroplane, FAA-S-8081-7A, was not changed so the version, dated the April 1, 1996, remains current.

If you should have further questions, please contact Inspector John D. Lynch, Certification and General Aviation Operations Branch, AFS-810, at (202) 267-8212.