

SUBPART B

Initial Designation

ESH138DPE.b.11 Background

(a) Objective.

The objective of this task is to determine if an individual meets the qualifications for designation as a DPE and, if selected as a candidate by the FICA, complete the procedures required for initial designation. Successful completion of this task results in designation as a pilot examiner.

(b) General.

Candidates for designation as a pilot examiner must be highly qualified technically and must hold all pertinent category, class, and type ratings for each aircraft for which designation is sought.

(1) General Criteria.

In addition to meeting the preceding technical qualifications, an examiner candidate must:

- (i) Be at least 21 years old;
- (ii) Have a good record as a pilot and flight instructor in regard to accidents, incidents, and violations;
- (iii) Have a reputation for integrity and dependability in the industry and the community;
- (iv) Have a history of cooperation with the ECAA;
- (v) Hold a valid second-class medical certificate FOR INITIAL DESIGNATION, except in the case of a designation limited to examining in free balloons, gliders, or simulators; (No airman medical certificate is required for free balloons or gliders or simulators if the candidate certifies that the airman has no known physical defects that would make the airman unable to pilot a free balloon or glider safely), and
- (vi) Be employed as a professional flight instructor, serve in another type of piloting service such as executive or air carrier, or serve as an part 121 check airman. If the candidate is not employed as a flight instructor, the candidate's employment must include duties primarily devoted to testing airmen or similar evaluation activities.
- (vii) The candidate must meet all eligibility and experience requirements for the specific designation sought.
- (viii) An examiner must have the initial course in each make and model of multiengine aircraft in which the DPE conducts tests.
- (ix) Glider examiners must show experience and demonstrate skill in motorized self-launch gliders and air and ground launch procedures, or their examining activity will be limited to the particular type of launch demonstrated.
- (x) PEs and CEs with lighter-than-air free balloon designations may have flight time in gas balloons, hot air balloons, or a combination of the two in order to meet the flight time requirements for designation. If the examiner's pilot certificate is restricted to free balloons with airborne heater or gas balloons only, the examiner may conduct practical tests only in that type balloon.

(2) Examiner Applications.

Applicants should send a completed Designated Examiner Application /Qualification Record, to the FICA.

(3) Initial Screening and Knowledge Test.

If the applicant meets the applicable criteria, the FICA will advise the applicant in writing that the application has been accepted and instruct the applicant to apply for a predesignation knowledge test. The applicant should not take the predesignation test until receiving a letter of acceptance from the FICA. Upon receiving a letter of acceptance, the applicant should take the appropriate predesignation knowledge test at ECAA computerized testing center. The applicant should request the Pilot Examiner Test - Airplane, Rotorcraft, Glider, or Balloon, appropriate to the designation sought. The applicant must forward the test results to the FICA within 10 days of the test date. The applicant should retain a copy of the test report for the applicant's personal records.

- (i) The applicant must obtain a grade of 80 percent or higher on the predesignation knowledge test in order to continue the application process.
- (ii) An applicant who fails to obtain a grade of 80 percent or higher on the predesignation knowledge test or chooses to retake the test to obtain a higher score must wait 30 days from the date of taking the test before taking the test again.

(4) Practical Test.

Each candidate considered for designation by the FICA must pass a practical evaluation by an ECAA inspector before an initial designation is issued. The practical evaluation assists the ECAA to determine if the candidate is competent to apply current practical test requirements, procedures, and performance standards in the aircraft for which authorization is sought. The FICA will schedule the practical evaluation upon selecting a candidate for designation.

(5) Training.

Each candidate must successfully complete the initial pilot examiner standardization course conducted by the Pilot Examiner Standardization within 3 calendar months of initial designation. Examiners who are designated before attending and completing the initial standardization course will be issued an LOA with an expiration date that coincides with the scheduled completion date of the initial standardization course.

(c) Eligibility and Experience Requirements.

To be eligible for selection and designation as a pilot examiner, a candidate must meet the following requirements, appropriate to the specific designation sought.

(1) Private Examiner PE - Airplane.

The candidate must have at least:

- (i) A commercial pilot certificate with an airplane category rating, appropriate class rating(s), and an instrument rating for airplanes;
- (ii) A valid flight instructor certificate with an airplane category and appropriate class rating(s);
- (iii) 2,000 hours as PIC, including 1,000 hours as PIC in airplanes, of which 300 hours were accrued within the past year, and 100 hours as PIC in airplanes at night;
- (iv) 300 hours as PIC in the class of airplane for which the designation is sought; and
- (v) 500 hours as a flight instructor in airplanes, of which 100 hours are in the class of airplane pertinent to the designation sought. (The flight instructor time must have been accrued as a certified flight instructor (CFI) or as a military instructor pilot.)

(2) PE - Rotorcraft.

The candidate must have at least:

- (i) A commercial pilot certificate with a rotorcraft category and appropriate class rating(s);
- (ii) a valid flight instructor certificate with a rotorcraft category and appropriate class rating(s);
- (iii) 1,000 hours as PIC, including 500 hours as PIC in rotorcraft, of which 100 hours were accrued within the past year;
- (iv) 250 hours as PIC in helicopters or 150 hours in gyroplanes, appropriate to the designation sought; and
- (v) 200 hours as a flight instructor in rotorcraft

(3) PE - Glider.

The candidate must have at least:

- (i) A commercial pilot certificate with a glider category rating;
- (ii) A valid flight instructor certificate with a glider category rating;
- (iii) 500 hours as PIC, including 200 hours as PIC in gliders, of which 10 hours and 10 flights were accrued within the past year; and
- (iv) 100 hours as a flight instructor, of which 50 hours are as an instructor in gliders.

(4) PE - Airships.

The candidate must have at least:

- (i) A commercial pilot certificate with a lighter-than-air category rating and an airship class rating;
 - (ii) 1,000 hours as PIC, including 500 as PIC in airships, of which 200 hours were accrued within the past year, and 50 hours as PIC at night; and
 - (iii) 100 hours as a flight instructor in airships.
- (5) PE - Free Balloons.
The candidate must have at least:
- (i) A commercial pilot certificate with a lighter-than-air category rating and a free balloon class rating;
 - (ii) 200 hours as PIC, including 100 hours as PIC in free balloons, of which 20 hours and 10 flights that were of at least 30 minutes duration each flight, were accrued within the past year; and
 - (iii) 50 hours as a flight instructor in free balloons, of which 10 hours were accrued within the past year.
- (6) Commercial Instrument Rating Examiner CIRE - Airplane.
The candidate must have at least:
- (i) A commercial pilot certificate with an airplane category, appropriate class rating(s), and an instrument rating for airplane;
 - (ii) A valid flight instructor certificate with an airplane category rating, an instrument airplane rating, and appropriate class rating(s);
 - (iii) 2,000 hours as PIC, including 1,000 hours as PIC in airplanes, of which 300 hours were accrued within the past year, and 100 hours as PIC at night;
 - (iv) 500 hours as PIC in the class of airplane for which the designation is sought;
 - (v) 500 hours as a flight instructor in airplanes, of which 100 hours are in the class of airplane pertinent to the designation sought; (Instructor time must have been accrued as a CFI or military flight instructor.)
 - (vi) 100 hours of instrument flight time in actual or simulated instrument conditions;
 - (vii) 250 hours of instrument flight instruction, 200 hours of which were given in airplanes;
 - (viii) 200 hours as PIC in complex airplanes; and,
 - (ix) If the designation will include authority to conduct tests in turbine powered airplanes, 300 hours as PIC in turbine powered airplanes, including 50 hours as PIC in the type of airplane for which designation is sought. (If authorization for additional types of turbine-powered airplanes is sought, 25 hours PIC is required in each additional type sought.)
- (7) CIRE - Helicopter.
The candidate must have at least:
- (i) A commercial pilot certificate with a rotorcraft category rating, a helicopter class rating, and an instrument rating for helicopter;
 - (ii) A valid flight instructor certificate with rotorcraft category rating, a helicopter class rating, and an instrument helicopter rating;
 - (iii) 2,000 hours as PIC, including 500 hours as PIC in rotorcraft, of which 100 hours were accrued within the past year;
 - (v) 250 hours as a flight instructor, including 150 hours of flight instruction given in rotorcraft, preparing pilots for a commercial pilot certificate; (Flight instructor time must have been accrued as a CFI or as a military flight instructor.)
 - (vi) 100 hours as an instrument flight instructor, including 50 hours in rotorcraft;
 - (vii) 100 hours of instrument flight time in actual or simulated instrument conditions; and
 - (viii) If the designation will include authority to conduct tests in large helicopters, 100 hours as PIC in large civil or military helicopters, of which 50 hours are in the type of helicopter for which designation is sought. (If authorization for additional types of large helicopters is sought, 25 hours PIC is required in each additional type sought.)
- (8) Commercial examiner CE - Rotorcraft.
The candidate must have at least:

- (i) A commercial pilot certificate with a rotorcraft category rating and a helicopter or gyroplane class rating, as applicable;
 - (ii) a valid flight instructor certificate with a rotorcraft category rating and a helicopter or gyroplane class rating, as appropriate;
 - (iii) 2,000 hours as PIC, including 500 hours as PIC in rotorcraft, of which 100 hours were accrued within the past year;
 - (iv) 250 hours as PIC in helicopters or 150 hours as PIC in gyroplanes, as applicable; and,
 - (v) 200 hours as a flight instructor in rotorcraft, including 50 hours preparing pilots for a commercial certificate (instructor time must have been accrued as a CFI or as a military flight instructor); and
 - (vi) if the designation will include authority to conduct tests in large helicopters, 100 hours as PIC in large civil or military helicopters, including 50 hours in the type of helicopter for which designation is sought. (If authorization for additional types of large helicopters is sought, 25 hours PIC is required in each additional type sought.)
- (9) CE - Glider.
The candidate must have at least:
- (i) A commercial pilot certificate with a glider category rating;
 - (ii) A valid flight instructor certificate with a glider category rating;
 - (iii) 500 hours as PIC, of which 250 hours are as PIC in gliders and include 50 flights within the past year; and
 - (iv) 200 hours as a flight instructor, including 100 hours of flight instruction given in gliders.
at least 50 hours of flight instruction in airships.
- (10) CE - Free Balloons.
The candidate must have at least:
- (i) A commercial pilot certificate with a lighter-than-air category rating and a free balloon class rating;
 - (ii) 1 year of experience as a commercial balloon pilot, including 200 hours as PIC in free balloons; and
 - (iii) Have given at least 50 hours of flight instruction in free balloons.
- (11) Air Line Transport Pilot Examiner ATPE - Airplane.
The candidate must have at least:
- (i) An ATP certificate with an airplane category and appropriate class rating(s);
 - (ii) A valid flight instructor certificate with an airplane category rating, appropriate class rating(s), and an instrument rating;
 - (iii) 2,000 hours as PIC in airplanes, of which 300 hours were acquired in the past year, and 150 hours instrument time, including 50 hours in instrument weather conditions;
 - (iv) 250 hours as a flight instructor in airplanes, preparing pilots for an instrument rating, an ATP certificate, or a type rating;
 - (v) 500 hours as PIC in the class of airplane for which designation is sought; and
 - (vi) If the designation will include authority to conduct tests in turbine powered and/or large airplanes, 300 hours as PIC in turbine powered and/or large airplanes, as applicable, including 100 hours as PIC in the type of airplane for which designation is sought. (If authorization for additional types of turbine powered and/or large airplanes is sought, 25 hours PIC is required in each additional type sought.)
- (12) ATPE - Helicopter.
The candidate must have at least:
- (i) An ATP certificate with a rotorcraft category rating and a helicopter class rating;
 - (ii) A valid flight instructor certificate with a rotorcraft category rating, a helicopter class rating, and an instrument rating;
 - (iii) 2,000 hours as PIC, including 1,500 hours as PIC in helicopters, of which 100 hours were accrued in the past year;
 - (iv) 50 hours of instrument flight time in actual or simulated instrument conditions, including 25 hours in helicopters;

- (v) 250 hours as a flight instructor in helicopters, preparing pilots for an instrument rating, an ATP certificate, or a type rating; and
 - (vi) If the designation will include authority to conduct tests in turbine powered and/or large helicopters, 300 hours as PIC in turbine powered and/or large helicopters, as applicable, including 100 hours in the type of helicopter for which designation is sought.
- (d) Practical Test.
- The practical test for initial examiner designations, issuance of addition designations, and renewal of examiner designations must contain both the appropriate oral questioning and flight/simulator performance in accordance with the practical test standards (PTS). A complete preflight briefing must be completed prior to any practical test.
- (1) Practical Test Roles.

In regard to the practical test, the term "candidate" refers to the person seeking the pilot examiner designation, and "applicant" refers to the person applying for an airman certificate or rating. An inspector may act in the role of an applicant for a practical test.
 - (2) Scheduling.

Since a candidate's hours may be incompatible with the ECAA's normal duty hours, the inspector will make every effort to be flexible when scheduling tests with pilot examiner candidates.
 - (3) Method of Testing.

An inspector will choose one of the following methods to test a candidate. The methods are listed in order of preference.
 - (i) The inspector will observe the examiner candidate testing an actual applicant for a rating or certificate. The inspector will evaluate the candidate's performance while the candidate evaluates the applicant. Any discussion between the candidate and the inspector concerning the candidate's performance with the applicant will be held in private.
 - (ii) The inspector will play the role of an applicant for a certification practical test appropriate to the type of designation the candidate is seeking. The inspector will not respond to the candidate's questions during the oral portion of the practical test with trick replies. If the inspector answers a question incorrectly to test whether the candidate recognizes an incorrect answer, the incorrect response will be obviously wrong.
 - (iii) The inspector will test the candidate on selected maneuvers in order to assess the candidate's flight proficiency and ability to evaluate an applicant in accordance with the applicable PTS. (This method will only be used if the candidate or examiner has satisfactorily completed the initial pilot examiner standardization course at ECAA.) - (4) Authority to Issue Documentation after the Practical Test.
 - (i) In the case of a practical test with an actual applicant and a successful examiner candidate, the candidate does not yet have the authority to issue a certificate to the applicant. However, the inspector may allow the candidate to fill out the appropriate documentation for the applicant while the inspector observes. The inspector will then sign any certificate issued.
 - (ii) In the case of a practical test with an actual applicant and an unsuccessful candidate, the inspector will complete and sign the appropriate documentation.
- (e) Additional Designations.
- An additional designation may be issued to an examiner by completing the same procedures used for original designation. The examiner must hold the certificate and rating(s), without limitation, appropriate to the designation sought.
- (1) Requirements.

Each additional designation requires a demonstration of competency appropriate to the aircraft or simulator and the designation sought.
 - (i) When a designation is added, a new Certificate of Authority showing all designations held will be issued to the examiner. The examiner's current designation number will be used.
 - (ii) At the time a new designation is added, the examiner's existing designation(s) may be renewed.

(f) Examiner LOAs.

Examiners who are authorized to conduct practical tests in helicopters, multiengine airplanes, vintage airplanes, turbine powered aircraft, and aircraft requiring a type rating will be issued a special authorization in the form of an LOA. The LOA is valid only as long as the examiner's Certificate of Authority is current and expires when the examiner's designation expires.

(1) Multiengine Airplanes and Turbine Powered or Large Aircraft.

The LOA lists each make and model of multiengine airplane, turbine powered or large aircraft, and/or each ECAA qualified flight simulator in which the examiner may conduct tests.

(2) Helicopters.

The LOA limits the examiner's authority to conduct tests to specific makes and basic models of helicopters, regardless of the aircraft's size and power source.

(i) Initial authorization for small helicopters requires a successful demonstration of competency in a small helicopter, either reciprocating or turbine powered, as appropriate.

(ii) Initial authorization for large helicopters requires a successful demonstration of competency in each large helicopter for which an authorization is sought.

ESH138DPE.b.21 Procedures

(a) Prerequisites and Coordination Requirements.

(1) Prerequisites.

This task requires knowledge of the regulations, the ability to apply current ECAA policies and procedures, the aeronautical knowledge required by part 61 for the applicable grades of airman certificate, and the technical qualifications and experience/eligibility requirements stated in section 1 of this chapter for the specific designation sought.

(2) Coordination.

This task will require coordination with an operations inspector and may require coordination with a certification test applicant.

(b) REFERENCES, FORMS, AND JOB AIDS.

(1) References.

- (i) Parts 1, 61, 91, and 183
- (ii) All applicable PTS
- (iii) Pertinent advisory circulars

(2) Forms.

- (i) ECAA Designated Examiner Application/Qualification Record
- (ii) ECAA Airman Certificate and/or Rating Application
- (iii) ECAA, Certificate of Authority
- (iv) ECAA, Certificate of Designation

(3) Job Aids.

Sample figure

(c) Procedures.

Accomplish the following steps.

(1) Obtain and Complete All Forms

(2) Forward Application and Attachments.

Send the completed form with all attachments to FICA

(3) Complete Predesignation Knowledge Testing.

(4) Accomplish Preliminary Training.

When notified by the designating FICA of selection as an examiner candidate, schedule an appointment with an operations inspector at the FICA to accomplish training in the ECAA policies and testing procedures outlined in this handbook and the PTS.

(5) Schedule Practical Test.

Upon satisfactory completion of the preliminary training, schedule an appointment with the supervising inspector for a practical test. The inspector will advise which method of testing will be used.

(6) Pretest Activities.

Present the following documents to the supervising inspector for review:

- (i) The candidate's airman certificates;
- (ii) The candidate's valid second-class medical certificate, if required;
- (iii) The candidate's File
- (iv) The candidate's logbooks;

(7) Conduct a Practical Test with an Actual Applicant (Inspector Observing).

Upon arrival of the applicant, inform the applicant that the inspector will make the final decision regarding the certification of the airman. Ask the applicant to present the following documents to the inspector for review:

- (i) The applicant's airman certificate;
- (ii) The applicant's medical certificate, if applicable;
- (iii) The applicant's knowledge Test Report, if applicable;
- (iv) The applicant's file
- (v) The applicant's part 141 graduation certificate, if applicable;
- (vi) The applicant's written statement from an appropriately rated instructor, certifying that the instructor finds the applicant competent to pass the test and to have satisfactory knowledge of the subject areas missed on the knowledge test, if applicable;
- (vii) The applicant's logbook entries or other evidence of satisfactory completion of the aeronautical knowledge requirements and the applicant's logbook endorsements by an authorized instructor who has found the applicant competent to perform the pertinent pilot operations, if applicable
- (viii) Evidence of ECAA approval for the simulator to be used during the test, if applicable; and
- (ix) The maintenance records, airworthiness certificate, and aircraft registration certificate of the aircraft to be used in the practical test.
 - (A) The supervising inspector or an airworthiness inspector reviews the aircraft's maintenance records, logbooks, airworthiness certificate, and registration to determine if the aircraft is airworthy and suitable for use during the practical test.
 - (B) The inspector may elect to supervise the examiner's review of the applicant's and aircraft's documents.
 - (C) If any discrepancy that cannot be immediately corrected exists in any of the applicant's and/or the aircraft's documents, return all submitted documents to the applicant, inform the applicant of the reason(s) for the applicant's ineligibility, and explain how the applicant may correct the discrepancy.

(8) Preflight Briefing.

To ensure the highest degree of safety during the practical test, conduct a preflight briefing on the safety procedures to be used and crewmembers' duties and responsibilities before the flight portion of the test. (For the practical test of a DPE candidate, the supervising inspector may elect to give this briefing.)

- (i) Give this briefing regardless of the abilities of the participants.
- (ii) Inform all participants of their respective duties and responsibilities during the flight.
- (iii) Inform the participants of the guidelines and standards the candidate/examiner intends to use to determine if the applicant has passed or failed a maneuver and include a discussion of the appropriate PTS criteria.
- (iv) Inform the applicant of the circumstances under which maneuvers could be repeated.

(9) Accomplish the Practical Test.

If the applicant meets all prerequisites for the rating or certificate sought, conduct the practical test for the certificate or rating the applicant is seeking in accordance with the applicable PTS and the guidance in the appropriate chapter of this order. The inspector observes.

(10) Test Outcome.

Apart from the applicant, debrief with the inspector. The inspector determines whether the candidate has exercised proper judgment in evaluating the applicant's performance.

(i) If the inspector determines that BOTH THE CANDIDATE AND THE APPLICANT HAVE PERFORMED SATISFACTORILY, debrief the applicant when instructed to do so by the inspector. The inspector observes the candidate debrief the applicant.

(ii) If instructed to do so, prepare a temporary certificate for the applicant and complete the certification file.

Note: The inspector may elect to prepare the temporary certificate and complete the certification file or instruct the candidate to do so under the inspector's supervision; however, the inspector must sign the temporary certificate and the certification file.

(iii) If the inspector determines that the Candidate has performed satisfactorily but the applicant's performance was unsatisfactory, debrief the applicant on the unsatisfactory performance when instructed to do so by the inspector.

(iv) Prepare an ECAA Form , Notice of Disapproval of Application, and complete the certification file if instructed to do so.

Note: The inspector may elect to prepare the notice of disapproval or instruct the candidate to do so under the inspector's supervision; however, the inspector must sign the notice of disapproval and the certification file.

(v) If the inspector determines that the candidate has performed unsatisfactorily but the applicant's performance is satisfactory, observe the inspector debrief the applicant.

(A) The inspector issues either a letter of discontinuance, giving the applicant credit for all areas of operation satisfactorily completed or, if appropriate, issues a temporary certificate.

(B) The inspector completes the certification file.

(C) The inspector debriefs the candidate apart from the applicant on the candidate's unsatisfactory performance.

(vi) If the inspector determines that both the candidate and the applicant have performed unsatisfactorily, observe the inspector debrief the applicant.

(A) The inspector issues a notice of disapproval, giving the applicant credit for all items that were satisfactorily completed and completes the certification file.

(B) The inspector debriefs the candidate apart from the applicant on the unsatisfactory performances.

(11) Conduct Practical Test with an Inspector Acting as an Applicant.

Present to the inspector the documents for the aircraft to be used, including the aircraft maintenance records and logbooks, the airworthiness certificate, and the registration certificate. The supervising inspector or an airworthiness inspector determines if the aircraft is airworthy and suitable for use during the practical test. After review, the documents are returned to the candidate.

(i) The inspector assumes the role of applicant and instructs the candidate to conduct the test as if it were an actual test.

(ii) The test must include a preflight briefing, an oral portion, a flight and/or simulator portion, and a postflight debriefing. During the oral portion of the practical test, the inspector will determine:

(A) Whether the candidate asks appropriate questions to test an applicant's knowledge;

(B) Whether the candidate asks questions that have only one correct answer; and

(C) Whether the candidate can recognize incorrect answers and take appropriate action, i.e., termination of the practical test and issuance of a notice of disapproval.

(iii) During the flight and/or simulator portion of the practical test, the inspector determines:

(A) Whether the candidate requests maneuvers from the appropriate PTS and applies the criteria from the PTS; and

- (B) Whether the candidate can recognize and correct the applicant's errors and take appropriate action, i.e., termination of the test and issuance of a notice of disapproval.
- (iv) The inspector will ask the candidate if the "applicant" has passed or failed and on what the candidate has based the decision.
 - (A) If the inspector has deliberately not performed to the applicable standards, the candidate must recognize this situation and so inform the inspector.
 - (B) If the candidate is successful, the inspector will direct the candidate to fill out a dummy temporary certificate or notice of disapproval, as appropriate.
 - (C) Failure to fill out the temporary certificate or notice of disapproval correctly is not disqualifying. The inspector will provide guidance.
 - (D) The inspector ensures that the candidate is aware of the correct procedures.
 - (E) The inspector then destroys any dummy temporary certificates or notices of disapproval and completes the certification file for FICA use.
- (12) Designation.

The FICA issues the successful candidate all appropriate materials, a Certificate of Designation, a Certificate of Authority, and, if appropriate, an LOA.

 - (i) The FICA schedules the new examiner for initial examiner standardization training within 90 days of initial designation.
 - (ii) **DO NOT CONDUCT PRACTICAL TESTS** prior to satisfactory completion of initial examiner standardization training unless specifically approved to do so by the regional Flight Standards division manager.
- (13) Training Expenses.

The examiner pays transportation costs to the training site, per diem expenses, and the current daily charge for ECAA pilot examiner training courses while attending the Initial Pilot Examiner Standardization Course.
- (14) Failure to Complete Course.

If the examiner fails to satisfactorily complete the Initial Pilot Examiner Standardization Course, the examiner immediately returns all examiner materials, the Certificate of Designation, the Certificate of Authority, and the LOA, if issued, to the designating FICA.
- (d) Task Outcomes.

The successful completion of this task results in the selectee's satisfactory demonstration of competency, accomplishment of standardization training, and initial designation as a pilot examiner.
- (e) Future Activities.

Future activities of the examiner may include all of the following items.

 - (1) Recordkeeping for all applicants that the examiner tests for airman certificates and/or ratings.
 - (2) Accomplishment of inspections of the examiner scheduled by the FICA.
 - (3) Application for renewal of designation not less than 60 days before the expiration date of the current designation.
 - (4) Participation in aviation safety programs and events.
 - (5) The addition of other examiner authorizations.