

Examiner Bulletin No.

Subject: Use of the Multi-Function Display (MFD) or other Graphical Navigation Display (GND = GPS Moving Map) during Instrument Practical Tests.

Numerous practical tests have resulted in failure due to navigational errors and/or loss of situational awareness. This occurs largely as a result of the applicant's failure to make proper use of the MFD or GND as required by the FAA's PTS for Instrument Airplane/Helicopter.

Single Pilot Resource Management (SRM) is defined in the PTS as "The art and science of managing all resources available to ensure that the successful outcome of the flight is never in doubt." Per the PTS "SRM is a set of competencies that must be evident in all tasks in this practical test standard as applied to single pilot operation. SRM demands the use of then MFD or GND. Use of those displays is specifically required by tasks such as holding, intercepting and tracking navigational systems and DME arcs, non-precision approaches, precision approaches, missed approach, and the one engine inoperative instrument approach for AMEL tests.

Some flight instructors are not teaching proper use of the GPS because they believe that some DPE frown upon MFD or GND use. This is a problem of DPE standardization and needs to be corrected. Instructors and flight school managers should be informed that proper MFD/GND use is required on all instrument practical tests. Proper use of these map displays, as well as the VTF function is expected during a PTS.

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