

DESIGNATED PILOT EXAMINER ADVISORY GROUP WP-07

EXAMINER BULLETIN NO. 3

OCTOBER 29, 2002

SUBJECT: PRE-ASSIGNMENT OF CROSS COUNTRY FLIGHT
PLANNING

In several of the Practical Test Standards there is a requirement for a VFR or IFR cross country flight to be planned with all the appropriate associated elements to be tested on. There is a procedure established to allow this to be pre-assigned by the pilot examiner. This is also done at the examiners discretion, not at the applicants or CFI's. The pre-assignment is to be considered part of the flight test and is not to be given out to a third party and then given to the applicant. For example do not give this assignment to a dispatcher or CFI to be passed on to the applicant. It is the examiners job and should include some discussion as to its role in the flight test.

Obviously this planning and preparation work is to be done by the applicant without outside help. Providing an assignment too far in advance allows the possibility of compromising this part of the test. The pre-assignment is not to be given out more than 24 hours in advance of the test and should not be given out in written form. This requires you to provide the applicant a methodology to contact you just prior to the test. If for some reason the 24 hours is not possible (out of town for example) than a limit of 48 hours should not be exceeded. The 1 day lead should be the norm. You should have several different assignments and change them around time to time. This should apply to both VFR and IFR flights so as to not develop the same profiles.

We as examiners want to know if the applicant can do this on their own. You can't do that assigning information two weeks out to a school staff member.

Thank you very much,

John Walkup
Chairman
DPE Advisory Group