

DPEAG Minutes

14 Feb 2012 1:00 pm Tuesday at FSDO

Attendees:

DPE	June Bonesteel, Bruni Bradley, Terry Brandt, Phil Rimmel, Duncan Hastie
FAA	
Guests	Larry Taylor

FSDO DPE list: The FSDO site is http://www.faa.gov/about/office_org/field_offices/fsdo/sdl/local_more/media/Dpe.pdf

It is current as of the meeting and therefore is not enclosed.

The FAA site is at (<http://av-info.faa.gov/DesigneeSearch.asp>) to find any DPE.

Ad hoc Topics: None

Standing Topics:

Paperwork issues and problems. For some of the schools serving international pilots using IACRA files have been returned when the mail address is not clearly a means to contact the pilot.

FAA Publication Changes (PTS, Handbooks, Orders, etc)

Many people believe that the 180 power off approach this maneuver should be in the private pilot PTS. Phil Rimmel submitted the paper work to OKC. Awaiting response.

Bulletins: No actions

Best Practices: (qualify, plan of action, questions, scenario triggers, self evaluation, 141 vs 61, feed back to schools/instructors).

Continuing: The Scenario Based Practical Test (**working paper is posted on the www.DPEAG.org website**) or see Sep Minutes. The intent behind scenario based testing is to include aeronautical decision making and judgment in the test process and to keep a test focus at the correlation level. Part of a process to further develop this could be the DPE working together to improve their plans of action and a wider discussion at a mid year meeting with greater attendance. We seek your input on improvements, additions and corrections.

Committee Reports

Administration:

Mentoring:

Communication: Web and Email. Web site should be up again in a week or so.

Linked-in (or other private group) Establishing a private group and invites will be sent to join AZ-DPEAG through Linked In.

Professionalism: See Letter. To repeat: As DPE we have an increased responsibility and increased need to manage risk. There are some cases where we need to remind ourselves: The risk involved in certain maneuvers or processes in a practical test may only be acceptable with highly alert and experienced persons yet could quickly turn unacceptable when copied by less prepared applicants or instructors.

Remember instructors will train for the checkride you give, so we want to make sure there are no potentially unsafe practices being modeled by the examiners. Long term and system wide risk needs to be assessed so that the outcome in training or testing is never in question. Bottom line we examiners need to remain professional at all times; we are part of the system safety.

Please note we combine tasks with **similar objectives** during the practical test. Each selected task should be tested completely per the PTS.

Alliances: AFTW (Next 11 Apr 9:30 @ FSDO), ASAG,

FAAST(There will be a safety stand down 21 Apr with events at many sites in AZ)

AUWG (study underway about traffic at IWA in the long term may lead to Class C proposal),

Programs:

Annual: **Next Face to Face with OKC 25/26 Apr 2012 site TBA** There are two one day meetings. Each DPE is only required to attend one of the two days depending on your schedule

Remember the online part needs to be completed before you can schedule the face to face. You could begin now. Access the website through: <https://av-info.faa.gov/DsgReg/Sections.aspx?CourseInfoID=76>.

Further, the FSDO will have to schedule time sometime during the year (before Sep) to meet with DPE and present FSDO required items. Various options and times are being explored.

Membership:

Comments from DPE: Lightsquared transmissions and GPS testing have caused interference and outages **as far** out as 450 NM from the test site. Please report when encountered and comment where needed in rulemaking process.

The logbook presented by applicants should have applicant identifying information and certifications entered.

Comments from FSDO Representatives

Comments from Guests: None

Next Meetings:

13 Mar FSDO 1:00pm, 25 or 26 Apr OKC Face to Face training, 8 May FSDO 1:00pm

Dear Colleagues,

In Arizona we believe that we have among the highest quality DPE's in the FAA system.

One of the missions of the DPEAG is to provide a forum for the free exchange of ideas and concerns regarding the conduct of practical tests. In this spirit, and when concerns do surface regarding our methods in the conduct of practical tests, it is incumbent upon the group to address such concerns. Accordingly we would like to share the following information:

A few months ago, an examiner who was completing a re-test on an applicant previously tested by another examiner expressed concern regarding the validity and safety of a simulated engine failure during the initial test. Apparently the first examiner simulated an engine failure during a steep turn on a multi-engine added class practical test, and this was the maneuver / procedure that was found unsatisfactory. The re-testing examiner was concerned that this might not be a safe practice.

Recently we have heard of another similar event by a different examiner resulting in a disapproval. Once again an examiner expressed his concern for this situation.

While neither applicant has contested the checkrides they have expressed concern regarding the procedure, and some instructors have asked if they should now train applicants in engine failure during steep turns in preparation for a multi-engine practical test. In the past instructors training students to perform non-standard procedures did not have a favorable outcome.

While we are encouraged to combine maneuvers for efficiency during a practical test, we have to be aware that the outcome is safe and never in doubt. Since the tasks are to be demonstrated to completion it would be difficult, if not impossible, to complete a steep turn with an engine failed.

We must apply risk management and emphasize safety in the conduct of practical tests.

We obviously cannot create a scenario for every emergency a pilot could encounter and have to be realistic in our scenario presentations. What we do as examiners sets the tone for our applicants and the flight instructors who train them.

For the aforementioned reasons, we believe that it is imperative that emergency procedures should not be combined with proficiency maneuvers.

The intent of this communication is to "fix the problem and not the blame". We can all learn from each other.

I welcome any comments regarding these issues, and believe we should collectively agree on conducting safe and standardized practical tests that we all can feel comfortable doing.

Phil Rimmel

DPEAG
Standards and Professionalism Committee