

DPEAG Minutes

13 Mar 2012 1:00 pm Tuesday at FSDO

Attendees:

DPE	June Bonesteel, Bruni Bradley, Terry Brandt, Phil Rimmel, Duncan Hastie, Dave Vangsness, Prits Tailor
FAA	Jacob Hansen
Guests	Fred Longe

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 to find any DPE is at (<http://av-info.faa.gov/DesigneeSearch.asp>) and is linked at our www.azdpeag.org

Ad hoc Topics: None

Standing Topics:

Paperwork issues and problems.

IACRA Certificates are coming out with dates different than the test date and are getting returned. Please make sure you check your dates on IACRA and temporary certificates. Sometimes they are not matching up. This seems to be an issue of the source of the date used by different parts of the program. Some come from the IACRA computers and some are from the computer you are using. Please make sure the local date on the computer is correct.

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.

Note: the Private Pilot Airplane PTS was issued Nov 11 and will be effective Jun 12 and there is already one change to it.

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.AZDPEAG.org website**) or see Sep 2011 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.

Testing Emergency Procedures and Fire Procedures: Some applicants are not trained in engine fire procedures on multi engine ratings. Some applicants are confusing fire checklists and emergency decent checklist. Insure the task you are testing and the checklist/process are correct for the scenario or situation you establish.

Correlation Level of Learning: Applicants still respond in a rote manner and not in a correlative manner. As an example Commercial applicants are not recognizing the difference between oxygen requirements and cabin pressurization.

Committee Reports

Administration:

Mentoring:

Communication: Web and Email.

Website: www.azdpeag.org is now back up and working. We will be getting together and discussing a new design and email set up for the DPEAG.

Group Communication: Each DPE has been invited to join a private group in Linked-In. Some have accepted. We are considering this as a way to share information and keep in contact more effectively. There may be issues and problems. And when you accept do take care to just join the group and not the site at large unless you intend to do that. If you have comments or a better path please advise us.

Professionalism:

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).

TRACON wants to be more friendly, If you are denied access to the Phoenix Class B airspace, please contact your POI if you have any problems during a flight test.

Programs:

Annual: **Annual Next Face to Face** with OKC 25/26 Apr 2012 @ Embassy Suites on McDowell
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: KCKY NDB is still being used. We need to inform people that we should no longer use this unpublished approach. This approach has a conflict with AZUT intersection. Please note if you are practicing the GPS 23 approach into Casa Grande, you should monitor the southeast practice area frequency also to monitor this approach, 122.85, if able.

Ground Time for the Aircraft preflight. The time reported for the ground of the flight test should be the time from start to finish minus the flight time.

Comments from FSDO Representatives

Comments from Guests: None

Next Meetings:

25 or 26 Apr OKC Face to Face training, 8 May FSDO 1:00pm, 12 Jun FSDO 1:00pm

For your consideration and a topic for a future meeting

Issue: What do we do when applicants from a RI/School display common consistent problems with eligibility, flight proficiency, aeronautical knowledge or ability to meet standards? This assumes that we have talked with the RI/School and there is no change in behavior of the RI/School or the applicants.

Points to Ponder:

How can DPE make a difference?

DPE may report their observations to their POI or the POI for approved schools

What role can/should the DPEAG take in addressing this? A committee? A data collection process?

The FSDO can access RI/School performance from FAA report systems.

The FSDO may not note the issue with the same frequency that a DPE may.

How do we take this to our preparation of our applicants?