

DPEAG Minutes

12 Jun 2012 1:15 pm Tuesday at FSDO

Attendees:

DPE	June Bonesteel, Bruni Bradley, Terry Brandt, Phil Rimmel
FAA	
Guests	

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

Standing Topics:

Paperwork issues and problems.

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

Private Pilot Airplane PTS and Commercial Pilot Airplane PTS were issued Nov 11 and was effective 1 Jun 12 and there are already changes to both. June has done a comparison document and will share it on the website

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.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.

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.

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?

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.

Professionalism:

Alliances:

AFTW (Next 12 Sep @ FSDO), ASAG, FAAST, AUWG (study underway about traffic at IWA in the long term may lead to Class C proposal).

Programs:

FSDO will meet with DPE and present FSDO required items. We have chosen 1 Aug at the U. S. Airways Training Center near SkyHarbor at noon.

Membership:

Comments from DPE: Aircraft load for cross country flight planning should be based on maximum allowable passengers, baggage and or cargo to first fuel stop

Comments from FSDO Representatives: None

Comments from Guests: None

Next Meetings:

All DPE—1 Aug 12:00 noon to 4:00 pm U.S Airways Training Center, 11 Sep FSDO 1:00 pm