

DPEAG Minutes

8 Jan 2013 1:00 pm Tuesday at FSDO

Attendees:

DPE	Terry Brandt, Dave Vangsnes, Bruni Bradley, June Bonesteel, Fred Gorrell, Missy Palrang, Paul Rheudasil, Greg Porter
FAA	
Guests	David Tatone

FSDO DPE list: The FSDO site is http://www.faa.gov/about/office_org/field_offices/fsdo/sdl/local_more/media/Dpe.pdf. Some new DPE selected and await completion of Initial Course at OKC

Standing Topics:

The Following Publications have been changed or updated

- a: CFI Airplane PTS has been changed. Some TASKS have changed. One new task is Runway incursion. June Bonesteel is in the process of putting together a comparison between the old and new PTS. We will be publishing them on the website when they are complete.
- b. Instrument Flying Handbook

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

Our consensus following discussion was that an emergency approach and landing need not be triggered by a complete engine failure. There may be other trigger events from system malfunctions, partial power, etc that may point to a need for the emergency approach and landing that could include off airport, at an airport, or ditching.

Continuing:

The Scenario Based Practical Test (**working paper is posted on the www.AZDPEAG.org website**) or see Sep 2011 Minutes. **Some of possible trigger events and Scenario Lead-in from that are included below.** 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.

Airspace:

Committee Reports

Administration:

Mentoring: The FSDO has been conducting interviews for new DPE. Three pre appointment mentors have been assigned.

Communication: Website: www.azdpeag.org is now back up and working. Changes are being made to the web page and expect to have it up and running under the new format in the next few weeks.

Professionalism: How do we improve the feedback loop between flight instructors and DPE.

Alliances:

AFTW (Next 13 Mar 2013 9:30 @ FSDO), ASAG, FFAST, PAUWG

Programs: Next Annual May (24 Apr 2013) (Procedures, Local Problem areas, Standards, Performance, Renewal) Draft Agenda was presented and will continue to be an agenda item for future meetings. Current Draft is below.

Membership: At least three new airplane DPE have been selected and are getting trained and are using mentors

Comments from DPE: None

Comments from FSDO Representatives: None

Comments from Guests: None

Next Meetings:

12 Feb 2013, 12 Mar, 24 Apr All DPE Annual Meeting

Draft Agenda for next Annual Meeting in 24 Apr 2013

Time	Topic	Presenter(s)
	Using the agenda for today → →	Schedule times are general and activities and topics may shift some based on interaction. Sub blocks are generally 15 to 20 minutes: some may be shorter, some may be longer. Lunch time and break times are set.
0730-0800	Sign in & morning snack (provided by) (Slide show/videos)	
0800-0915	Welcome and Introductions	
	FSDO & DPEAG	
	Seminar: Designee Procedures and Renewal	
	Designee Management System	Michelle Brown
	Special Applicant Procedures	
	Renewal: Requirements, Training certificates and permanent pilot certificates on file, timeliness. What areas, in general, need improvement? Monthly report to FSDO	Dane Guynn
	Performance Standards and Special Emphasis Areas	
	IACRA: Problems, Correcting IACRA files, etc	
0915-0930	Break (slide show/videos)	
0930-1045	Seminar: Local Problem Areas, Designee Standards and Performance	
	Safety Management for PT (risks, mitigation, runway incursions)	
	Addressing PT Problem Areas: It takes a village	jm
	FAAST for the DPE and Instructor: notices, blast, credit to applicants	Dominic Gallo, FAAST
	Bulletins and DPEAG Website	
	Airspace and Aerodromes: New or pending changes ATC? Luke? Update on SATR, TRACON LTA Dec 12	
1045-1100	Break (slide show/videos)	
1100-1215	Seminar: Designee Standards and Performance There will be four subgroups (three for other than rotorcraft and one for rotorcraft)	
	Topic	Presenter(s)
	Plans of Action Segments of the practical test Scenario building and use: Best practices: What makes the best most effective practical test? What is working and what is not working as scenarios?	Group 1: Group 2: Group 3: Rotorcraft:
1215-1330	Lunch (slide show/videos)	

Seminar: Designee Standards and Performance	Tasks, Resources, Desired Outcomes, Elements
Plans of Action Segments of the practical test	T: Evaluate Plan of Action IAW PTS and 8900.1 and 8900.2 R: DPE provided POA or FSDO provided satisfactory and unsat POA O: Refinement of PE POA E: Segments, Briefing standards, all tasks, scenario(s),
Scenario building and use: Best practices: What makes the best most effective practical test? What is working and what is not working as scenarios?	T: Evaluate Scenarios R: A scenario or scenario set, a PTS and an evaluation checklist. O: A completed evaluation checklist with comments. PE revised scenarios (longer term) E: Risk assessment, level of evaluation,
Problem PTS Tasks and Maneuvers: areas as shown by accidents, incidents or violations that suggest additional attention may be needed in training and testing?)	T: List Problem areas encountered in PT or as shown by accidents, incidents or violations R: FAA Reports, DPE notes and colleagues, O: Additions and clarifications to DPE list of problem areas: ideas for addressing problem areas. E: Risk and safety, PIC, level of evaluation,
PTS elements that need additional emphasis	T: Add depth and breadth to scenario or PT R: FSDO, FFAST, and DPE Statements of weak areas based on accident, incidents and observations O: E:
Safety Issues: when and how is it appropriate to introduce emergencies?	T: Include tasks for applicant response in a responsible and minimal risk manner. R: PTS O: Additional options for DPE E: Risk assessment, trigger event options,

Trigger Events Library

Clock was inoperative in aircraft. IP asks applicant, "Can we use Garmin time?"

Does your aircraft have any life limits: parts, accessories or perhaps the whole aircraft?

Interception Procedures

Illness of pilot or passenger

Partial power loss not full power loss

Bad magneto

Passenger needs to go to the bathroom now.

Smell (burning or other) in the cockpit that can't be identified or could be a problem

Bird strike

Equipment failures

Temperature and dew point coming together.

Fuel calculations to give order to the fuel trucks

Increasing turbulence

In flight weather briefings and changing weather situation

Encountering haze, smoke, reduced visibility

Smoke on the ground

There is a thunderstorm coming. What is required to secure the aircraft?

Alternator/generator goes off line

An unusual/different sound

MFD changes color

Carburetor or induction icing

Logbooks with problems

Altimeter breaks at adjustment.

Practical Test NOTAMS: Create a library of NOTAMS that will act as trigger events for

Scenario Lead-in Possibilities

Go to lunch at _____ with a plane full of people.

Go to Williams to take the train to the Grand Canyon

Join a group for a
Trip along Route 66
For a remote picnic or a camping trip

Take pictures of a new property purchase

Go parachute jumping at _____

Go to the river/lake for an event or celebration (spring break, anniversary, birthday, reunion, etc)

Fly to Puerto Penasco for a long weekend

Search for a missing/overdue aircraft, a missing person or vehicle between landmarks or navigation aids

Locate a person or object on the surface (mine, house, trail, geo cache, etc)

Take/drop supplies for a search crew

Travel to _____ to look at a new aircraft

Travel to _____ to transport your new aircraft home.

Your aircraft needs to go to _____ for routine maintenance

Your aircraft needs to go to _____ for non routine maintenance

Evacuate from weather or hazardous situation.

Business trip to _____

Join a Poker Run ()

Join a rally, race, contest etc

Glider badge attempt for distance and endurance

Glider badge attempt for distance and altitude

Test an aircraft after maintenance

Test an aircraft you built

Support CAP or law enforcement by flying to _____ for _____

Instructor: Conduct an insurance required aircraft checkout (using a _____ PTS)

Instructor: Conduct a flight review for a person whose knowledge and skills are questionable. Use _____ PTS

Instructor: Conduct a sport pilot proficiency check

Instructor: Conduct FAA requested retraining following a Class B incursion. (Use private PTS)

Instructor: Conduct a progress check to confirm a pilot is ready for a practical test. (A mock practical test)