

DPEAG Minutes

12 Feb 2013 1:00 pm at FSDO

Attendees:

DPE	Terry Brandt, Dave Vangsnes, Bruni Bradley, June Bonesteel, Fred Gorrell, Missy Palrang, Paul Rheudasil, Larry Taylor, Phil Rimmel, Glenn Henderson.
FAA	James Beutel
Guests	David Tatone, Fred Longe, Phil Abrams

FSDO DPE list: The FSDO site is http://www.faa.gov/about/office_org/field_offices/fsdo/sdl/local_more/media/Dpe.pdf. The list has been reformatted and lists DPE by Category/Specialty without the geographical identification. If you choose to limit the area within the FSDO area that can be shown currently is not. Note that the list will not have the new DPE names on it until they are appointed. POC is Cathy Sherwood at the FSDO Cathryn.M.Sherwood@Faa.gov. She is also the person to whom your DPE renewal information should be sent to have it logged in and begin the process.

Standing Topics:

Issues and problems

- Multi-Engine Training is lacking a standard for accelerated stalls. There seems to be misunderstanding of the maneuver and some are being creative and increasing risk. We will also carry this message to the AFTW. June Bonesteel is working on a MEI Seminar
- DPE are noticing that applicants are not familiar with the PTS tasks and standards
- Many DPE are noticing that applicants are stating that their traffic patterns are supposed to count for Rectangular Courses. Please note that these are two separate maneuvers and should be tested according to the PTS.

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

There several advisory circulars that are not listed in the PTS i.e. AC 91.67 on MEL. You can find the AC at: http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22435

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. 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: There is a chance that Williams Gateway airport could become Class C airspace in the future.

Committee Reports

Administration:

Mentoring: There are 5 new selectees being mentored at this time

Communication: Website: www.azdpeag.org is even closer to the launch of the reformatted site.

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

Alliances: AFTW (Next 13 Mar 2013 9:30 @ FSDO), ASAG, FFAST, PAUWG. ASAG will have a General Aviation Accident Reduction Mitigation (GAARMS) Seminar 23 March.

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. Payment for the

meeting will be as in the past: Credit card in advance with cash and check any time up to at the door the day of the event.

Membership: New airplane DPE have been selected and are getting trained and are using mentors. They will attend a administration meeting at the FSDO 21 Feb. Some are scheduled for the OKC course in April, some in June.

Comments from DPE: Please make sure you look up and verify applicants on the subject areas listed on the written test results. We note that some recommending instructors are not retraining adequately. Also note that DPE note applicants planning long distances between checkpoints on cross country planning. That may increase the length of the flight portion of the practical test.

Documents of interest that you may find useful:

FAAST Blast to all CFI Specific ones of interest are

<http://www.faa.gov/SPANS/noticeView.aspx?nid=4551> and

<http://www.faa.gov/SPANS/noticeView.aspx?nid=4552> . Then generally at

http://www.faa.gov/SPANS/notices_public.aspx

Multiple Levels of Safety <http://accessintelligence.imirus.com/Mpowered/book/vrw13/i2/p6> on page 44

New Era of Human Factors <http://accessintelligence.imirus.com/Mpowered/book/vrw13/i2/p6> on page 46

Comments from FSDO Representatives: None

Comments from Guests: None

Next Meetings:

12 Mar, Early April if needed, 24 Apr All DPE Annual Meeting, 14 May

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:	James Mayfield
	FAAST for the DPE and Instructor: notices, blast, credit to applicants	Dominic Gallo, FAAST
	Bulletins and DPEAG Website Phil Rimmel	
	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, FAAST, 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,