

DPEAG Minutes

9 July 2013 1:00 pm at FSDO

Attendees:

DPE	Terry Brandt, Dave Vangsnes, Missy Palrang, Phil Remmel, Fred Gorrell, Brunie Bradley, Robert Baldock, Rich Lee, Joe Sottile
FAA	Jacob Hanson
Guests	Scott Tinnesand, Art Jacob

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

Standing Topics:

Issues and problems:

Many DPE are noticing that there are still many problems with applicant pre-flight planning area of operation and those tasks.

FAA Publication Changes (PTS, Handbooks, Orders, etc) There is a change 5 to the Private Pilot Airplane PTS that addresses process for the a combined Private Instrument practical test (8081-14B)

Bulletins: Emergency Descents posted on web site.

Airspace: Keep alert for changing operations in airspace and at airports during this fire season. NOTAMS are one cue but the tempo of operations may increase or decrease with the effort. Recently IWA and PRC have had additional activity and restrictions. We must maintain vigilance.

The airspace around CGZ and at TFD stack can be especially busy. Missed approaches and climbs back to the stack change with our hotter temperatures thus reduced performance. While the AFTW procedures are generally understood and followed by informed pilots there are some who are not as well informed or who sometimes try some creativity—again maintain vigilance.

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

We see that a broad sharing of personal plans of action may be a challenge but we are moving to an agreement that looking at some of the ways to signal changes or move within a scenario may be a way that we can assist each other. With that in mind, we have added the trigger event library below; help us build it with your new ideas or recommendations. Additionally below we have some possible scenario lead in item that may provide you with other ways to begin or change a scenario for your practical tests. Finally, there is a tool to guide you when you **Evaluate a Scenario or a Practical Test** that you may find useful.

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.

Committee Reports

Administration: The group is looking at options to set up new bank account.

Mentoring:

Communication: Website: www.azdpeag.org

Professionalism: A standardization meeting for all examiners who will be conducting initial CFI Flight tests is proposed for Nov. Work on this continues with the FSDO.

Alliances: AFTW (**Next 10 Jul 2013 9:30 @ FSDO**), ASAG, FFAST, PAUWG

Programs:

Membership:

Comments from DPE: We discussed the availability and use of the Luke Aux 1 practice ILS and while not acceptable for a practical test it may be a useful training alternative see the policy and chart links below

Link to the APA and information on the Luke Aux 1 practice ILS

<http://azpilots.org/news/50033-news-flash/50061-luke-afb-ils> (APA Announcement)

<http://www.luke.af.mil/library/midaircollisionavoidance.asp> (Luke Link)

<http://www.luke.af.mil/shared/media/document/AFD-130107-049.pdf> (policy)

<http://www.luke.af.mil/shared/media/document/AFD-130107-048.pdf> (chart)

Comments from FSDO Representatives: None

Comments from Guests: None

Next Meetings: 10 Sep, 8 Oct, 12 Nov

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

Nearby maneuvering aircraft

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

A different vibration

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 the practical test.

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 scuba diving at San Diego or Oceanside

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)

Evaluate a Scenario for a Practical Test

Considerations:

- Title
- Set up
- One big scenario, two stages [one main; one maneuvers], or smaller multiple ones
- Props
- Relationship to current events
- Appropriate to test type and level

	On the Ground		In the Air	
	Explicit	Implicit	Explicit	Implicit
Safety (include DPE risk analysis of scenario and events)				
Time constraints/deadlines				
Consequences (other than PTS results)				
Ability to complete (play it through)				
Trigger events				
High Order Thinking Skills				
TM—Task Management				
AM—Automation Management				
RM—Risk Management				
ADM—Aeronautical Decision Making				
CFIT—Controlled Flight into Terrain or (Things)				
SA—Situational Awareness				
Additions for instructor testing				
TC—Technically Correct				
AR—Appropriate reference				
A/C—Application or Correlative				
PT—Teaching procedures and techniques				

Evaluation check points:

Is it Clear?	
How complete is my scenario?	All required tasks
	Most required tasks
	Some required tasks
Is it Concise?	
Is it of sufficient depth?	
Application or Correlative?	
Risk level?	