



new
southern
— sky —

Approach 19

PBN AND THE FLIGHT EXAMINER



FLIGHT EXAMINERS ARE PART OF THE PBN FUTURE!

- SIMPLIFY
- RELEVANT

Where are we now?

- Changes under AC61-17 and AC 91-21
- Current Instrument Rating
 - Current GNSS ratings and new issue credited with RNAV 1/2, RNP 2 and RNP App (GNSS)
 - RNP 1 added by demonstration
 - Pilot and Aircraft must be PBN qualified/deemed!
 - FTSG updated to reflect some TEM/HF skill requirements
- Knowledge requirements – 3 x IR exams based on the above.
 - Stand-alone GNSS/PBN Ground Course

Where are we heading?

- KNOWLEDGE REQUIREMENTS:
 - Phase 1: Working group looking at IR Technical and Navigation
 - Aim is 2 exams to 1
 - Based on PBN, VOR with 3-D as option. Legacy NDB stand-alone.
- Phase 2: IR Air Law to reflect PBN rule changes

Where are we heading?

INSTRUMENT RATING:

- IRT based on PBN (RNAV 1/2, RNP 1/2, RNP App (GNSS)) and VOR as back up
- 3-D and NDB as additional aids
- FTSG
 - Emphasis on GPS management, procedures, contingency planning and HF/TEM aspects

Where are we heading?

- Review the need for GNSS ‘make and model’
 - Greater system commonality
 - International best practice
- Review analogue/technically enhanced aircraft requirement

Issues:

- 85-90% of IR skills don't change
- Training airspace:
 - Increased use of simulators for training and assessment
 - Training 'sandpits'

QUESTIONS?



Where's Stevie?

