

Training Cycle Extensions

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**Federal Aviation
Administration**

Overview

- Who can do it?
- How do you start it and keep it going?
- How does it meet the regulations?
- What does it look like?
- What are the benefits?



Who can do it?

- The initial approval for a continuing qualification cycle is no more than 24 months in duration, divided into two 12-month evaluation periods.
- An **established** continuing qualification cycle may be extended up to a maximum of 36 months, divided into two 18-month evaluation periods.

Per AC 120-54A

How do you start it and keep it going?

- The FAA will consider approving extensions to the duration of continuing qualification cycle and evaluation period **if evidence substantiates** that the extension **will maintain or increase** the level of safety for that carrier.



Per AC 120-54A



- To obtain approval, an applicant must be able to show that individuals subject to the AQP are able to **maintain their knowledge and skills under the already approved schedules.**
- In addition, it must show that a rational basis exists for believing that **no loss of knowledge, skill, or ability**, which could compromise safety, will result from an extension.

*Per AC 120-
54A*



What kind of Evidence?

- **It's all about the Data!!**
 - First Look
 - Line Check Data
 - I/E Calibration Data
 - Voluntary Program Data
 - Instructional Systems Design Summaries
 - Annual Reports



- **And even more Data!**
 - SMS Safety Assurance Inspection Data
 - Certificate Holder Evaluation Program (CHEP) audit Data
 - Data Collection Tool (DCT) Data
 - Department of Defense audit Data
 - Corporate Safety audit Data

More on how you start it...

- **Design timeline**

- How do you plan to transition into a new cycle?
- What have you done to prepare?
- What about Re-qualification?
- Recency of experience? (121.913 and 121.915)
- Enhanced special tracking?



Other things to consider

- **Changing the training cycle will affect re-qualification curriculums**
- **Recency of Experience**
 - FAR §121.915(c) states, “For pilots in command, seconds in command, flight engineers, aircraft dispatchers, instructors, evaluators, and flight attendants, approved recency of experience requirements appropriate to the duty position.”

What does it look like?

- **First let's look at what the regulations say about training**



121.433 (c)(1)(ii) Training Required

- **Recurrent Training**

- No certificate hold may use any person nor may any person serve as a required crewmember on an airplane unless, **within the preceding 12 calendar months-**

- For flight attendants and dispatchers, the person has satisfactorily completed **recurrent ground training and a competence check.**



What kinds of subjects are covered?

- **Duties and responsibilities of crewmembers**
- **Appropriate provisions of the Federal Aviation Regulations**
- **Passenger handling**
- **First aid**
- **Crew resource management**
- **Security**
- **Aircraft specifics**
- **Emergency equipment**
- **Decompression**
- **Emergency evacuations**
- **Ditching procedures**

Per FAR 121.415



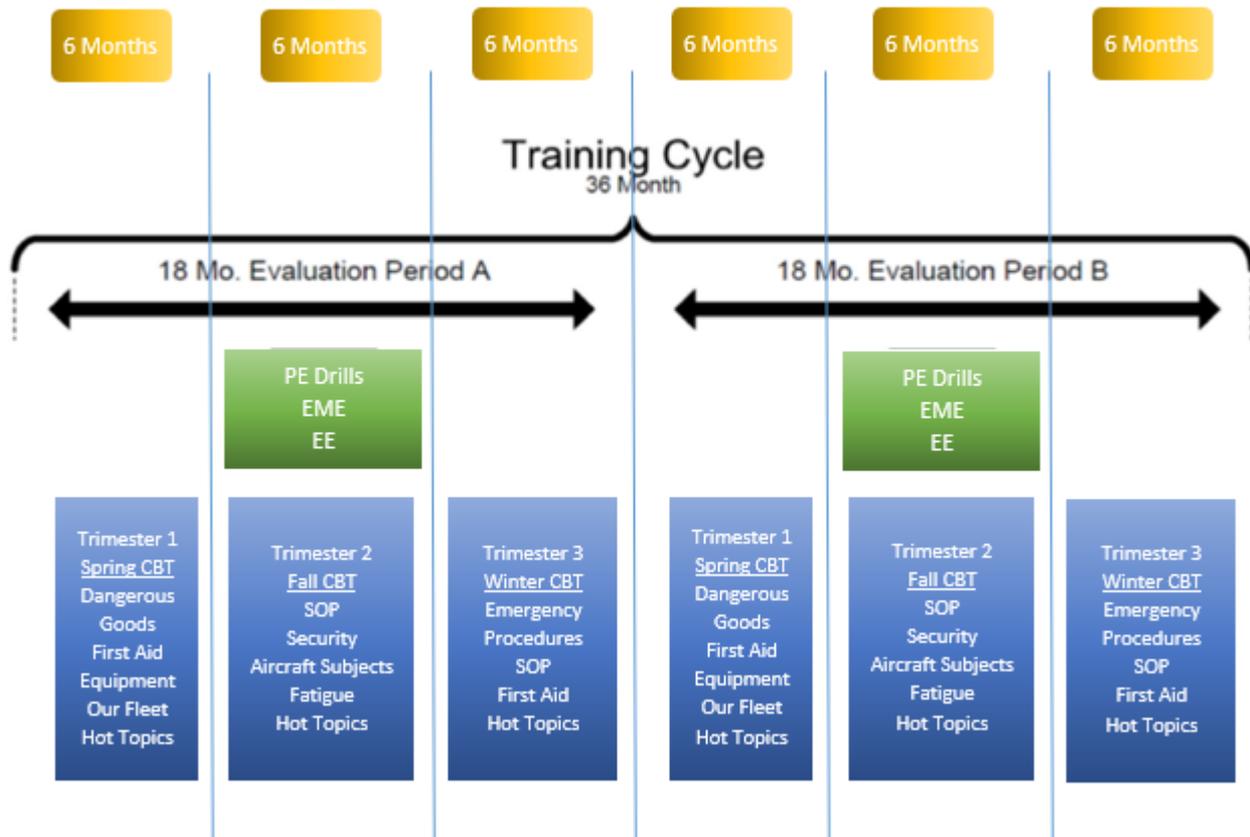
121.417 (c)(2) Emergency Training

- Additional emergency drill requirements to be accomplished during initial training and **once each 24 calendar months** during recurrent training. Each crewmember must—
 - Perform the following emergency drills and operate the following equipment:

Hands on Every 24 Months

- Each type of emergency exit in the normal and emergency modes
- Each type of installed hand fire extinguisher
- Each type of emergency oxygen system to include protective breathing equipment
- Donning, use, and inflation of individual flotation means
- Ditching/Boarding Raft/Life lines





What are the benefits?

- F/A's are being trained quarterly instead of yearly
- Get new information out quickly
 - New policy
 - New procedure
 - Trends identified thru your ISD
- Hands on drills increase from 24 months to 18 months



Questions

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