

# 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 holder 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*

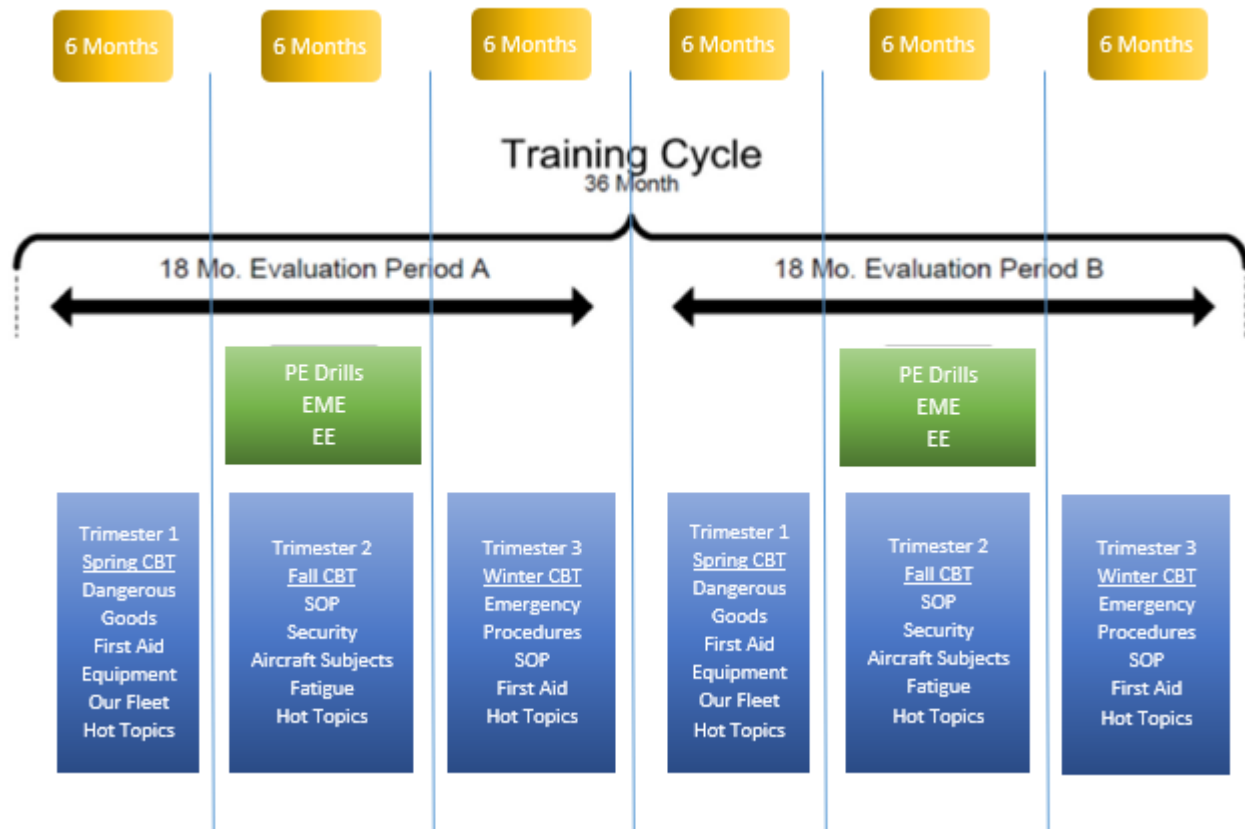


# 121.417 (c)(2) Emergency Training

- 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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