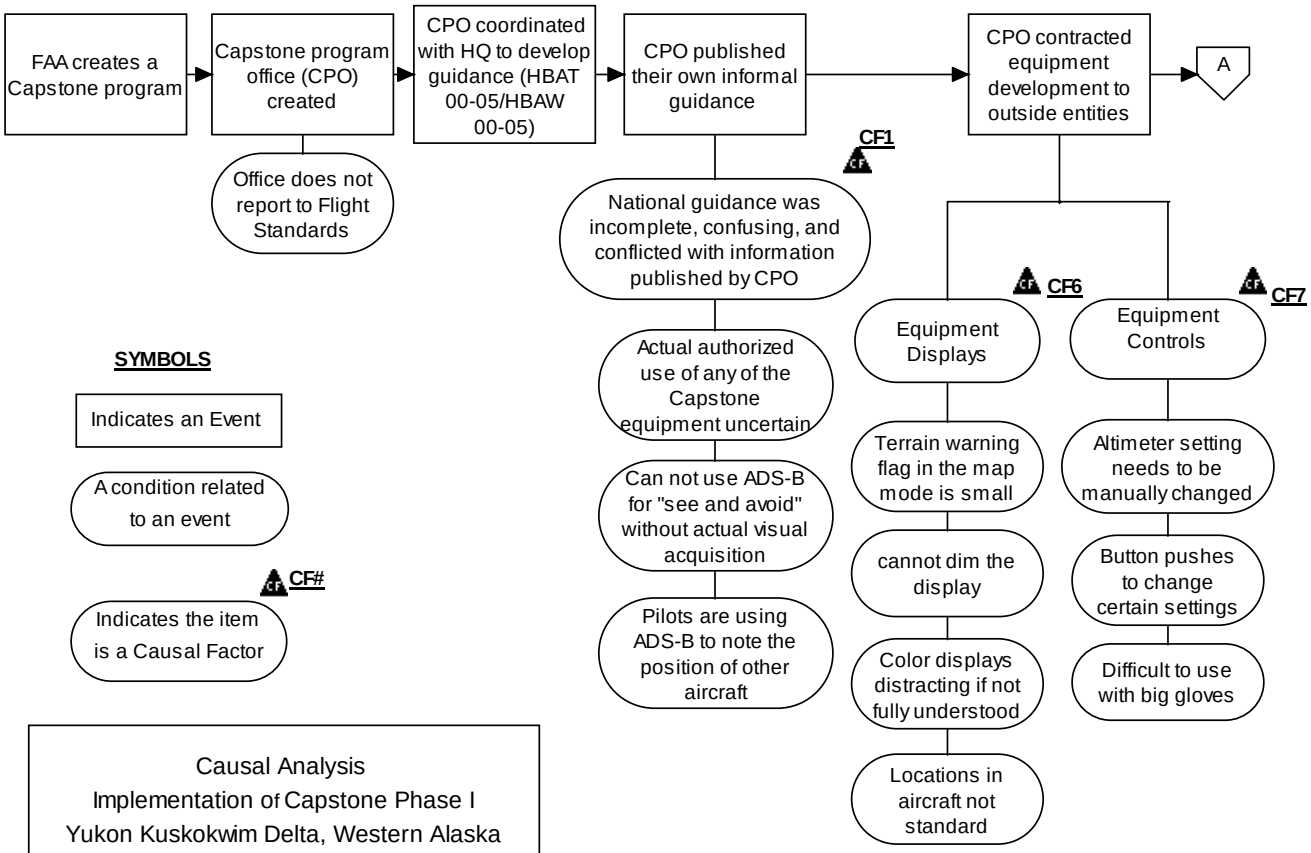
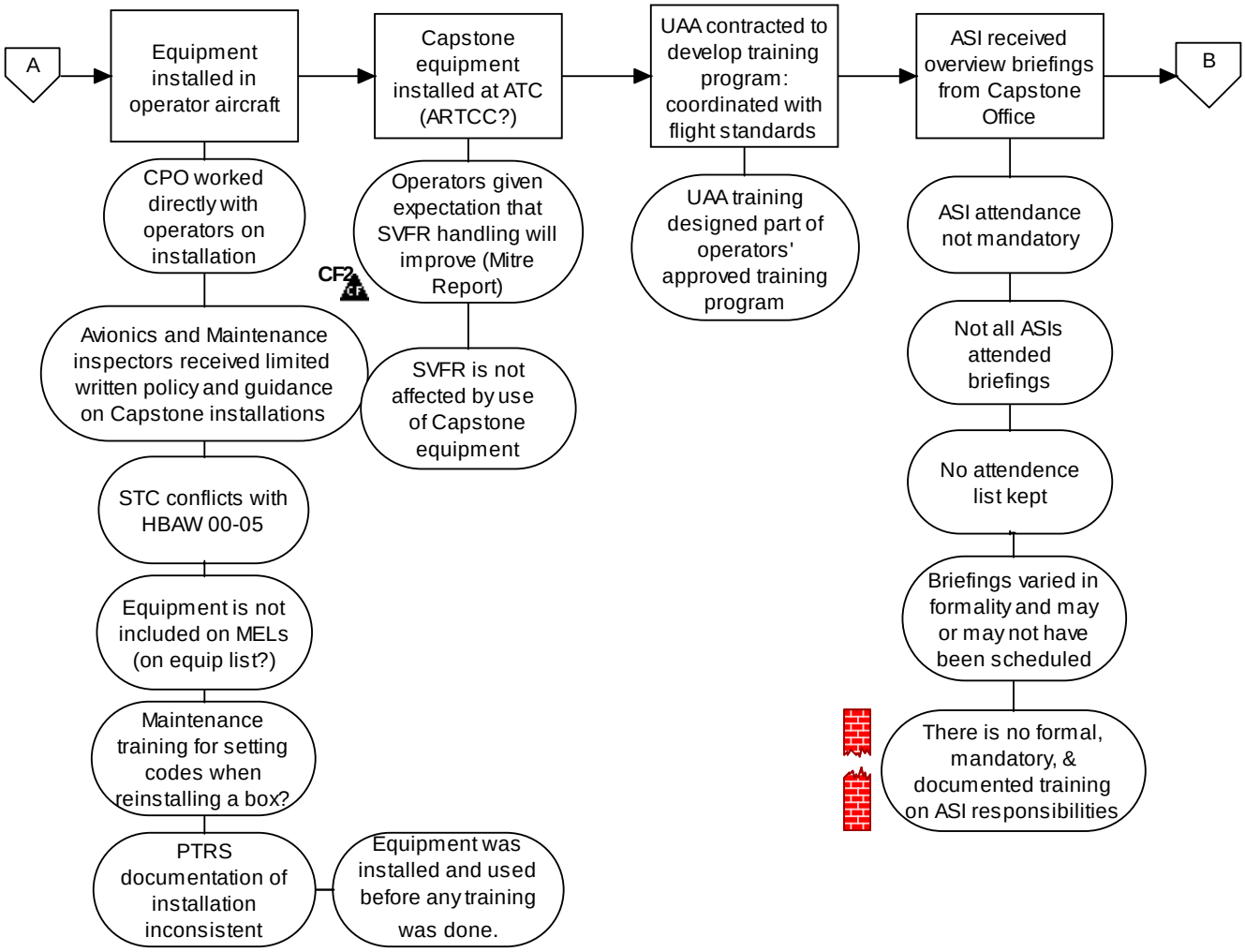
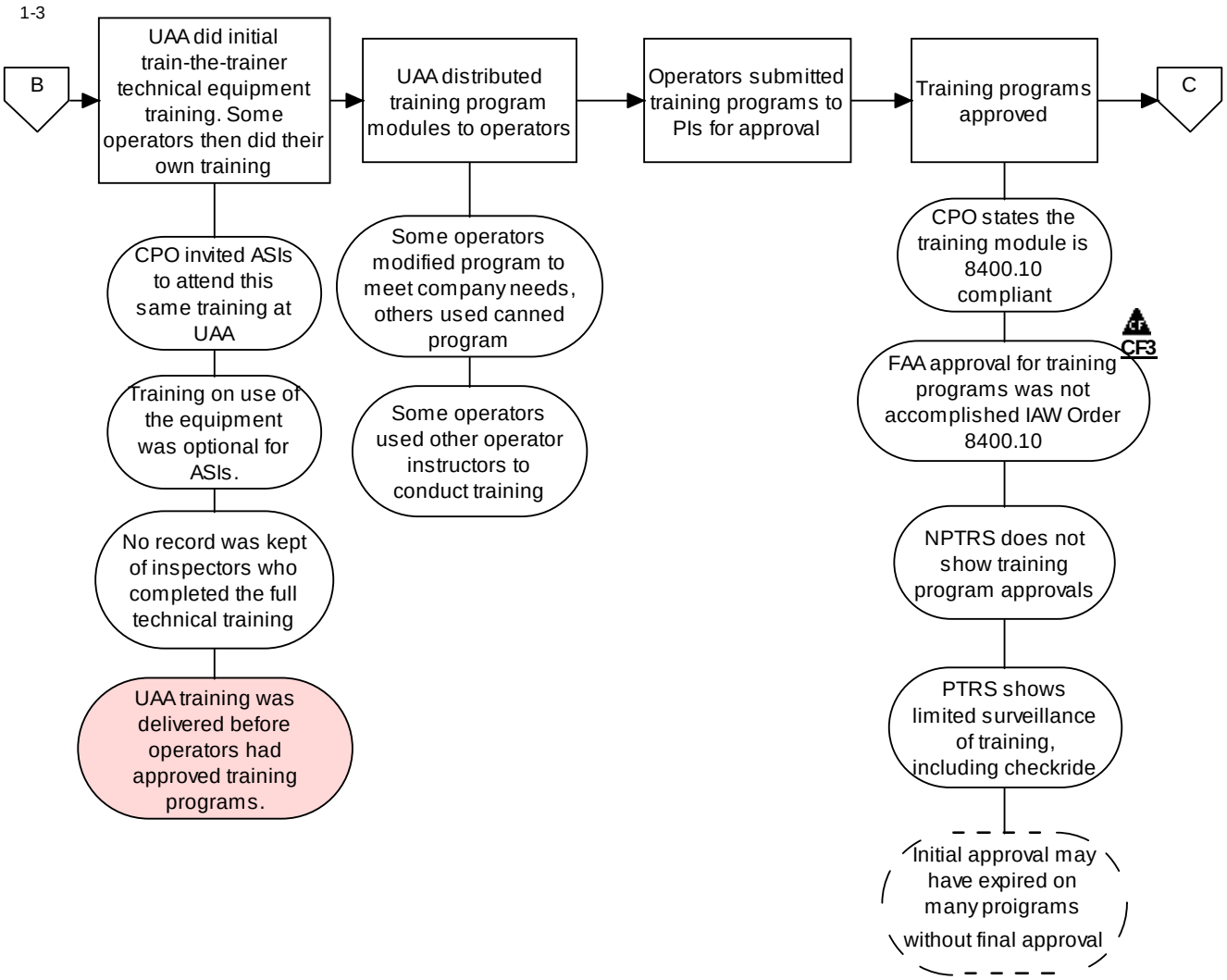
Appendix 2: SnapCharT®

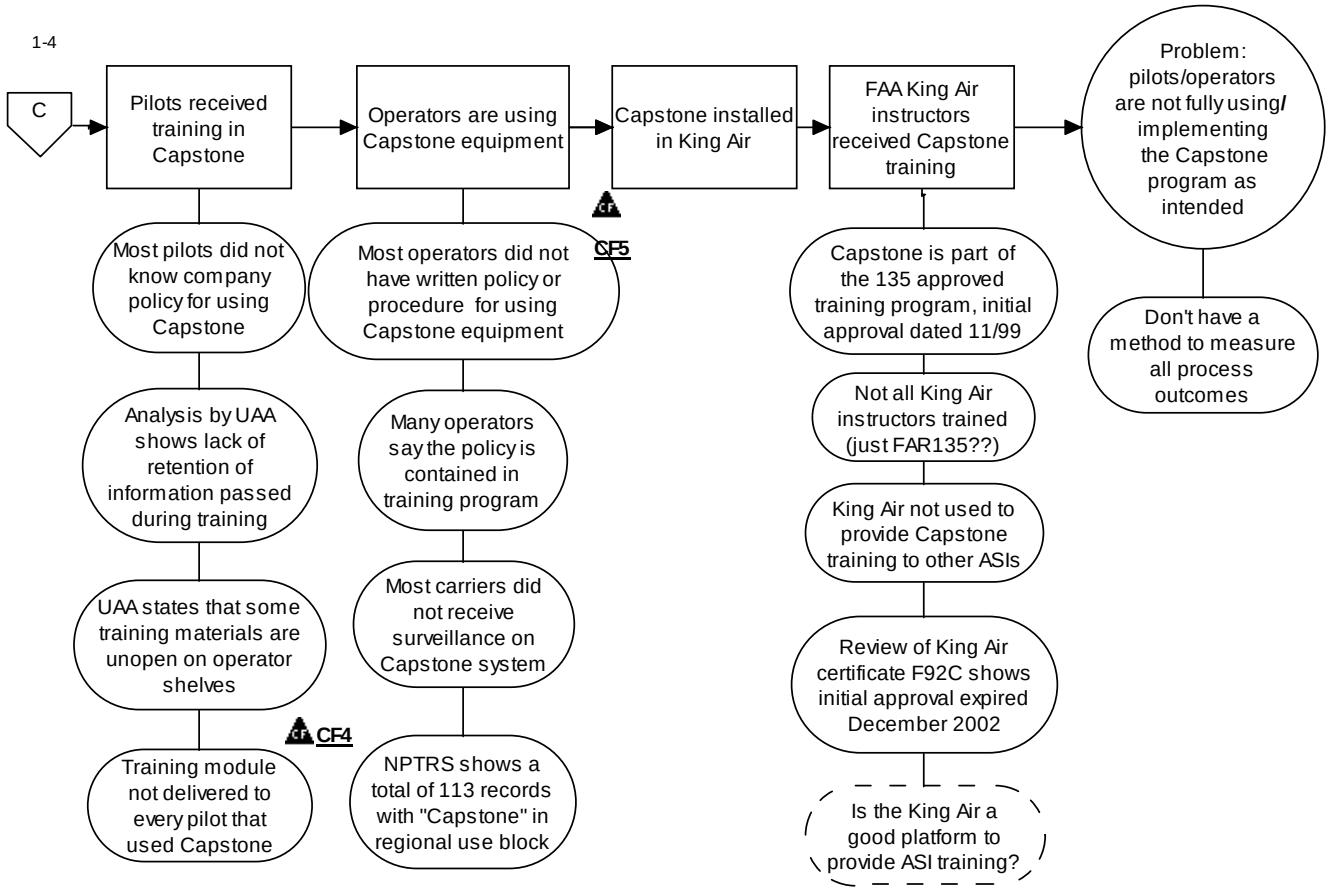
1-1 Appendix 2: SnapChart Analysis



1-2


A
Equipment installed in operator aircraft
Capstone equipment installed at ATC (ARTCC?)
UAA contracted to develop training program: coordinated with flight standards
ASI received overview briefings from Capstone Office
B
CPO worked directly with operators on installation
Operators given expectation that SVFR handling will improve (Mitre Report)
UAA training designed part of operators' approved training program
ASI attendance not mandatory
CF2
Avionics and Maintenance inspectors received limited written policy and guidance on Capstone installations
SVFR is not affected by use of Capstone equipment
Not all ASIs attended briefings
STC conflicts with HBAW 00-05
No attendence list kept
Equipment is not included on MELs (on equip list?)
Briefings varied in formality and may or may not have been scheduled
Maintenance training for setting codes when reinstalling a box?
There is no formal, mandatory, & documented training on ASI responsibilities
PTRS documentation of installation inconsistent
Equipment was installed and used before any training was done.


1-3
B
UAA did initial train-the-trainer technical equipment training. Some operators then did their own training
UAA distributed training program modules to operators
Operators submitted training programs to PIs for approval
Training programs approved
C
CPO invited ASIs to attend this same training at UAA
Training on use of the equipment was optional for ASIs.
No record was kept of inspectors who completed the full technical training
UAA training was delivered before operators had approved training programs.
Some operators modified program to meet company needs, others used canned program
Some operators used other operator instructors to conduct training
CPO states the training module is 8400.10 compliant
CF3
FAA approval for training programs was not accomplished IAW Order 8400.10
NPTRS does not show training program approvals
PTRS shows limited surveillance of training, including checkride
Initial approval may have expired on many proigrams without final approval


1-4
C
Pilots received training in Capstone
Operators are using Capstone equipment
Capstone installed in King Air
FAA King Air instructors received Capstone training
Problem: pilots/operators are not fully using/ implementing the Capstone program as intended
Most pilots did not know company policy for using Capstone
Most operators did not have written policy or procedure for using Capstone equipment
CF5
Capstone is part of the 135 approved training program, initial approval dated 11/99
Don't have a method to measure all process outcomes
Analysis by UAA shows lack of retention of information passed during training
Many operators say the policy is contained in training program
Not all King Air instructors trained (just FAR135??)
King Air not used to provide Capstone training to other ASIs
UAA states that some training materials are unopen on operator shelves
Most carriers did not receive surveillance on Capstone system
Review of King Air certificate F92C shows initial approval expired December 2002
CF4
Training module not delivered to every pilot that used Capstone
NPTRS shows a total of 113 records with "Capstone" in regional use block
Is the King Air a good platform to provide ASI training?