



- Welcome! The FAA recently published Advisory Circular 142-SCC, Standardized Curricula Delivered by Part 142 Training Centers.
- This presentation provides a high-level introduction to the standardized curriculum concept.

Briefing Overview

- What is the standardized curriculum?
- What is the approval process?
- What are the benefits?
- When will it be available?



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- Here are the topics we'll cover.

What is the Standardized Curriculum?

- A new and voluntary method for part 142 training centers to provide part 135 training
- Allows industry and the FAA to come together to develop quality training for each aircraft type
- Nationally accepted standardized training can be used by many operators
- Based on industry recommendations to increase safety and efficiency

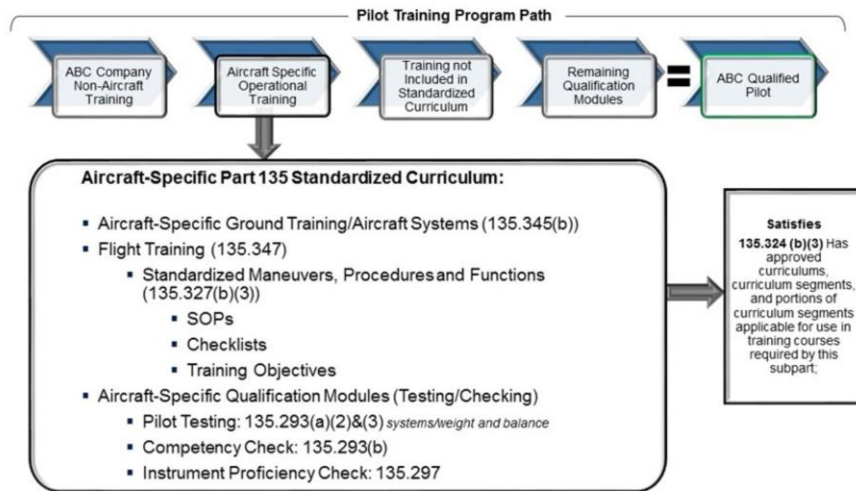


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- The standardized curriculum is a new and voluntary way for part 142 training centers to provide part 135 training.
- Under the concept, an industry-led committee composed of subject matter experts comes together to develop a standardized curriculum for a specific aircraft or series of aircraft. The FAA reviews the standardized curriculum recommended by industry and, if acceptable, publishes it a national level. A part 142 training center may deliver the nationally accepted standardized curriculum to any part 135 operator that obtains approval to use it.
- The standardized curriculum is one, voluntary way to comply with existing regulations.
- The concept was recommended by industry through the Air Carrier Training Aviation Rulemaking Committee to remedy inefficiencies in the current dynamic between part 135 and part 142. We expect the standardized curriculum to improve the efficiency of approval processes and increase the consistency of training, testing, and checking delivered to part 135 operators.

What is the Standardized Curriculum?

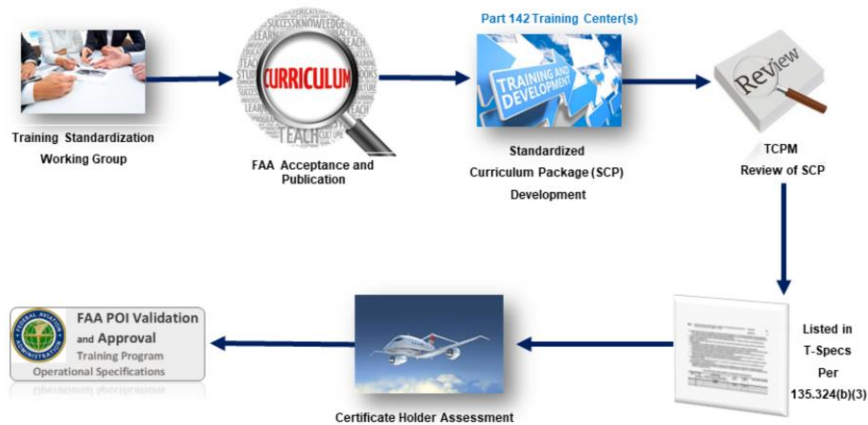


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- This figure shows which training, testing, and checking is included in the standardized curriculum and where the standardized curriculum is in the overall path to part 135 pilot qualification.
- An aircraft-specific standardized curriculum is a segment of the training required to serve as a pilot in part 135 operations. The standardized curriculum does not provide part 135 operators with a complete training program.
- The standardized curriculum only includes aircraft-specific training that is “in the box.”

Standardized Curriculum Process



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- This slide shows the standardized curriculum development and approval process, which includes the following:
 1. The **Training Standardization Working Group (TSWG)** uses formalized stakeholder input and a transparent process to develop and recommend to the FAA standardized curricula for each aircraft fleet. The TWSG is a group of industry subject matter experts under the FAA Aviation Rulemaking Advisory Committee (ARAC).
 2. The **FAA** publishes the standardized curriculum on the FAA Web site, if acceptable.
 3. The **training center** incorporates the standardized curriculum into a Standardized Curriculum Package (SCP). The SCP includes the curricula as well as the supporting courseware, equipment, functionality, forms, personnel, and facilities necessary to deliver a curriculum. The training center qualifies its personnel to deliver the part 135 training.
 4. The **FAA Training Center Program Manager** authorizes the training center

to deliver the SCP in Training Specifications.

5. The **operator** reviews the SCP and determines if it meets its training needs. If the part 135 operator opts to use the SCP, it should consider any actions necessary to integrate the curriculum (including use of the same Standard Operating Procedures and checklists) into its training program.
6. The **FAA Principal Operations Inspector** approves the use of a SCP in a part 135 operator's training program in Operations Specifications.

Standardized Curriculum Benefits



The standardized curriculum is supported by FAA and industry because we expect it will enable safety and administrative benefits:

1. **Enhanced Training, Testing, and Checking.** The use of a common set of Standard Operating Procedures (SOPs) eliminates the situation in which part 142 training center personnel deliver training and checking to numerous part 135 operators with widely varying objectives, standards, and procedures. This approach allows instructors and check pilots to focus on one operational method and increases their ability to comprehensively evaluate the pilots they are checking.
2. **Leveraging Expertise.** Standardized curricula are developed and recommended by the industry-led ARAC, which integrates the collective feedback and expertise from various stakeholders.
3. **Streamlined Approval Process.** The FAA accepts and publishes the standardized curriculum at a national level. This eliminates the need for multiple POIs to review technical elements of the same curriculum. Instead, the Principal Operations Inspector (POI) evaluates if the curriculum (and associated standards and procedures) fits the needs of the part 135 operator.

- 4. Administrative Efficiency.** A part 142 training center qualifies its personnel as instructors and check pilots for the part 135 standardized curriculum. This eliminates the need for individually-issued check pilot letters of approval for each part 135 operator. Also, a part 135 standardized curriculum listed in a training center's Training Specifications (TSpecs) may be referenced in the part 135 operator's training program as an FAA-published curriculum in accordance with § 135.341 without the need to reproduce a physical copy of the curriculum.

What's Next for the Standardized Curriculum?

Training Standardization Working Group Task:

- Develop a master schedule for each series of aircraft
- Develop a standardized curriculum to qualify training center instructors and evaluators (check pilots) to provide part 135 training, testing, and checking
- Develop standardized curricula for each aircraft or series of aircraft
- Continuous improvement of standardized curricula



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- So when will the standardized curriculum be available and what's next?
- Standardized curricula will become available incrementally based on industry prioritization through the ARAC Training Standardization Working Group (TSWG). The FAA expects to publish a Solicitation for Members for the TSWG in May 2020.
- This slide shows the TSWG tasking. The TSWG will first develop a master schedule, then develop and recommend part 135 standardized curricula for aircraft types or series of aircraft types to the FAA.
- The FAA expects that the first aircraft-specific standardized curricula will be available in 2021.

Resources

- **FAA Standardized Curriculum Web Page**
 - https://www.faa.gov/pilots/training/standardized_curriculum/
- **ARAC Web Page**
 - https://www.faa.gov/regulations_policies/rulemaking/committees/documents/
- **Questions?**
 - 9-AVS-AFS200-STD-Curriculum-Contract-TRN@faa.gov



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Stay tuned to these resources for updates.