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Do you have a question not addressed here? If so, please contact the Standardized Curriculum Focus Team (9-AVS-AFS200-STD-Curriculum-Contract-TRN@faa.gov).

For updates to this information, please subscribe to the FAA's Standardized Curriculum Web page by clicking on the "subscribe" link in the upper right hand corner.

What & Why

What is the standardized curriculum concept?

The standardized curriculum concept is a new and voluntary way for part 142 training centers to provide part 135 pilot training. An industry-led committee composed of SMEs 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 then deliver the nationally accepted standardized curriculum to any part 135 operator that opts in to obtain approval to use it. It is one, voluntary way to comply with existing regulations.

What does the standardized curriculum include?

The standardized curriculum is just one part of the training necessary to qualify a pilot to serve in part 135 operations. It includes the aircraft-specific training that is “in the box.”

Aircraft-Specific Part 135 Curriculum:

- *Aircraft-Specific Ground Training/Aircraft Systems: § 135.345(b)*
- *Flight Training § 135.347*
 - *Standardized Maneuvers, Procedures, and Functions: § 135.327(b)(3)*
- *Aircraft-Specific Qualification Modules*
 - *Pilot Testing: § 135.293(a)(2)&(3)*
 - *Systems/Weight and Balance*
 - *Competency Check: § 135.293(b)*
 - *Instrument Proficiency Check: § 135.297*

Why is standardized curriculum being implemented?

The concept was recommended by the Air Carrier Training Aviation Rulemaking Committee (ACT ARC) to address inefficiencies that exist between part 135 and part 142. It will improve efficiency of the approval process and increase safety by improving the consistency of training, testing, and checking delivered to part 135 operators. Launching the standardized curriculum is timely because it supports the NTSB Most Wanted List initiative to increase safety in part 135 operations.

What are the expected benefits?

The standardized curriculum has broad support because of the expected benefits, which include:

- **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.*
- **Leveraging Expertise.** *Standardized curricula are developed and recommended by the industry-led ARAC, which integrates the collective feedback and expertise from various stakeholders.*
- **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.*
- **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.*

When

When will it be available?

Standardized curricula will become available incrementally based on industry prioritization. The Training Standardization Working Group (TSWG), a newly established workgroup under the FAA's Aviation Rulemaking Advisory Committee, will convene and use formalized stakeholder input and a transparent process to develop and recommend standardized curricula. This industry group is composed of subject matter experts (SME) who represent stakeholders such as manufacturers, part 135 operators, part 142 training centers, and industry trade organizations. 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.

As a part 142 training center, when do I need to take action?

After the standardized curriculum for a particular aircraft is published by the FAA, a training center that wants to offer the training can incorporate 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 then qualifies its personnel to deliver the part 135 training. The Training Center Program Manager (TCPM) then authorizes the training center to deliver the SCP in TSpecs.

As a part 135 operator, when do I need to take action?

Use of a standardized curriculum by a part 135 operator is voluntary. A part 135 operator can take action after the curriculum for its aircraft type is offered by a training center. The operator should review the training and determine if it meets the operator's training needs. As with current changes to training programs, an operator would express interest in using standardized curriculum with its assigned POI.

How

What if a part 135 operator does not want to use the standardized curriculum?

Using a standardized curriculum is voluntary and not required. It is one way to comply with existing regulations. Part 135 operators that want to continue training under the current model are free to do so.

Will each training center use the same aircraft-specific part 135 standardized curriculum?

Yes. There will be one FAA-accepted standardized curriculum for each aircraft type. However, variant type aircraft and the qualification levels of the Flight Simulation Training Devices used to deliver training should be considered.

Each training center will incorporate the standardized curriculum into its own Standardized Curriculum Package (SCP), which includes the courseware, equipment, functionality, forms, personnel, and facilities necessary to deliver the curriculum. In addition, each training center will have its own instructors and check pilots qualified by the training center and approved by the TCPM to conduct training and checking under the standardized curriculum.

What is the transition and approval process for part 135 operators?

Once a standardized curriculum is available at a training center via TSpecs, an operator may notify its POI with interest in using the curriculum. The operator will determine if the training meets its needs by considering actions necessary to integrate the curriculum (including use of the same SOPs and checklists) into its training program. The POI will then approve the training for the operators use in Operations Specifications (OpSpecs).

What if a part 135 operator wants to use its own checklists, SOPs, etc.?

When a part 135 chooses to use a standardized curriculum, it incorporates it into its training program, including the SOPs and checklists. If a part 135 operator wants to use different SOPs and checklists, then the training center delivers the operator's customized training program (current model). If the operator opts not to use a standardized curriculum, it cannot take advantage of the efficiencies afforded under the standardized curriculum concept. The operator is responsible for training center personnel who will conduct testing and checking under the

operator's training program. The operator is responsible for tracking qualifications for all contract instructors and check pilots.

How will training be delivered by a part 142 training center after the SC is implemented?

After the standardized curriculum is implemented, there will be two models:

- *Model 1: Aircraft-Specific Standardized Curriculum*
- *Model 2: Training Center Delivers Part 135 Operator's Customized Training Program (current model)*

Who

Who approves the standardized curriculum for each aircraft type?

Once the Training Standardization Working Group (TSWG) recommends a standardized curriculum for a particular aircraft, the FAA, Air Transportation Division, Training and Simulation Group (AFS-280) accepts and publishes it at a national level. A training center may then incorporate the nationally accepted curriculum into a Standardized Curriculum Package (SCP), which includes the courseware, equipment, functionality, forms, personnel, and facilities necessary to deliver the curriculum. The TCPM authorizes the training center to offer the SCP to part 135 operators. The standardized curriculum does not become a part of a part 135 operator's training program until the POI approves it.

Who can change the standardized curriculum?

When a part 135 operator opts in to use a standardized curriculum, it incorporates it into its training program, including the SOPs and checklists that come with the curriculum. Since the FAA accepts and publishes the standardized curriculum at a national level, the POI focuses on whether the training meets the needs of the part 135 operator. The POI does not directly request that a part 135 operator change a standardized curriculum. However, any stakeholder, including FAA personnel, may recommend improvements to standardized curricula through the TSWG at any time.

Who will develop standardized curricula?

To ensure transparency and diverse representation and to benefit fully from industry expertise, standardized curricula will be developed and recommended to the FAA by the Aviation Rulemaking Advisory Committee (ARAC), a formal standing committee of aviation associations and industry representatives. The ARAC provides a transparent legal framework for industry stakeholders to provide advice and recommendations to the FAA. The ARAC performs its FAA-assigned tasks through expert-level working groups. In this case, the Training Standardization Working Group (TSWG) will develop standardized curricula and recommend them to the FAA through ARAC.

Where

Where can I find guidance on the standardized curriculum?

Advisory Circular 142-SCC, Standardized Curricula Delivered by Part 142 Training Centers, provides guidance to part 142 training centers on how to obtain approval to deliver a standardized curriculum to part 135 operators, including guidance on how a part 142 training center may qualify its personnel as instructors and check pilots under part 135. This AC also provides guidance on how a part 135 operator may obtain approval to use a standardized curriculum as part of its training program. In addition, FAA Order 8900.1, Volume 3, Chapter 19, Section 16 and Chapter 54, Section 3 provides guidance for FAA inspectors. This guidance is available on the FAA's Standardized Curriculum Web page at:

https://www.faa.gov/pilots/training/standardized_curriculum/

Where can I find out which standardized curricula are available?

Once the FAA accepts standardized curricula, they will be published in the Flight Standards Information Management System (FSIMS). We will update this FAQ with a link when the first standardized curriculum is published.

Where can I find information on ARAC activity related to the standardized curriculum?

ARAC activity is posted to the FAA's committee Web page at:

https://www.faa.gov/regulations_policies/rulemaking/committees/documents/