



**International Civil Aviation Organization**

ICAO South American Regional Office

**Twelfth Meeting of the Civil Aviation Authorities of the SAM Region  
(RAAC/12)**

(Lima, Peru, 3 to 6 October 2011)

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**English only**

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**Agenda Item 4: Analysis of the safety oversight level achieved in the SAM Region**

**PROPOSED CREWMEMBER AND DISPATCHER TRAINING REGULATIONS**

(Presented by the United States of America)

**SUMMARY**

The Federal Aviation Administration (FAA) issued a Notice of Proposed Rulemaking (NPRM) to revise existing crewmember and aircraft dispatcher training regulations in January 2009. Based on the comments and findings from the investigation into the Colgan Air accident of February 2009, the FAA subsequently decided to develop and publish a Supplemental Notice of Proposed Rulemaking (SNPRM) for public comment. The SNPRM increases critical safety functions by amending training and evaluation requirements for pilots, flight engineers, flight attendants, and aircraft dispatchers in areas that are critical to safety.

**ICAO Strategic  
Objectives:**

*A – Safety; and  
C – Environmental Protection and Sustainable  
Development of Air Transport*

**1. Introduction**

1.1 The Federal Aviation Administration (FAA) issued a Notice of Proposed Rulemaking (NPRM) to revise existing crewmember and aircraft dispatcher training regulations in January 2009. Based on the comments and findings from the investigation into the Colgan Air accident of February 2009, the FAA subsequently decided to develop and publish a Supplemental Notice of Proposed Rulemaking (SNPRM) for public comment.

1.2 In August 2010, President Obama signed Public Law (PL) 111-216, which required the FAA to conduct rulemaking to require stall and upset recognition and recovery training and remedial training programs. It also contained a requirement to complete the crew training regulations by September 2012. The FAA incorporated the additional training requirements into the SNPRM.

1.3 The SNPRM increases critical safety functions by amending training and evaluation requirements for pilots, flight engineers, flight attendants, and aircraft dispatchers in areas that are critical to safety.

## 2. Discussion

2.1 The SNPRM strengthens training by requiring use of flight simulation devices for pilots and flight engineers, thereby allowing realistic training of high-risk scenarios. The proposed rule requires training and evaluation in a complete flight crew environment, while enhancing practice in the use of crew resource management skills. It mandates that flight attendants perform “hands-on” performance drills using emergency equipment and procedures every 12 months. The proposed rule aims to standardize training and experience requirements for check dispatchers and dispatcher instructors. It also requires a continuous analysis process to evaluate the effectiveness of the training program. The initial SNPRM was published on May 20, 2011, with a 60-day comment period that was later extended.

2.2 There are several significant issues in the proposed rule. Specifically, the rule:

- a) Increases the tasks (normal/abnormal/emergency) for which each flight crew member is trained and evaluated;
- b) Requires “pilot monitoring” to observe, assess, and inform other crewmembers and appropriate agencies regarding the progression of the flight, aircraft systems, and situational awareness;
- c) Changes the training and evaluation interval to nine (9) months for pilots-in-command (PIC), seconds-in-command (SIC), and flight engineers;
- d) Establishes baseline and minimum hours for the completion of various curricula. A reduction from baseline hours may occur after the air carrier demonstrates the reduced-hour training program continues to provide competently trained flight crew members, given the background of the students and the experience of the instructors;
- e) Requires training and evaluation in a flight simulation training device (FSTD);
- f) Permits credit based on training, testing, recentness of experience, and operating experience based on commonality of systems design and handling characteristics of aircraft;
- g) Establishes requirements for requalification training based on FAA guidance and industry practice;
- h) Requires aircraft dispatchers for United States Part 121 (commercial) supplemental operations; and
- i) Includes deviation authority to permit contract aircraft dispatchers, subject to certain conditions.

2.3 The extended comment period for this SNPRM closed on September 19, 2011.

## 3. Action by the Conference

3.1 The Conference is invited to:

- a) Consider the effects of training on operations in the aviation environment; and
- b) Note that the comment period for the U.S. rule on this issue closed in September 2011.