

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 12 – American Airlines AQP Volume 1 [Excerpts]

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA19LA134

Maneuvers Validation

01 JUL 17

104.5 Maneuvers Validation

Flight maneuvers are performed in a FFS and are administered by a Simulator Evaluator (SE). These evaluations assess the pilot's performance in completing flight maneuvers combined with the use of procedures and systems knowledge (task management skills). Conditions will be defined to assure comparable difficulty among Maneuver Validation scenarios. This promotes a fair evaluation process and statistically valid data. The following conditions apply:

- Non-Precision Approach Weather
 - Set ceiling to approach minimums. Set ceiling to minimums that will allow the pilot to ascertain the runway environment at minimums, or (as applicable) allow automatic functionality or the simulator to do so.
 - 10 - 15 kts crosswind
- Precision Approach Weather
 - CAT I engine out. Weather at 200 feet HAT and 2400 RVR with 10-15 kts crosswind
 - CAT III to lowest authorized minimums
- Takeoff
 - At least one takeoff with crosswind of 10-15 kts.
 - At least one takeoff to lowest authorized minimums.
 - Rejected takeoff will be performed at either critical field length (recommended) or minimum visibility.
- Landing: Crosswind of 10-15 kts.

Title		Maneuvers Validation (QT)
Purpose		Validate pilots possess adequate task management skills to benefit from further training/evaluation utilizing LOS. A pilot must pass a Maneuvers Validation before advancing to LOE.
When validation occurs		Prior to LOE.
Must be crew paired		No
Pilot-identified Information for Crew Quals/Pilot Records Use:		TMS Event Completion: Passed/Failed. AQP Event Result: Satisfactory/Unsatisfactory.
De-identified data captured for AQP Data Analysis:		SPOT/Maneuvers: TPO, SPO, EO.
Who can evaluate		CKA X-Type
Allowable evaluation media		Simulator
Grade scale used for measured items		5-Point Validation/Evaluation Observation Scale
Pilot-identified Event Completion (FAA Standard):		Event: Satisfactory/Unsatisfactory
De-identified data transmitted to FAA Monthly:		TPO, SPO, EO
Reason codes for measured items		Task Management Skills
Administrative Requirements and Remediation During MV		Only two repeats of any one maneuver or one repeat of any two maneuvers are allowed during a Maneuvers Validation. A short debriefing of why the maneuver(s) was unsatisfactory is allowed, but the repeats must occur with no training, practice, or coaching. If more than two repeats of any one maneuver or more than one repeat of any two maneuvers is required, the MV is considered unsatisfactory.

Maneuvers Validation

01 JAN 17

105.6 Maneuvers Validation

105.6.1 CQ Maneuvers Validation (RVA). Flight maneuvers are performed in a FFS and are administered by a SE. The evaluator authorization is necessary in order to conduct CAT II/III certification and to validate first look extended training cycle events.

These evaluations will assess the pilot's performance in completing flight maneuvers combined with the use of procedures and systems knowledge (task management skills). Conditions and contingencies will be defined to assure comparable difficulty among Maneuver Validation/Observation Scenarios. This promotes a fair evaluation process and statistically valid data. The following conditions apply:

- Non-Precision Approach Weather
 - Set ceiling to approach minimums. Set ceiling to minimums that will allow the pilot to ascertain the runway environment at minimums, or (as applicable) allow automatic functionality of the simulator to do so.
 - 10 - 15 kts crosswind
- Precision Approach Weather
 - CAT I engine out. Weather at 200 feet HAT and 2400 RVR with 10-15 kts crosswind
 - CAT III to lowest authorized minimums
- Takeoff
 - At least one takeoff with crosswind of 10-15 kts.
 - At least one takeoff to lowest authorized minimums.
 - Rejected takeoff will be performed at either critical field length (recommended) or minimum visibility.
- Landing: Crosswind of 10-15 kts.

Title	Maneuvers Validation (CQ or RQ)
Purpose	Validate pilots possess adequate task management skills to benefit from further training utilizing LOS. A pilot must pass a Maneuvers Validation before advancing to LOE.
When validation occurs	During R18 for CQ.
Must be crew paired	No
Pilot-identified Information for Crew Qualls/Pilot Records Use:	TMS Event Completion: Passed/Failed. AQP Event Result: Complete/Incomplete.
De-identified data captured for AQP Data Analysis:	SPOT/Maneuvers: TPO, SPO, EO.
Who can evaluate	CKA X-Type
Allowable evaluation media	FFS
Grade scale used for measured items	5-Point Validation/Evaluation Observation Scale
Pilot-identified Event Completion (FAA Standard):	Satisfactory/Unsatisfactory
De-identified data transmitted to FAA Monthly:	SPOT/Maneuvers: TPO, SPO, EO. Pilots graded individually (no crew grades).
Reason codes for measured items	Task Management Skills