

Task 5 - Training

Presented by

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Task 5 Chair

January 17-18th, 2001

Task 5 Members

- Sam Baker ATA
- Spencer Bennett Fedex
- George Bishop Dalfort
- Jean-Pierre Capo Airbus
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- Mickey McDonald Canada
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Presentation Objectives

- **Provide Overview of:**
 - Task 5
 - The Curriculum and how it is used.
 - The Lesson Plans and how they are used
- **Submit final draft of Curriculum and lesson plans to ATSRAC**

Task 5 Overview

- Tasking Statement
- Deliverables
- Feedback received
- Curriculum
- Lesson Plans
- Conclusions
- Summary

Task 5 Tasking Statement

Review air carrier and repair station training programs for non-structural systems inspection and repair to ensure that they adequately address aging wiring system components (wire, connectors, brackets, shielding, clamps, ground) and other non-structural systems. Incorporate the work of Tasks 1 through 4 as it applies to training

Deliverables

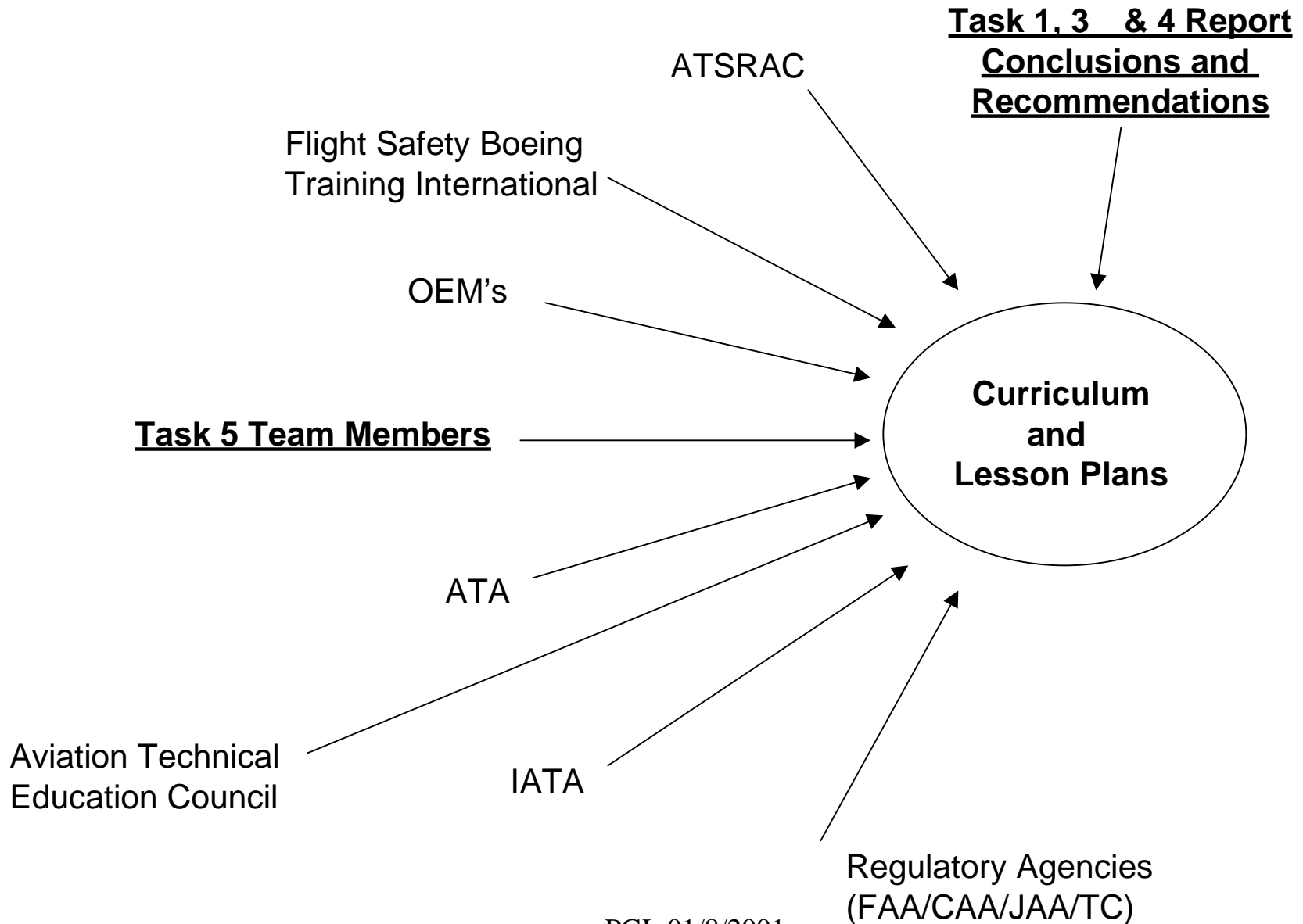
A document containing a series of recommended detailed lesson plans covering recommended additional training for aging systems based on results of Tasks 1, 3 and 4. The lesson plans will be of sufficient detail to allow specific training material to be developed by airline/repair station or OEM training personnel, and integrated into their normal training programs.

A lesson plan is defined as a list of specific training objectives, specific teaching points that relate to the objectives, and recommended instructional strategies (i.e. how best to achieve the objectives - classroom, on-wing, lab, etc.)

Deliverables (cont.)

- The above document will be revised, based on comments made by ATSRAC members and final results from Tasks 1, and 4. This information will be presented to ATSRAC members at the October 11/12 meeting in Washington D.C. If available, this document will reflect final results from Task 3. If not available, **additional** time will be required to reflect any final changes from Task 3.
- **Additional time was required and some minor inputs will have to be complete in the days after the final ATSRAC meeting**

FEEDBACK SOLICITED FROM INDUSTRY



Curriculum

- Is based on training gaps identified from Tasks 1,3 & 4 and airline industry
- It can be adjusted by industry for different airplanes, students and technical complexity
- Modules can be selectively taught depending on Technician experience or Company position
- Housekeeping can be used by ALL airplane personnel
- Must be taught by competent instructors with practical experience

Curriculum

- **Introduction** - safety, tools, troubleshooting.
- **Chapter 20** - overall structure.
- **Inspection** - general and detailed, damage.
- **Housekeeping** - contamination & cleaning.
- **Wire** - identification, inspection & repair
- **Connectors** - inspection and repair.
- **Connector Repair** - specific repair procedures.
- **Line Replaceable Units** - connector repair

Lesson Plans

- Derived from Curriculum and are split into sections and sub-sections
- Objective driven with measurable skills
- Sub-sections are used to author teaching notes by the instructor for specific airplanes and students
- Strategies of teaching are noted
- Examinations must be administered, however content and format are left to the instructors discretion due to airplane type and operation

Task 5 Conclusions

- The Task 5 Training working group, with the input of regulatory bodies and industry, has built a definitive course of instruction to accurately reflect the findings of Task 1, 3, and 4 working groups
- We believe that by using this Curriculum and Lesson Plans, an airline or repair station can focus greater attention to the issue of Aging Wiring Systems.

Conclusions (cont.)

- The original Tasking statement for Task 5 did not address implementation
- Application of the training deliverables developed in Task 5 working group must be a key part of the follow on activity for ATSRAC, to ensure successful implementation

Summary

- Task 5 is complete.
- Final draft of Curriculum and Lesson Plans is complete.
- Comments from industry are expected.
- Some fine tuning will have to occur to address industry comments.
- Feedback from industry has been generally positive and supportive