NEXT GEN TRAINEES & TRAINING METHODS

Presenter:

George Perrin

Senior Mgr. Tech Ops Training

Spirit Airlines

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spirit

In our new hire classes, there has been a big up-tic with

those that English is their 2nd or 3rd language. I feel the issue

is becoming more and more of a risk to the safety of our

operation, Team Members and Guests
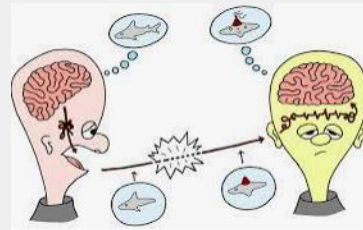
Yes, the FAA says an A&P in foreign countries

can speak their native dialect, but they are

now coming here for jobs, and they seem to

be bringing that thought with them, that if it

was okay in their home country, it's okay

here, but it's not!
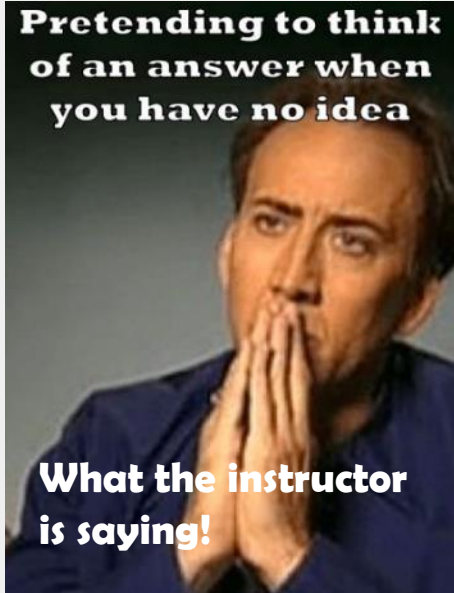
What country did you get you're A&P certificate in?

The country is not the problem, it's when

you're in the United States and its territories,

you need to speak, read, and write in English.

Pretending to think of an answer when you have no idea

What the instructor is saying!

Advisory Circular

U.S. Department of Transportation
Federal Aviation Administration

Subject: FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, 63, 65, and 107

Date: 6/2/17   **AC No:** 60-28B
**Initiated by:** AFS-800   **Change:**

A.2.1 Overview. A.2.1.1

It is of major importance that FAA personnel, training facilities, and individuals authorized to conduct evaluations, training, testing, checking, or certification activities all share the responsibility to ensure that all applicants for an FAA certificate or individuals who hold FAA certificates continually demonstrate that they meet the FAA AELS. Otherwise, the individual may be subject to a reexamination in accordance with Title 49 of the United States Code (49 U.S.C.) § 44709.

This is an interesting point to remember, never assume….

In recent years, the FAA has modified the minimum A&P requirements. What was once a time-based requirement is now competency-based. Brand new technicians seem to have less aircraft and systems training exposure than in the past. You can even call them less experienced graduates. For this reason, more attention must be directed towards new hires with no industry experience, which takes more time, because they need more training.
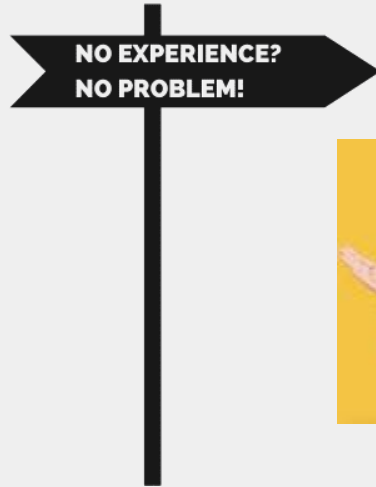
Due to turnover, more junior techs, plus the language and culture challenges, we've made our classrooms smaller, and added additional classes where needed.

Why? To deliver quality training. We can never do "check the box" training, because that's catastrophically bad for everyone.

40 Hour A320 Basic Gen Fam		
Subject to change!!! May 8th - 12th / 0800 @ DTW Hangar		
Name	Station	CMI
1	John Alward (4/12)	FLL	
2	Triston Stone (4/13)	FLL	
3			
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P&P / OJT / Initial Quals	
Subject to change! May 15th - 19th / 0800 @ DTW	
Name	Station
1	John Alward	FLL
2	Triston Stone	FLL
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40 Hour A320 Basic Gen Fam		
June 5th - 9th / 0800 @ IAH Hangar		
Name	Station	CMI
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P&P / OJT / Initial Quals	
June 12th - 16th / 0800 @ IAH Hangar	
Name	Station
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12		

CLASS SIZE MATTERS

BRAIN BREAK

Activities for challenging learners, without making it dry and mondain

Here are some simple activities we have executed to improve student learning interaction

- Conduct group activities to boost interactive learning and confidence among them.

- Organize games related to their learning topic to instill curiosity towards the topic (Jeopardy, Kahoot).

- Generate oral activities where students are encouraged to express their ideas.

- Rectify their mistakes and guide them properly to formulate their ideas into words.

- Curate exercises with lower difficulty levels and gradually increase the difficulty level for the students slowly, so they can get acquainted with the material.

Kahoot!

HOST

The host's computer is used to display questions.
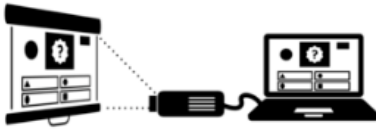
PLAYERS

Players' devices only show clickable buttons.

QUIZIZZ

HOST

The host's computer is used to monitor realtime results.

PLAYERS

Players' devices show questions and clickable answer options.

* When doing the interactive activity, the face-to-face time the instructor has can narrow down the students that have a grasp of the material, and those that don't.

* Plus, we sometimes use the game as the actual test, removing the formal style of testing.
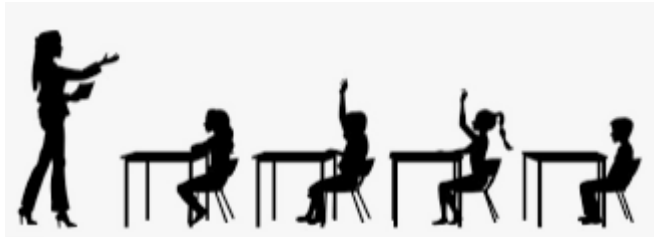
I don't know what keeps you up at night, but not having everyone speaking English does widen the opportunity for misunderstandings, misinformation, aircraft damaged, & people getting hurt.

**Subpart D - Mechanics**
§ 65.71 Eligibility requirements: General.
(a) To be eligible for a mechanic certificate and associated ratings, a person must -
(1) Be at least 18 years of age;
(2) Be able to read, write, speak, and understand the English language, or in the case of an applicant who does not meet this requirement and who is employed outside of the United States by a U.S. air carrier, have his certificate endorsed "Valid only outside the United States";

If anyone here has had a language challenge with your students/new hires and have found a workable way to mitigate the challenge, please speak up. I really want to hear how you did it.

Questions and Answers
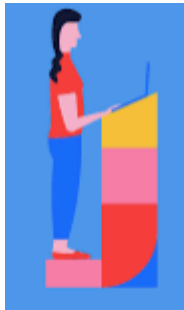
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Thank You!

We thank you for your participation in our training program.

Questions, comments, or suggestions are welcomed.

Contact Us:

maintenancetraining@spirit.com