

406 *Events Based Currency Program*

This section describes the Events Based Currency (EBC) Program and related procedures as it operates within the AFS Flight Program.

406.1 Program Purpose

The EBC Program provides Aviation Safety Inspectors (ASIs) with the proficiency and skills needed to:

- conduct pilot evaluating, testing, and checking functions
- support FSBs
- To operate safely within the National Airspace System (NAS).
The EBC Program enhances safety by giving inspectors first-hand experience in operations conducted within the NAS. This increases their ability to recognize potentially dangerous situations and their proficiency in recovering aircraft from unusual or emergency situations as they conduct pilot evaluating, testing, and checking functions.

406.2 Program Assignment Criteria

Facility Managers assign inspectors who conduct pilot evaluating, testing, and checking functions or who support of FSBs as the main component of their job assignment to the EBC Program.

Facility Managers should assign inspectors to the EBC program based on:

- Their qualifications
- The certification activities needed to support office requirements and operators within their geographic area of responsibility
- Their main job components
- Service as a National Resource Inspector (NRI)

Note: New hire inspectors must complete General Aviation (GA) or Air Carrier (AC), as applicable, formal indoctrination training before being assigned to the EBC program.

406.3 Program Currency

EBC program participants must maintain currency in the flight program in accordance with applicable regulations and EBC Program requirements for the participant's job function.

406.3.1 Fiscal Quarter Basis

The EBC program is based on fiscal quarters (October through December, January through March, April through June, and July through September), with currency tasks being required of EBC program participants each quarter.

Note: Completion of tasks on any date within a quarter counts for currency (provided medical, proficiency, and training are current) through the last day of the next quarter.

406.3.2 Currency Records

Participants document completion of the required quarterly task set on Form 4040-7 then submit that form to the approving official for entry into FACTS. The AFS Flight Program records and tracks all EBC Program currency data through FACTS.

406.3.3 Pilot Flight Check Requirements

Participants should document pilot flight checks on Form 4040-2 for all initial, re-qualification, and annual flight evaluations. Completion of a full flight check (Form 4040-2) will meet all requirements of a Bi-annual Flight Review (BFR) in accordance with FAR 61.56. The annual flight evaluation, excluding formal training courses, for all flight program

participants with rotorcraft assignments must be arranged through the AFS Flight Program Office.

406.3.4 Aircraft Qualification

All EBC Program participants must be qualified and current in accordance with the applicable regulations. Each participant must take and pass an annual 4040-2 evaluation by a designated check pilot/check airman for the category and class of aircraft to be flown and appropriate to the designated position assigned. The flight program participant must complete the 4040-2 evaluation before functioning as PIC. A multi-engine airplane evaluation suffices for single engine evaluation if the flight program participant has a documented initial evaluation in a single engine airplane in their flight records.

406.4 Program Flight Time

The EBC Flight Program has no specific flight time (hourly) requirements. Flight Standards expects each flight program participant assigned to the EBC Flight Program to work with his or her Facility Manager to allocate sufficient flight time, and corresponding funds, in FACTS for that flight program participant to maintain proficiency in the category and class of aircraft to be flown, as appropriate to the flight program participant's assigned position.

Note: Any Facility Manager (i.e., AEG or AFS-400) foreseeing a shortage in their budget allocation in FACTS or experiencing extenuating circumstances, may request additional funds through his or her Regional Flight Program Coordinator by turning in an Impact Statement, approved through his or her Regional Division Manager, to the AFS Flight Program Office.

406.4.1 Logging Pilot Time

Time spent as sole manipulator of the controls in an aircraft (King Air, rental aircraft, FSBs, military, etc.) under this program may be logged as pilot time for the purpose of meeting the requirements of the AFS Flight Program. Provided the participant meets prerequisites and requirements of other sections of 14 CFR, the participant may also use that the time toward instrument proficiency. The Facility Manager will assign the flight program participant serving as PIC on the flight. Only the assigned PIC can log PIC time. The total PIC time logged for the flight cannot exceed the total flight time in accordance with 14 CFR. SIC time may be logged by a different flight program participant in accordance with AFS policy.

406.4.2 Aircraft Rental

The AFS Flight Program authorizes aircraft rental in the in the EBC Program.

406.5 Group I Inspector

Group I inspectors perform pilot evaluating, testing, and checking functions in the following categories or classes of aircraft 12,500 pounds or less and not requiring a type rating in:

- a. Airplane
 - Single Engine Land
 - Multi-Engine Land

Single Engine Land-Tail Wheel

Multi-Engine Land-Tail Wheel

Single Engine Land-Ski

Multi-Engine Land-Ski

Single Engine Land-Turbine Powered

Multi-Engine Land-Turbine Powered

- Single Engine Sea
- Multi-Engine Sea
- b. Rotorcraft
 - Helicopter
 - Helicopter (Instrument)
 - Gyroplane
- c. Lighter -Than - Air
 - Airship
 - Free Balloon
- d. Gliders
 - Self Launch
 - Ground Launch
 - Aero Tow
- e. Powered Parachute
 - Land
 - Sea
- f. Weight Shift
 - Land
 - Sea

406.6 Group I Inspector Tasks

Each Group I inspector must complete the currency tasks set out in the following subsections, based on his or her assignment in FACTS and the assigned type of aircraft.

406.6.1 Completing Tasks

When the inspector performing the task thinks that he or she has reached proficiency, he or she may consider that task complete. Participants may credit time flown in King Air, rental aircraft, FSBs, military, etc. toward currency tasks.

406.6.2 Combining Tasks

Participants may combine individual tasks with other tasks to satisfy multiple requirements simultaneously. For example, a crosswind landing made at night can apply to both the crosswind landing and night landing tasks. However, participants may not reduce the number of events and tasks below the minimum listed in this FOM.

When inspectors complete events or tasks in Group II aircraft/simulators, they may credit those specific tasks toward completion of Group I events or tasks.

406.7 Required Tasks

All inspectors performing flight testing, checking, and evaluating job functions in airplanes, must perform the number of tasks shown below in *Table 400-1: EBC Program Required Tasks*, as a minimum during each calendar quarter.

406.8.2 Helicopter/Rotorcraft

The following subsections show the minimum requirements for helicopter/rotorcraft related categories.

a. Helicopter

All inspectors performing pilot evaluating, testing, and checking job functions in helicopters must perform the tasks listed in *Table 400-6: Helicopter Tasks*, as a minimum during each calendar quarter:

Table 400-6: Helicopter Tasks

| | |
|-------------------------------|---|
| Preflight | Collision avoidance procedures Runway incursion avoidance procedures Aircraft equipment review for each type Regulatory review Tail rotor failure procedure Dynamic roll over Low RPM recovery Settling with power Ground resonance Loss of tail rotor effectiveness (LTE) |
| Six Takeoffs | One slope takeoff One confined area takeoff One pinnacle takeoff Three takeoffs Pilot's choice |
| Other Maneuvers | Hover maneuvers Rapid decelerations Settling with power |
| Emergency/Abnormal Procedures | One abnormal procedure One aircraft-specific emergency procedure |

| | |
|-----------------------|---|
| | <p>Two simulated engine failures</p> <ul style="list-style-type: none"> • One inflight (low level or at altitude) • One at a hover <p>Autorotation to a power recovery</p> <p>Autorotation to a touchdown for ASIs giving single engine CFI checks</p> <p>Note: ASIs should ensure that the landing area is appropriate for such operations.</p> |
| Six Landings | <p>One slope landing</p> <p>One confined area landing</p> <p>One pinnacle landing</p> <p>One run on landing</p> <p>Two pilot's choice</p> |
| Instrument Procedures | <p>One area departure (published or unpublished)</p> <p>One enroute procedure</p> <p>One holding</p> <p>One area arrival (published or unpublished)</p> <p>Two precision approaches</p> <p>Two non-precision approaches</p> <p>One circling approach</p> <p>One missed approach</p> <p>One unusual attitude recovery</p> |

Note: The AFS Flight Program Office must approve all inspectors, who must be NRIs or ASIs otherwise designated by the Flight Program Office, conducting touchdown autorotations.

Note: Flight Program participants must complete the FAA helicopter formal training course before