

Setup Submission strategy



An FAA Recognized Approach to AQP Data with MINT

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18 November
2025



AQP



The
Whole
Point



Submission



Conclusion



Questions



FAA
Requirements



Set Up



Strategy



Our Team

AQP



To those of you who are new to AQP... it's a data-driven, scenario-based pilot training system.

Few call it EBT or Evidence-Based Training, but the core idea is the same: AQP focuses less on whether a pilot simply passed or failed an event... and more on why a performance broke down in the first place....



FAA

Requirements



- The Four Files
- Format Everything Precisely
- First Attempt Only
- FAA Validation



➤ The Four Files

➤ **Format Everything
Precisely**

➤ **First Attempt Only**

➤ **FAA Validation**

- **CLAIM** - to assert confidentiality rights of the air operator on submitting data to AFS-280
- **PDRT**- Proficiency/Proficiency Data Report Table
- **SKLRSN** - Skill/Reason Table
- **TORT**- Training Objectives Report Table

"These four files tell the FAA what happened, why it happened, and how we train."



➤The Four Files

CLAIM –

Assert confidentiality rights of the air operator on submitting data to AFS-280

This is a static table; therefore, it should never change.

Field	Name	Text	
1	Disclaimer	As required by 14 CFR 121.905 (Air Operator Name) claims that the PDRT, TORT, and SKLRSN tables herein submitted to the FAA in accordance with 14 CFR 121.917 are entitled to confidential treatment under 5 U.S.C. 552(b)(4). Release of this privileged and confidential commercial information would be an unwarranted invasion of privacy.”	



➤The Four Files

PDRT - Proficiency/Profeciency Data
Report Table

Contains the individual tasks that
were completed by the crew
members.

Field	Name	Type/Field Size	Field	Name	Type/Field Size
1	MItem	Text/80	13	TrPgm	Text/15
2	MItemID	Text/20	14	Curr	Text/4
3	MRate	Numeric	15	EvalType	Text/4
4	RMean	Text/40	16	SimID	Text/10
5	SkIRsn	Text/90	17	EvaltrID	Text/10
6	PFPM	Text/3	18	FAAID	Text/5
7	CurrCy	Text/3	19	GeoArea	Text/30
8	Crit	Text/3	20	Comment	Text/1000
9	CrewID(Cr ewPair)	Text	21	CmID	Text/10
10	EvalDate	Date	22	CrewPos	Text/4
11	AirDsgn	Text/4	23	EvalRtg	Text/5
12	Fleet	Text/20			



➤The Four Files

SKLRSN - Skill/Reason Table

- Contains a skill/reason for each measured item (MItem) that has received an Unsatisfactory/Marginal rate (MRate).
- It must correlate with the SKLRSN field in the PDRT.

	sklrsn	sklrsntext
1	EMB-145MVP65886194.1 Achieve Stable Everything (Altitude, Heading, Life)	KOS
2	EMB-145FLP56765852.1.2 Avoid Accidental Top-Gun Rotation	AMS
3	EMB-145FLP52802738.1 Taxi Like You Own the Airport (Legally)	TBM
4	EMB-145MVP68128416.1.1 Stabilized Approach... For Real This Time	INC



➤The Four Files

TORT- Training Objectives Report
Table

- Contains a list of subtasks and elements for each job task listing.

	mitemid	objid	objtitle	objtype
1	M_AQP1.1	T_ID1.1	Locate Missing Pens & Flight Docs	TPO
2	M_ID1.1.1	S_ID1.1.1	Master the Art of Coffee-to-Checklist Ratio	SPO
3	M_AQP1.2	T_ID1.2	Aircraft “Button Pushing With Confidence”	TPO
4	M_ID1.2.1	S_ID1.2.1	Escape the Seat Adjusting Bermuda Triangle	SPO



➤ The Four Files

➤ **Format Everything
Precisely**

➤ First Attempt Only

➤ FAA Validation

Field names, order, acronyms,
character limits, everything *must*
match exactly to FAA spec.



➤ The Four Files

➤ Format Everything
Precisely

➤ First Attempt Only

➤ FAA Validation

- No retries.
- Only first attempt in training counts.

“AQP doesn't want ‘after the fix’—they want the truth.”

– First attempt MRate / EvalRtg only



➤ **The Four Files**

➤ **Format Everything
Precisely**

➤ **First Attempt Only**

➤ **FAA Validation**

Email Confirmation: Files are either accepted or rejected by automated script.

- If anything is missing, empty, mismatched, or mislabeled—rejected.

– Common failures: Duplicates, incorrect CrewID, Missing links between tables, wrong date formats, etc.

- Every Error has a Code that can be referred in the FAA Data Submission Guide.

The Whole Point

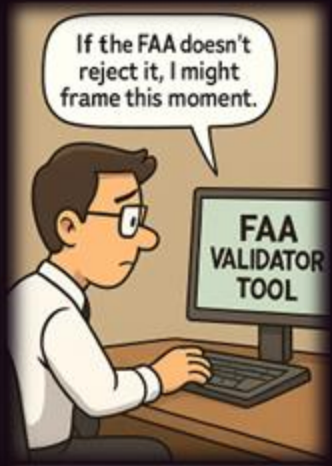


*The whole point is simple:
Take you behind the scenes of how a blank slate turned
into a complete, FAA-aligned AQP system built entirely
with the help of MINT.*



Set Up

- Setting up Curriculum.
- Setting up Record Items/ Resource Record Item Properties.
- Mapping them to MINT FAA Tool Event Handler.



Submission

- Download, clean and submit.
- ⚠ Watch out for potential errors.





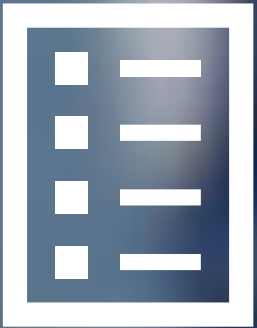
Strategy

- How can you use this data beyond Submission?



Set Up

Set Up



Phase 1

Phase 2



Record Items

~The DNA of AQP Data

- Every FAA-required field is mapped to a Record Item/Record Item Property, built from our Quality Standards (QS) /Job Task List (JTL).
- These form our SPOs.

“If the FAA needs it, we build a Record Item/Resource Record Item for it.”



Record Items

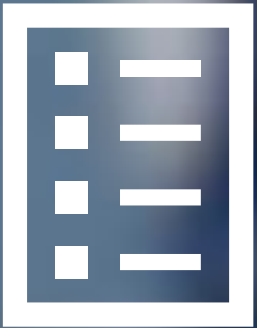
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Phase	ID	Proficiency Objective	Type	Critical	Current
1. Preflight	1.1	Locate Missing Pens & Flight Docs	TPO	No	Yes
1. Preflight	1.1.1	Master the Art of Coffee-to-Checklist Ratio	SPO	No	Yes
1. Preflight	1.2	Aircraft “Button Pushing With Confidence”	TPO	No	Yes
1. Preflight	1.2.1	Escape the Seat Adjusting Bermuda Triangle	SPO	No	Yes
1. Preflight	1.2.2	Build FMC Setup Without Existential Crisis	SPO	No	Yes
2. Takeoff	2.1	Depart the Runway on Purpose, Not Vibes	TPO	Yes	Yes
2. Takeoff	2.1.1	Execute Non-Dramatic Normal Takeoff	SPO	No	Yes
2. Takeoff	2.1.1a	Perform Night Takeoff Without Losing the Runway	SPO	No	Yes
2. Takeoff	2.1.2	Avoid Accidental Top-Gun Rotation	SPO	No	Yes
3. Climb	3.1	Climb Like a Responsible Adult	TPO	No	Yes
3. Climb	3.1.1	Maintain Speed Without Surprising ATC	SPO	No	Yes
3. Climb	3.1.2	Manage VNAV Without Emotional Damage	SPO	No	Yes
4. Cruise	4.1	Achieve Stable Everything (Altitude, Heading, Life)	TPO	No	Yes
4. Cruise	4.1.1	Avoid “Creative Turns” at Cruise Altitude	SPO	No	Yes
4. Cruise	4.1.2	Fuel Monitoring That Would Make Dispatch Proud	SPO	No	Yes
5. Descent	5.1	Start Descent Before It Becomes ATC’s Problem	TPO	Yes	Yes
5. Descent	5.1.1	Avoid “Slam-Dunk” Approaches	SPO	No	Yes
5. Descent	5.1.2	Descend Smoothly Without Scaring Passengers	SPO	No	Yes
6. Approach	6.1	Align With the Actual Runway Intended	TPO	Yes	Yes
6. Approach	6.1.1	Stabilized Approach... For Real This Time	SPO	Yes	Yes
6. Approach	6.1.2	Napa-Smooth Localizer Interception	SPO	No	Yes
7. Landing	7.1	Touch Down Gracefully, Not Emotionally	TPO	Yes	Yes
7. Landing	7.1.1	Flare Without Creating a Documentary Moment	SPO	Yes	Yes
7. Landing	7.1.2	Maintain Centerline Like It’s Your Destiny	SPO	Yes	Yes
8. After Landing	8.1	Taxi Like You Own the Airport (Legally)	TPO	No	Yes
8. After Landing	8.1.1	Master the 12-Switch “Cleanup Symphony”	SPO	No	Yes
8. After Landing	8.1.2	Parking That Won’t Make the Marshalls Cry	SPO	No	Yes

Set Up



Phase 1

Phase 2



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Set Up



Phase 1

Phase 2

Phase 3



Resource Record Items/ Property Activations

~Where Accuracy Lives

- Data type (text, number, alphanumeric)
- Validation rules (Grade Scale, Session Result)
- Default values (IDs)
- Value lists (e.g., Reason Codes)

“Properties are where the magic happens — user friendly for Instructors and data friendly for us”



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properties for Record Item

Manage the properties for the object and also setup system property groups and property sets. On the left side, you can view and edit property groups. According to the selected property group, you will see all available properties on the right:

Create Properties Activate Properties

+ - ↑ ↓ + New X Delete... Property Groups... Property Sets... ☐ Alphabetically

Name	Description	Type
AQP Airline Designator		AQP Airline Designator
AQP Evaluation Type		AQP Evaluation Type
AQP FAA Report Item		YESNO
AQP Grade Reason		AQP Grade Reason Codes
AQP Objective Type		AQP Objective Type
AQP Region		TEXT
AQP Criticality		YESNO
AQP Currency		YESNO
AQP Is Objective Item		YESNO
AQP Mitem		TEXT
AQP Mitem ID		TEXT
AQP Training Program		AQP Training Program
AQP Section Number	Section relates into the	TEXT
AQP A/C Type		TEXT
AQP Event Set		YESNO
AQP FL		YESNO
AQP Approach Selection		YESNO
AQP SPOT Session Result		AQP SPOT Session Result
AQP Sim Numbers		AQP SIM Numbers
AQP Phase		AQP Phase
AQP Pre-Flight		YESNO
AQP Objective ID		TEXT
New Property 1		TEXT
GFS Record Items		GFS Record Items
AQP SPOT Right Seat		YESNO
AQP Placeholder		YESNO
AQP SPOT A		YESNO

Set Up

Phase 2



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AQP Mitem ID		TEXT
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AQP Section Number	Section relates into the	TEXT
AQP A/C Type		TEXT
AQP Event Set		YESNO
AQP FL		YESNO
AQP Approach Selection		YESNO
AQP SPOT Session Result		AQP SPOT Session Result
AQP Sim Numbers		AQP SIM Numbers
AQP Phase		AQP Phase
AQP Pre-Flight		YESNO
AQP Objective ID		TEXT
New Property 1		TEXT
GFS Record Items		GFS Record Items
AQP SPOT Right Seat		YESNO
AQP Placeholder		YESNO
AQP SPOT A		YESNO

Properties

Assignment Validation

Search

General

(U) ID

(M) Multiple Assign ☐ no

(M) Name

Record Item Iterator Type

Obj ID

AQP

AQP FAA Report Item

AQP Objective Type

AQP Criticality

AQP Currency

AQP Is Objective Item

AQP Mitem

AQP Mitem ID

AQP Section Number

AQP FL

AQP Phase

OK Cancel

Set Up



Phase 1

Phase 2

Phase 3



Resource Record Items/ Property Activations

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- Data type (text, number, alphanumeric)
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- Default values (IDs)
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“Properties are where the magic happens — user friendly for Instructors and data friendly for us”

Set Up



Phase 2

Phase 3

Phase 4



Transfer Template

~ (Excel → MINT)

If you don't know....

- Zero manual entry and let one master file do the work.
- That one sheet can feed multiple Record Items into MINT at once.
- Ensures consistency across SPO/TPO naming, titles, IDs, types.
- Preserving clean, FAA-ready structure from the start.

I like to call it “One template to rule them all.”
And honestly, it does.

.....*Now you know!*



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Name	Reference Type	Multiple Assign	Parent Record Item ID	Parent Record Item	ID	Obj ID
1. Preflight	Phase	No	UCON 2.0	QS 2.0	1	1
2. Takeoff	Phase	No	UCON 2.0	QS 2.0	2	2
3. Climb	Phase	No	UCON 2.0	QS 2.0	3	3
4. Cruise	Phase	No	UCON 2.0	QS 2.0	4	4
5. Descent	Phase	No	UCON 2.0	QS 2.0	5	5
6. Approach	Phase	No	UCON 2.0	QS 2.0	6	6
7. Landing	Phase	No	UCON 2.0	QS 2.0	7	7
8. After Landing	Phase	No	UCON 2.0	QS 2.0	8	8

Parent Record Item ID	Parent Record Item	ID	Obj ID	AQP MItem	AQP MItem ID	AQP Section Number	AQP Criticality	AQP Currency	AQP FAA Report Item
1.1	1.1 Locate Missing Pens & Flight Docs	M_ID1.1.1	M_ID1.1.1	1.1.1 Master the Art of Coffee-to-Checklist Ratio	1.1.1	1.1.1	No	Yes	Yes
1.2	1.2 Aircraft "Button Pushing With Confidence"	M_ID1.1.2	M_ID1.1.2	1.2.1 Escape the Seat Adjusting Bermuda Triangle	1.1.2	1.1.2	No	Yes	Yes
1.2	1.2 Aircraft "Button Pushing With Confidence"	M_ID1.1.3	M_ID1.1.3	1.2.2 Build FMC Setup Without Existential Crisis	1.1.3	1.1.3	No	Yes	Yes
2.1	2.1 Depart the Runway on Purpose, Not Vibes	M_ID1.1.4	M_ID1.1.4	2.1.1 Execute Non-Dramatic Normal Takeoff	1.1.4	1.1.4	No	Yes	Yes
2.1	2.1 Depart the Runway on Purpose, Not Vibes	M_ID1.1.5	M_ID1.1.5	2.1.1a Perform Night Takeoff Without Losing the Runway	1.1.5	1.1.5	No	Yes	Yes
2.1	2.1 Depart the Runway on Purpose, Not Vibes	M_ID1.1.6	M_ID1.1.6	2.1.2 Avoid Accidental Top-Gun Rotation	1.1.6	1.1.6	No	Yes	Yes
3.1.3.1	3.1.3.1 Climb Like a Responsible Adult	M_ID1.1.7	M_ID1.1.7	3.1.1 Maintain Speed Without Surprising ATC	1.1.7	1.1.7	No	Yes	Yes
3.1.3.1	3.1.3.1 Climb Like a Responsible Adult	M_ID1.1.8	M_ID1.1.8	3.1.2 Manage VNAV Without Emotional Damage	1.1.8	1.1.8	No	Yes	Yes
4.1	4.1 Achieve Stable Everything (Altitude, Heading, Life)	M_ID1.1.9	M_ID1.1.9	4.1.1 Avoid "Creative Turns" at Cruise Altitude	1.1.9	1.1.9	No	Yes	Yes
4.1	4.1 Achieve Stable Everything (Altitude, Heading, Life)	M_ID1.1.10	M_ID1.1.10	4.1.2 Fuel Monitoring That Would Make Dispatch Proud	1.1.10	1.1.10	No	Yes	Yes
5.1	5.1 Start Descent Before It Becomes ATC's Problem	M_ID1.1.11	M_ID1.1.11	5.1.1 Avoid "Slam-Dunk" Approaches	1.1.11	1.1.11	No	Yes	Yes
5.1	5.1 Start Descent Before It Becomes ATC's Problem	M_ID1.1.12	M_ID1.1.12	5.1.2 Descend Smoothly Without Scaring Passengers	1.1.12	1.1.12	No	Yes	Yes
6.1	6.1 Align With the Actual Runway Intended	M_ID1.1.13	M_ID1.1.13	6.1.1 Stabilized Approach... For Real This Time	1.1.13	1.1.13	Yes	Yes	Yes
6.1	6.1 Align With the Actual Runway Intended	M_ID1.1.14	M_ID1.1.14	6.1.2 Napa-Smooth Localizer Interception	1.1.14	1.1.14	No	Yes	Yes
7.1	7.1 Touch Down Gracefully, Not Emotionally	M_ID1.1.15	M_ID1.1.15	7.1.1 Flare Without Creating a Documentary Moment	1.1.15	1.1.15	Yes	Yes	Yes
7.1	7.1 Touch Down Gracefully, Not Emotionally	M_ID1.1.16	M_ID1.1.16	7.1.2 Maintain Centerline Like It's Your Destiny	1.1.16	1.1.16	Yes	Yes	Yes
8.1	8.1 Taxi Like You Own the Airport (Legally)	M_ID1.1.17	M_ID1.1.17	8.1.1 Master the 12-Switch "Cleanup Symphony"	1.1.17	1.1.17	No	Yes	Yes
8.1	8.1 Taxi Like You Own the Airport (Legally)	M_ID1.1.18	M_ID1.1.18	8.1.2 Parking That Won't Make the Marshalls Cry	1.1.18	1.1.18	No	Yes	Yes



Transfer Template

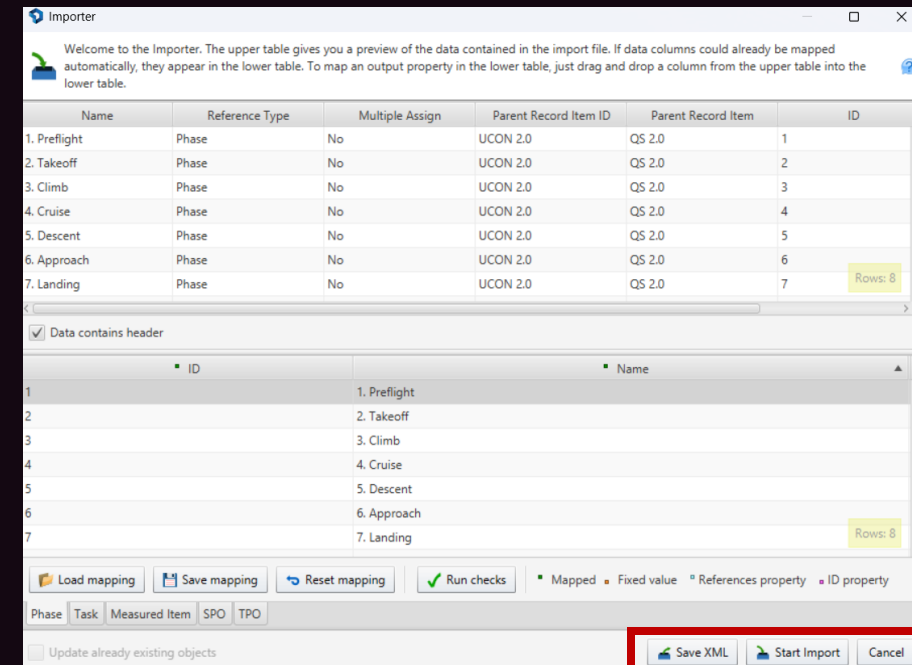
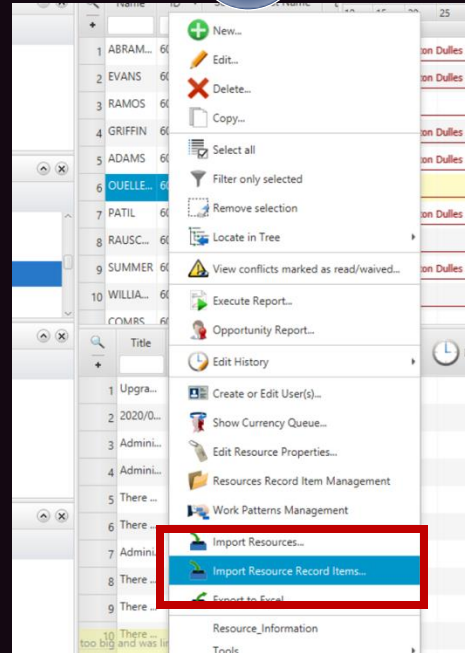
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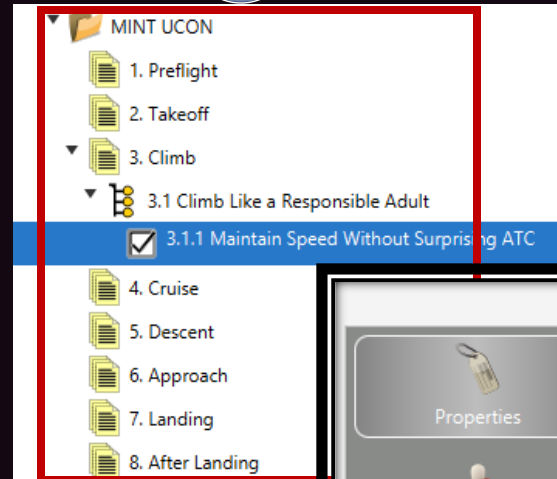
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Set Up



Phase 2

Phase 3

Phase 4



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Set Up



Phase 3

Phase 4

Phase 5



FORMS DESIGN

~Where Instructors INPUT the Data

Dynamic Form Set Up

- Every field on the form points to a Record Item/Resource Record Item.
- Conditional logic/behaviors.
- Dropdowns (Reason Codes, Event Types, etc.) come from value lists.
- Auto-populated fields (Instructor, Event Info, Aircraft Type) reduce data entry errors.

All FAA fields → 1:1 mapping into MINT
Ensures consistency & traceability



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COMMUTEAIR
AQP 2025 (B) MV

Curriculum TABLE19

1	2	3	4	5
Excellent	Above Expectations	Expected Performance	Debrief/ Repeat	UNSAT/ Repeat

TABLE18

FAA ID NUMBER

FAA Obs Present ☐ Yes

Select Simulator TABLE6

Pilot	SIGNOFF_FOR.Full Name	SIGNOFF_FO R.ID	SIGNOFF_FO R.Seat
Evaluator	SIGNOFF_BY.Full Name	SIGNOFF_BY.ID	
Check Date	EVENT.Event Start		

TABLE4

Role In Training ☐ PM ☒ PF TABLE5

☐ FL Current Record Item.Name

1	2	3	4	5
---	---	---	---	---

TABLE2

RC EXPANDER1

Trained to Proficiency ☐ Number of Repeats

ITERATOR4

Session Result ☒ Satisfactory ☐ Additional Training Required ☐ Incomplete

Final Comments

Incomplete to be selected only due to "External Factors" (SIM Malfunction, illness, etc) and not due to Pilot Proficiency.

Set Up

Phase 4



COMMUTEAIR
AQP 2025 (B) MV



Curriculum

TABLE19

1	2	3	4	5
Excellent	Above Expectations	Expected Performance	Debrief/ Repeat	UNSAT/ Repeat

TABLE18

FAA ID NUMBER

Reason Codes

FAA Obs Present	☐ Yes		
Select Simulator			
Pilot	SIGNOFF_FOR.Full Name	SIGNOFF_FOR.ID	SIGNOFF_FOR.Seat
Evaluator	SIGNOFF_BY.Full Name		SIGNOFF_BY.ID
Check Date	EVENT.Event Start		
Role In Training ☐ PM ☒ PF			

TABLE4

TABLE9

☐ FL Current Record Item.Name

1	2	3	4	5
---	---	---	---	---

TABLE2

RC

Trained to Proficiency

☐

Number of Repeats

EXPANDER1

ITERATOR4

Session Result

☒ Satisfactory

☐ Additional Training Required

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Incomplete to be selected only due to "External Factors" (SIM Malfunction, illness, etc) and not due to Pilot Proficiency.

End Takeoff	☐	☐	☐	☐	☐
9.2.2 Respond to TCAS Alerts (Crossing RA, Increase Rate RA)	☐	☐	☐	☐	☐
6.3.1a Perform Non-Precision Approach - Ground-Based Nav. (LOC)	☐	☐	☐	☐	☐
✓ 9.2.1 Perform Rejected Landing (Reject due to ATC)	☐	☐	☐	☐	☐
✓ 9.1.5d Landing Configuration Stall Prevention	☐	☐	☐	☐	☐
Perform CAT II ILS approach	☐	☐	☐	☐	☐

Set Up



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Set Up



Phase 4

Phase 5

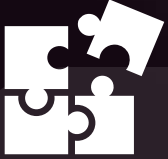


MINT FAA Tool Mapping

~The Translator

- Record Items/Record Item Properties mapped directly → 1:1 to FAA fields
- Controls how data flows → monthly extract
- Handles naming, order, formatting
- Ensures the export matches FAA schemas exactly including the character limits aligned to FAA spec
- Warning clipboard.

“If the FAA wants a particular field, in particular format in a particular column, this mapping guarantees it gets there — perfectly every month.”

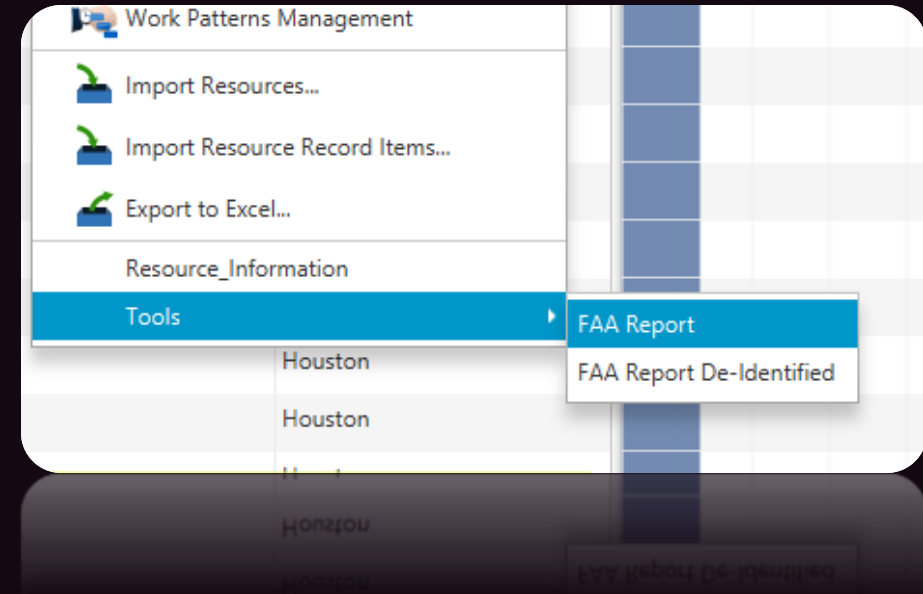


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~The Translator

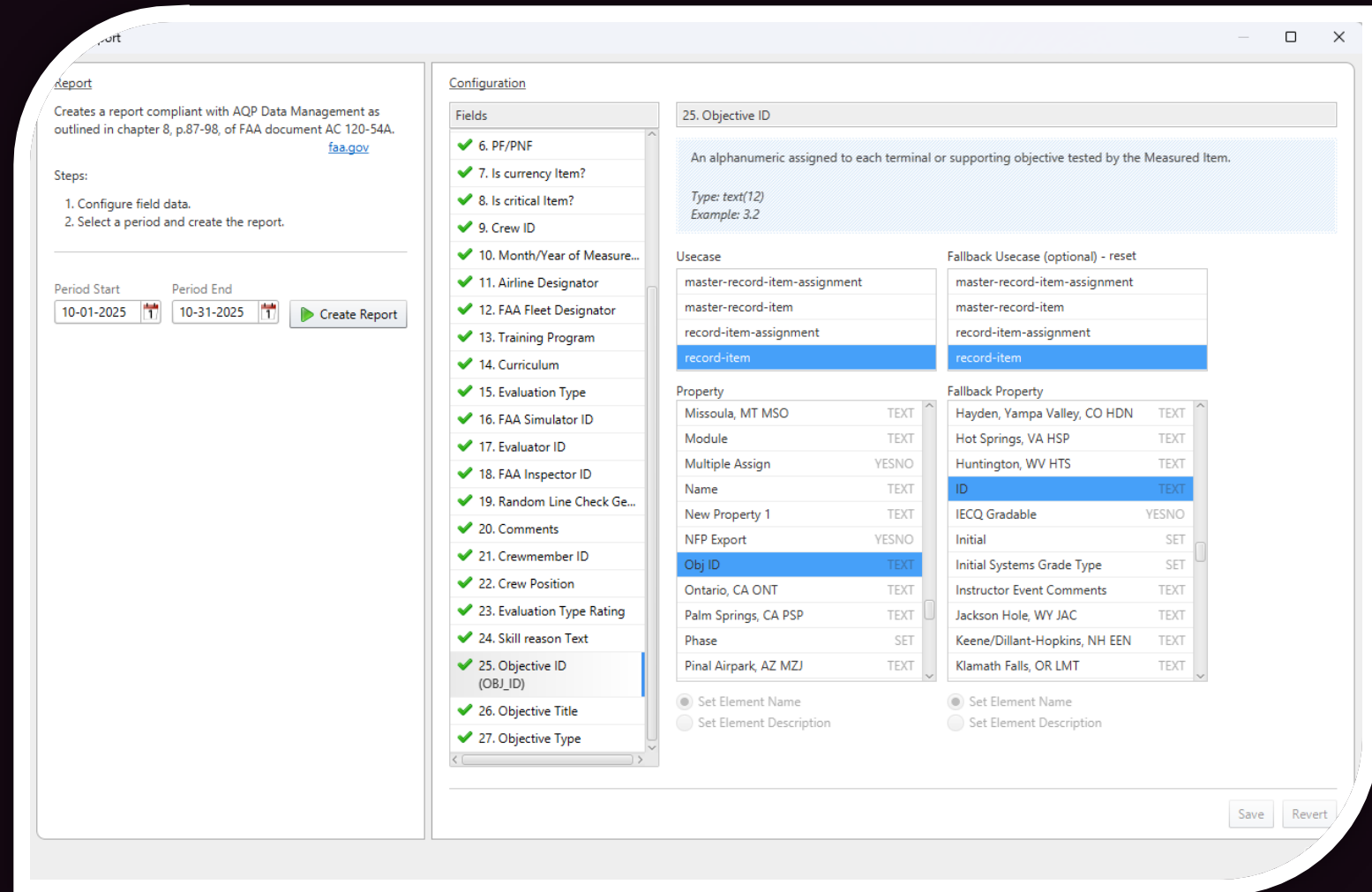
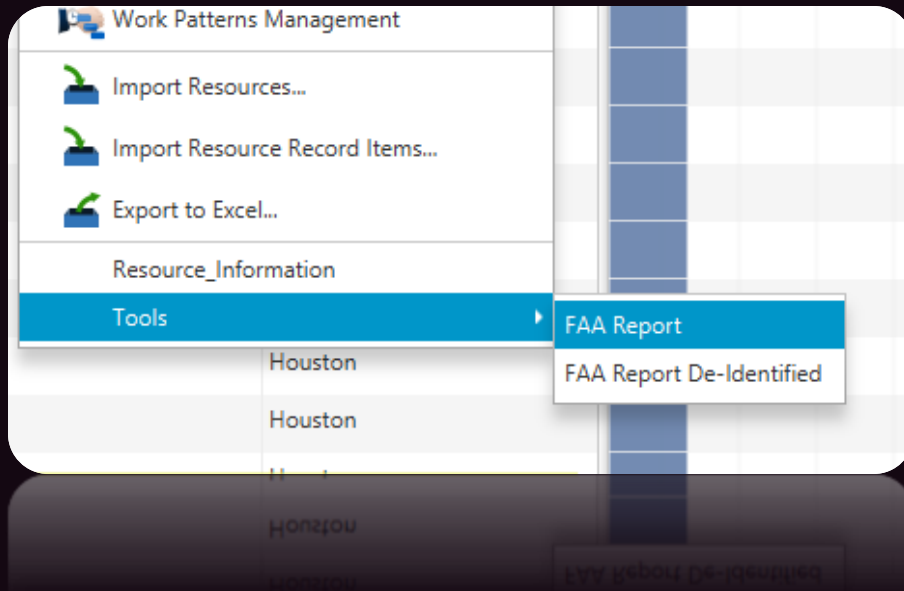
- Record Items/Record Item Properties mapped directly → 1:1 to FAA fields
- Controls how data flows → monthly extract
- Handles naming, order, formatting
- Ensures the export matches FAA schemas exactly including the character limits aligned to FAA spec
- Warning clipboard.

“If the FAA wants a particular field, in particular format in a particular column, this mapping guarantees it gets there — perfectly every month.”



Set Up

Phase 5



Phase 5

 FAA

CLAIM | pdrt | sklrsn | tort | +

Submission



Two steps before submitting The Four Files

1. Clean your data
2. Watch for potential duplicates/errors.



➤The Four Files

CLAIM –

Assert confidentiality rights of the air operator on submitting data to AFS-280

This is a static table; therefore, it should never change.



Field	Name	Text	
1	Disclaimer	As required by 14 CFR 121.905 (Air Operator Name) claims that the PDRT, TORT, and SKLRN tables herein submitted to the FAA in accordance with 14 CFR 121.917 are entitled to confidential treatment under 5 U.S.C. 552(b)(4). Release of this privileged and confidential commercial information would be an unwarranted invasion of privacy.”	
CLAIM pdrt sklrn tort +			



PDRT- Proficiency/Profecieny Data Report Table

- The heart of your training data.
- Contains the individual tasks that were completed by the crew members.

	mitem	mitemI D	mrte	Grade Definition	Reason Codes	PFPNF	Currency	Criticality
1	Execute Non-Dramatic Normal Takeoff	2.1.1	4 Repeat		AMS	PM	No	No
2	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
3	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
	Crew Pair ID	Evaluati on Date	Airline Design ation	Fleet	Training Program	Curriculu m	Evaluation Type	Simulator ID
1	P265238 S237288	10/2025	JJBA	EMB-145	AQP	CQ	MV	3684
2	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
3	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
	Evaluator ID	FAA ID	GeoAr ea	Comments	Crew Member ID	Crew Position	Evaluation Result	
1	295936	9320	ZME	Great communicati on; airplane not included.	P265238	PIC	SAT	
2	579736	6474	ZNY		S873964	SIC	SAT	
3	579736	6474	ZNY		S873964	SIC	SAT	

	mitem	mitemID	mrte	Grade Definition	Reason Codes	PFPNF	Currency	Criticality
1	Execute Non-Dramatic Normal Takeoff	2.1.1	4 Repeat		AMS	PM	No	No
2	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
3	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
	Crew Pair ID	Evaluation Date	Airline Designation	Fleet	Training Program	Curriculum	Evaluation Type	Simulator ID
1	P265238 S237288	10/2025	JJBA	EMB-145	AQP	CQ	MV	3684
2	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
3	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
	Evaluator ID	FAA ID	GeoArea	Comments	Crew Member ID	Crew Position	Evaluation Result	
1	295936	9320	ZME	Great communication; airplane not included.	P265238	PIC	SAT	
2	579736	6474	ZNY		S873964	SIC	SAT	
3	579736	6474	ZNY		S873964	SIC	SAT	

	mitem	mitemID	mrte	Grade Definition	Reason Codes	PFPNF	Currency	Criticality
1	Execute Non-Dramatic Normal Takeoff	2.1.1	4 Repeat		AMS	PM	No	No
2	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
3	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
	Crew Pair ID	Evaluation Date	Airline Designation	Fleet	Training Program	Curriculum	Evaluation Type	Simulator ID
1	P265238 S237288	10/2025	JJBA	EMB-145	AQP	CQ	MV	3684
2	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
3	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
	Evaluator ID	FAA ID	GeoArea	Comments	Crew Member ID	Crew Position	Evaluation Result	
1	295936	9320	ZME	Great communication; airplane not included.	P265238	PIC	SAT	
2	579736	6474	ZNY		S873964	SIC	SAT	
3	579736	6474	ZNY		S873964	SIC	SAT	

	mitem	mitemID	mrate	Grade Definition	Reason Codes	PFPNF	Currency	Criticality
1	Execute Non-Dramatic Normal Takeoff	2.1.1	4 Repeat		AMS	PM	No	No
2	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
3	Avoid Accidental Top-Gun Rotation	2.1.2	2 Excellent			PF	Yes	No
	Crew Pair ID	Evaluation Date	Airline Designation	Fleet	Training Program	Curriculum	Evaluation Type	Simulator ID
1	P265238 S237288	10/2025	JJBA	EMB-145	AQP	CQ	MV	3684
2	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
3	P427865 S873964	08/2025	JJBA	EMB-145	AQP	CQ	LC	
	Evaluator ID	FAA ID	GeoArea	Comments	Crew Member ID	Crew Position	Evaluation Result	
1	295936	9320	ZME	Great communication; airplane not included.	P265238	PIC	SAT	
2	579736	6474	ZNY		S873964	SIC	SAT	
3	579736	6474	ZNY		S873964	SIC	SAT	



SKLRSN - Skill/Reason Table

- Contains a skill/reason for each measured item (MItem) that has received an Unsatisfactory/Marginal rate (MRate).
- It should correlate with the SKLRSN field in the PDRT.

	sklrnsn	sklrntext
1	EMB-145MVP65886194.1 Achieve Stable Everything (Altitude, Heading, Life)	KOS
2	EMB-145MVP2652382.1.1 Execute Non-Dramatic Normal Takeoff	AMS
3	EMB-145FLP52802738.1 Taxi Like You Own the Airport (Legally)	TBM
4	EMB-145MVP68128416.1.1 Stabilized Approach... For Real This Time	INC



TORT- Training Objectives Report Table

- Contains a list of subtasks and elements for each job task listing.

	mitemid	objid	objtitle	objtype
1	M_AQP1.1	T_ID1.1	Locate Missing Pens & Flight Docs	TPO
2	M_AQP2.1	T_ID2.1	Depart the Runway on Purpose, Not Vibes	TPO
3	M_ID2.1.1	S_ID2.1.1	Execute Non-Dramatic Normal Takeoff	SPO
4	M_ID2.1.2	S_ID2.1.2	Avoid Accidental Top-Gun Rotation	SPO

Submission



**Rename the Four Files
per FAA and submit
the data.**



5.1 When Data are "Accepted"

When the four files pass the validation, an automated email (Fig 3-2) will be sent to the operator, AFS-280 ASI and AFS-280 Data Management. It will list the number of records that were accepted from each table. When the operator receives the "Acceptance" email, it is the duty of the operator to confirm that the number of records submitted in their files matches the number of records processed.

From: 9-AWA-AFS280-AQP-Data@faa.gov
Sent: Thursday, April 12, 2014 9:19 PM
To: Donald.Duck@LYDA.com

Subject: LYDA-Pilot FEB, 2014 AQP Data Accepted

Monthly submission is accepted and meets all AQP data requirements.

Records accepted : LYDA0414PC.csv Records:1.
Records accepted : LYDA0414PP.csv Records:3708.
Records accepted : LYDA0414PS.csv Records:5.
Records accepted : LYDA0414PT.csv Records:82.



Do these 4 numbers match
the number of records in
your Excel workbooks?

Fig 5-2



If Rejected, Check for the errors and resubmit the data.



Fig 5-2

5.2 When Data are "Rejected"

An error in any file will result in rejection of all files. If there was a portion of the files that did not pass the validation process, an automated email is sent to the operator, AFS-280 ASI and AFS-280 Data Management. This email will include a count of the **errors** and type of error by file (Fig. 3-3). If the operator is unable to determine which rows are in error, contact AFS-280 Data Management for a detailed list.

There were errors identified in your recent AQP data file. The flagged records are listed below. Please repair the **error(s)** and resubmit all the files.

If you have any questions, please reply to this email or contact AFS-280 Data Management at your convenience.

Thank you.

LYDA0317PC: No errors

LYDA0317PP: 162 errors

(0,000,162 rows) B07.001 All CQ MITEMS for FLEET CL-65 with PFCMID S6955500 and EVALDATE 03/01/2017 must have same EVALRTG for EVALTYPE LC

LYDA0317PS: No errors

LYDA0317PT: No errors

Reference: PRDWH-1156219-LYDA0317P-01-MAY-2017



So, that's it?



Strategy

Strategy



Let this data speak to you!

You can turn this data into numerous ways to analyze your training...it could be range from simple pivot tables to building Power BI visualizations.





Crew ID

Input ID Here →

FL

LC

LOE

MV

2024 Period A

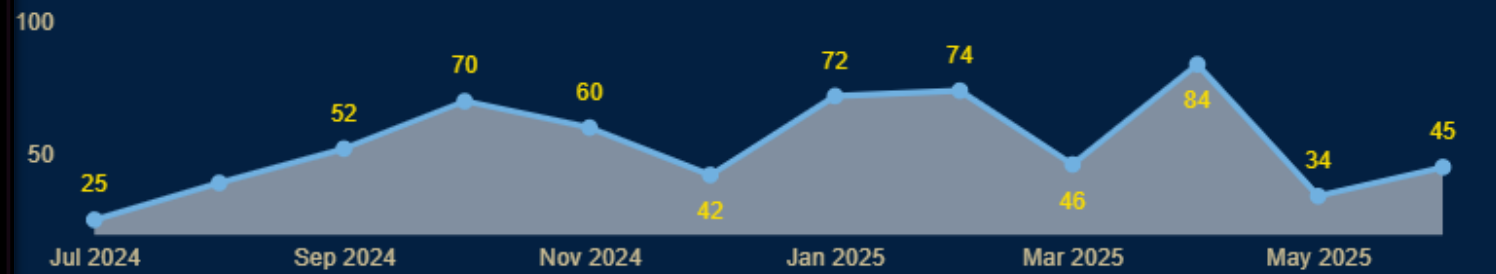
7/1/2024

6/1/2025

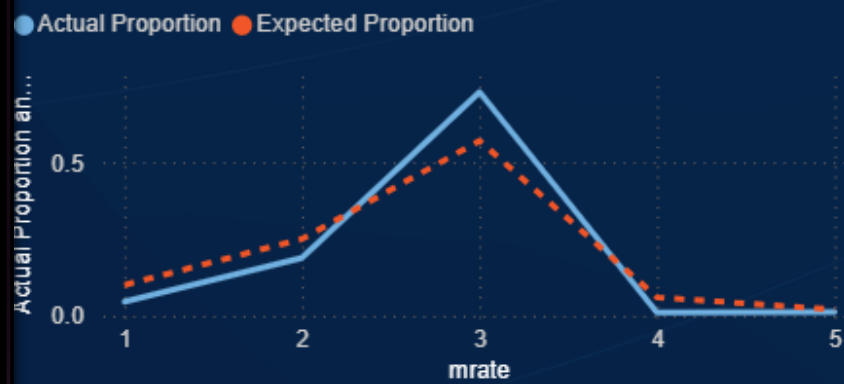


COMMUTEAIR

Total Events



Expected Vs Actual



LC

196

FL

150

MV

150

LOE

117

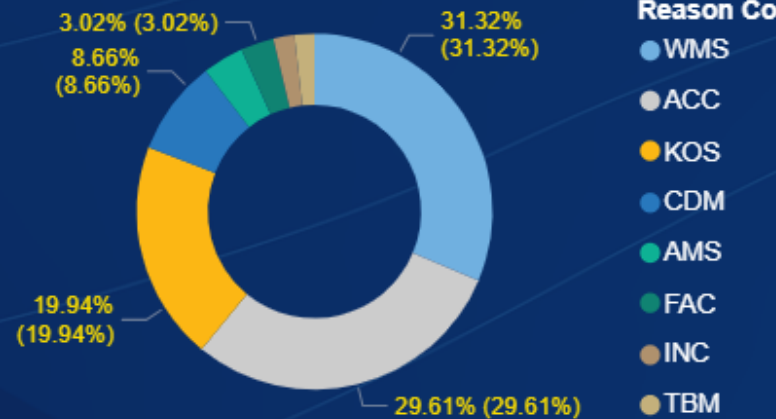
SAT

640

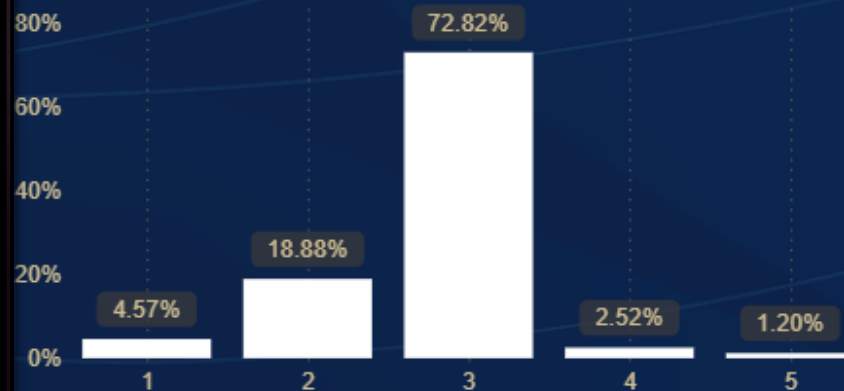
UNSAT

9

Reason Code Distribution

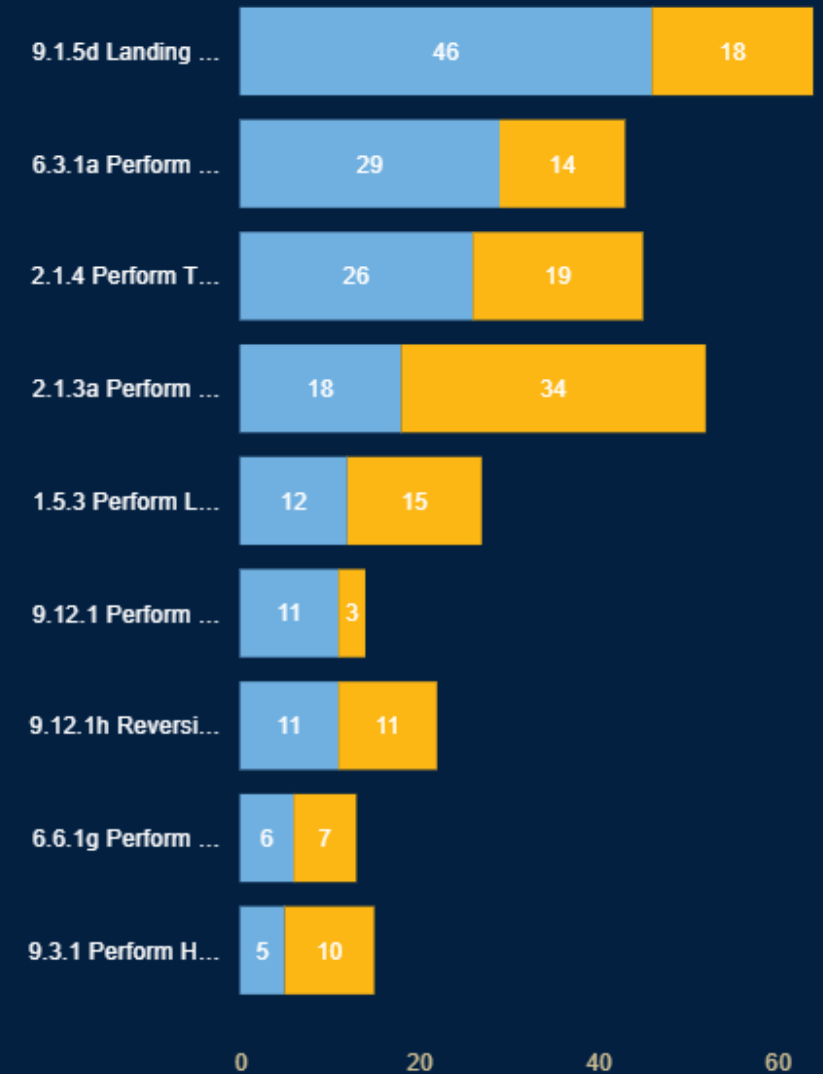


I/E Grade Distribution



Low Performing SPOs

● Grade 4 Count ● Grade 5 Count



COMMUTE**AIR**

2.53

Average of mrate

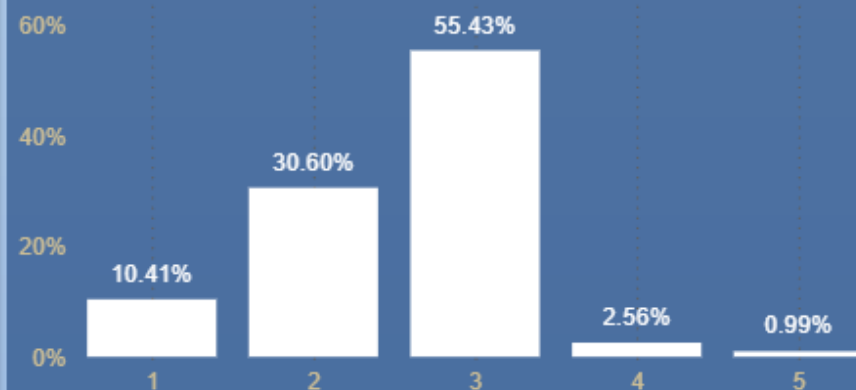
2023 Period B

7/1/2023

6/1/2024



I/E Grade Distribution



LC

168

FL

153

LOE

150

MV

150

SAT

619

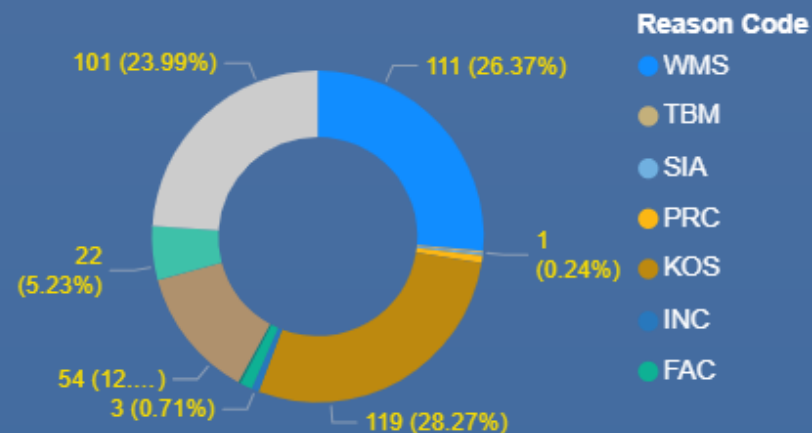
UNSAT

4

Total Events

621

Total Events(B) by Reason Code



2.77

Average of mrate

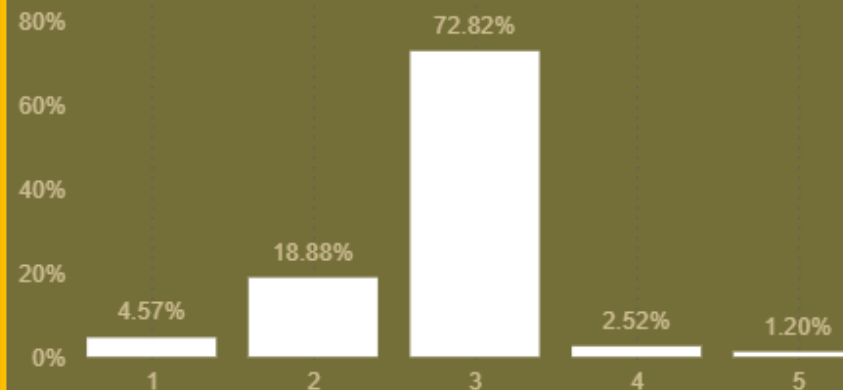
2024 Period A

7/1/2024

6/1/2025



I/E Grade Distribution



LC

196

FL

150

MV

150

LOE

147

SAT

640

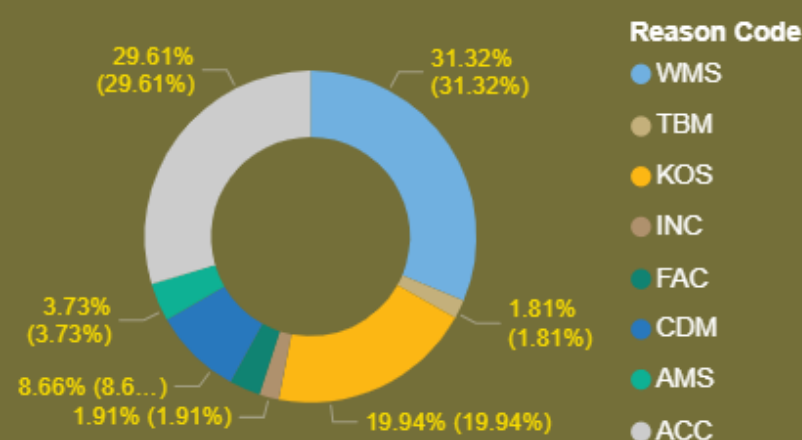
UNSAT

9

Total Events

643

Reason Code Distribution



Strategy



Let this data speak to you!

You can turn this data into numerous ways to analyze your training...it could be range from simple pivot tables to building Power BI visualizations.



Conclusion

Conclusion



The real magic is in how the FAA tool brings your data into life, and proof of your training culture.

And if you're wondering, yes, we still get nervous every submission day... but now it's a happy kind of nervous."



"Compliance is mandatory. Insight is optional—but only until you see what's possible through MINT."

Our Team

Our Team



Our wonderful team just like you



Michael Lack
Director
AQP



Nicolle Jackson
Director SOC



Katie Lechner
Crew Records
Manager



Alexsis Alvarez
Sr. Manager
Crew Planning



Avinash Kongala
Sr. Manager
AQP

Questions

Questions?

If it's about rejected data,
ask Marianne.

Wait...What!



