

VOLUME 3 GENERAL TECHNICAL ADMINISTRATION**CHAPTER 54 PART 142 TRAINING CENTERS****Section 1 Part 142 Training Centers: Training Center and Training Center Program Manager Overview**

3-4331 PURPOSE. This chapter incorporates the Title 14 of the Code of Federal Regulations (14 CFR) part 142 training center guidance previously located in Federal Aviation Administration (FAA) Order 8700.1, General Aviation Operations Inspectors Handbook, chapters 148 through 154. This chapter supersedes all previous guidance issued concerning FAA policy and procedures for the management of part 142 training centers.

3-4332 BACKGROUND. Prior to the implementation of part 142, regulations did not permit organizations other than certificated air carriers to use qualified simulators or flight training devices (FTD) to conduct the training, checking, or testing to qualify flight crewmembers. To acknowledge the advantages of modern simulation technology, the FAA issued various regulatory exemptions to training organizations that enabled them to conduct required training, checking, or testing in flight simulation devices. In 1996, part 142 was implemented and provided the regulatory basis to enable certificated training centers to use approved curriculums, qualified instructors, and authorized evaluators to conduct the training, testing, and checking of airmen in qualified simulators and FTDs. In addition to adopting part 142, the FAA also revised applicable sections of 14 CFR parts 61, 63, part 91 subpart K (part 91K), 121, 125, 135, and 141 to afford a means for crediting the training, testing, and checking accomplished in flight simulators toward the flight training requirements of those parts. The certification of part 142 training centers also made additional resources available to air operators (parts 91K, 121, 125, and 135) to enable them to enter into agreements with a training center to conduct ground and simulator flight training and checking for their crewmembers. With approval of the operator's principal operations inspector (POI), an operator may use a training center to conduct portions of the operator's approved training program. This provision has enabled certificated part 142 training centers to provide a valuable service to operators who would otherwise not have the benefit of using flight simulation training devices (FSTD) to use in their crewmember training curriculums.

3-4333 GENERAL. Part 142 permits a certificated training center to use approved simulators, FTDs, and aircraft in conjunction with approved curriculums, qualified instructors, and evaluators to accomplish airman training, testing, and checking to meet the requirements of parts 61 and 63. Title 14 CFR part 119 air operators conducting operations under parts 121, 125, and 135 as well as operators under part 91K and 14 CFR part 137 may, under certain conditions, permit training centers to conduct the required training and checking of their crewmembers. Conditions under which an air operator may permit a training center to conduct required training, testing, and checking are outlined later in this section.

3-4334 DEFINITIONS. The following definitions are provided to clarify their use as they pertain to this chapter and part 142 training centers. Other training and technical terms not specifically listed, but which appear in this section, carry the same definition and/or connotation used elsewhere within this order, 14 CFR part 1, and/or other appropriate FAA guidance.

A. Advanced Flight Training Device (AFTD). For the purpose of this chapter and the certification of part 142 training centers, the term AFTD means a Level 6 or 7 FTD as approved and described in 14 CFR part 60.

B. Air Carrier and Air Operator (“Carrier” or “Operator”). As used in this chapter, these terms are interchangeable and apply to each person operating or intending to operate civil aircraft as an air carrier or commercial operator, in air commerce. These terms also refer to any operator who receives an air carrier or operator certificate authorizing operations under parts 121, 125, or 135; and for the purpose of this chapter also applies to fractional ownership programs under part 91K.

C. Assistant Training Center Program Manager (Assistant TCPM). A certificate-holding district office (CHDO) may, depending on staffing authorizations and standards, assign an assistant TCPM to assist the Training Center Program Manager (TCPM). As the TCPM’s assistant, assistant TCPMs typically participate in the full range of TCPM duties. The TCPM maintains technical oversight for the center; however, based on a center’s activity, the CHDO may or may not assign an assistant TCPM to a particular certificate.

D. Checking. An operation associated with the initial, requalification, and recurring evaluation (e.g., flight review, proficiency check, etc.) of an airman’s or other individual’s qualifications.

E. Class I, II, III Airport Models. See part 60.

F. Contract Check Airman. An individual that is not an employee of the operator who has been authorized in accordance with the operator’s training program (and part 91, § 91.1075, part 121, § 121.402 or part 135, § 135.324 as appropriate) to conduct certain evaluations on behalf of the operator pursuant to a contractual or other arrangement. Contract check airman must remain fully qualified as a flight instructor for a training center or other air operator under the same part as the basis for qualification as a contract check airman. All contract check airman must be authorized by the operators POI in accordance with the procedures in this order.

NOTE: The term “contract check airman” has been developed by the FAA to describe individuals who are employees of a training center or another certificate holder under the same CFR part who has been authorized to provide check airman functions for the operator.

NOTE: Part 91K uses the term “check pilot” when referring to an individual who has been authorized by a POI to conduct certain tests and checks on behalf of the operator. Parts 121 and 135 use the terms “check airman” and “check pilot” when referring to individuals who have been authorized to conduct certain tests and checks on behalf of the operator. Part 125 uses the term “check airman” throughout. As a matter of Air Transportation Division (AFS-200) policy the terms “check airman” and “check pilot” are interchangeable and considered synonymous.

G. Contract Instructor. An employee of a part 142 training center who is properly nominated, trained, qualified, and authorized by an air operator's POI. The FAA developed the term "contract instructor" to distinguish between an instructor employed by the operator (instructor) and one who is not an employee of the operator (contract instructor).

H. Core Curriculums. A set of courses approved by the Administrator for use by a training center and its satellite training centers. A core curriculum consists of training which is required for certification. It does not include training for tasks and circumstances unique to a particular user. Each training center must have at least one approved core curriculum.

I. Course. This means either (1) a program of instruction to obtain pilot certification, qualification, authorization, or currency; or (2) a program of instruction to meet a specified number of requirements of a program for pilot training, certification, qualification, authorization, or currency. (The third definition of "course" in part 142 § 142.3 is no longer valid because the references are obsolete.)

J. Courseware. Instructional material developed for each curriculum. This includes, but is not limited to, information in lesson plans, instructor guides, computer software programs, audiovisual programs, workbooks, aircraft operating manuals, and handouts. Courseware must accurately reflect curriculum requirements, be effectively organized, and properly integrate with instructional delivery methods. Courseware is an integral portion of a curriculum or course, and is subject to approval in accordance with § 142.39.

K. Curriculum Segment. The largest subdivision of a curriculum containing broadly related training subjects and activities based on regulatory requirements. Curriculum segments are logical subdivisions of a curriculum which can be separately evaluated and individually approved. Examples are a "ground training" segment and a "flight training" segment. Each curriculum segment consists of one or more training modules.

L. Element. An integral part of a training, checking, or qualification module that is not task oriented but subject oriented. For example, an "electrical power" ground training module may include such elements as a DC power system, an AC power system, and circuit protection.

M. Event. An integral part of a training, checking, or qualification module which is task oriented and requires the use of a specific procedure or procedures. A training event provides a student an opportunity for instruction, demonstration, and/or practice using specific procedures. A checking or qualification event provides an evaluator the opportunity to evaluate a student's ability to correctly accomplish a specific task without instruction or supervision.

N. Fleet Training Program Manager (FTPM). An FAA-qualified inspector assigned to support a part 142 principal training center's curriculum for a specific fleet or aircraft type/group/category. FTPMs report to the principal center's TCPM and may be remotely assigned inspectors.

O. Flight Simulation Training Device (FSTD). A full flight simulator (FFS) or a flight training device (FTD).

P. Flight Training Device (FTD). A replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft flight deck replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations in ground and flight conditions having the full range of capabilities of the systems installed in the device as described in part 60 and the qualification performance standard (QPS) for a specific FTD qualification level.

Q. Foreign Training Center. A training center or satellite training center that is located outside of the 50 United States.

R. Full Flight Simulator (FFS). A replica of a specific type, make, model, or series aircraft. It includes the equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flight deck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system. The FFS also has the full range of capabilities of the systems installed in the device as described in part 60 and the QPS for a specific FFS qualification level.

S. Module. A module is a subpart of a curriculum segment, which constitutes a logical, self-contained unit. A module contains elements or events, which relate to a specific subject. For example, a ground training curriculum segment could logically be divided into modules pertaining to aircraft systems (such as hydraulic, pneumatic, and electrical). As another example, a flight training curriculum segment is normally divided into flight periods, each of which is a separate module. A training module includes the outline, appropriate courseware, and the instructional delivery methods. It is usually, but not necessarily, completed in a single training session.

T. Partial Program Manager (PPM). PPMs are assigned as aircraft subject matter experts (SME) to assist TCPMs when the number of aircraft at a particular training center requires such assistance.

U. Remote Training Site. A site that is temporary in nature and operated to accommodate a specific or limited training center need. Remote sites are distinguishable by the use of facilities, such as simulators or classrooms; these facilities may be dry leased and may or may not be under the direct operational control of the certificated training center (principal training center). Management, staffing, training curriculum, and courseware remain under the control of the principal training center. The TCPM may authorize remote training sites on a temporary basis through the issuance of an approval letter for periods not to exceed 120 days. Extensions may be granted for extenuating circumstances.

V. Satellite Training Center. Satellite training centers are permanent in nature and function under the operational and management control of the principal training center. Although physically separated from the principal training center, responsibility for regulatory compliance of the satellite rests with the principal training center. The principal center is also responsible for the successful maintenance and delivery of all assigned curriculums, and courseware used by the satellite. Approval of a satellite's flight training equipment (FTDs and simulators) is also the responsibility of the principal center. Satellite training centers receive their authority to operate through the training specifications (TSpecs) issued to the principal training center.

W. Specialty Curriculum. A set of courses that is designed to satisfy a requirement of the 14 CFR and that is approved by the Administrator for use by a particular training center or satellite training center. The specialty curriculum includes training requirements unique to one or more training center clients.

X. Syllabus. A detailed summary or outline describing the main points of a course of study. A syllabus describes the course content in a sufficient level of detail to ensure that it covers all knowledge areas and required skills adequately. It includes those materials that are necessary to support the course (courseware). It includes details of course requirements, course content, and evaluation plans, including programmed hours, media, and all courseware. By regulation, each curriculum must include a syllabus.

Y. Testing. An operation associated with performing practical tests in accordance with the practical test standards (PTS) that apply towards airman certification.

Z. Training Center Program Manager (TCPM). TCPMs have regulatory oversight responsibility for training centers and are responsible for overall FAA technical administration, certification, surveillance, and investigation. TCPMs are the primary FAA focal point for relations with training centers and are responsible for coordinating FAA activity at training centers, satellites, and remote training sites. Their role is to verify that the training, testing, and checking conducted by the center continually meets regulatory standards; the terms and conditions of the center's TSpecs; and complies with established FAA policy and guidance.

AA. Training Program. The courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a specialty curriculum.

BB. Training Specifications (TSpecs). A document issued by the Administrator to a training center and that forms part of the center's certificate. This legally binding document prescribes the center's training, checking, and testing authorizations and limitations, and specifies training program requirements such as approved flight training equipment.

3-4335 AUTHORIZED TRAINING FACILITIES—SATELLITES, FOREIGN CENTERS, AND REMOTE SITES.

A. Satellites. Part 142 provides that a training center certificate-holder may establish one or more satellites to provide some or all the services authorized for the certificated "principal" center. Refer to Volume 2, Chapter 10, Section 1 for guidance when adding a satellite center. The approval process for satellite centers is the same as that of the principal center, except for required management positions, which may be shared with the principal. Consequently, the responsibility for operational control of satellite centers remains with the principal center. Contractual agreements for the use of flight simulators, FTDs, and classroom/briefing facilities are an essential requirement for selected satellites.

1) A satellite's authority to provide training services is provided through the principal center's TSpecs. Removal of the satellite from the principal's TSpecs does not normally affect the principal center's authority to operate. If the principal training center's

certificate is surrendered, suspended, revoked, or expires, the satellite center's authority to operate is similarly affected.

2) Below are descriptions of the five basic combinations of training centers and associated satellites:

a) Certificate Management Office (CMO)- or Certificate Management Unit (CMU)-Managed Satellite. Satellites of principal centers whose certificate is managed by a CMU or a CMO will normally have their surveillance activities carried out by the assigned CMU/CMO. In other words, the surveillance responsibilities for these satellites normally reside with the assigned CMU or CMO and not the Flight Standards District Office (FSDO) with geographic responsibility for the satellites' location. Surveillance responsibilities for satellites attached to principal centers under the supervision of a CHDO are described in subparagraphs 3-4335A2)(b) through (e).

b) U.S. Satellite of a Domestic Training Center. The U.S.-based training center (principal center) holds the training center certificate, and its U.S.-based satellite is listed in paragraph A008 of the principal's TSpecs. Surveillance of the satellite will be coordinated between the TCPM and the FAA office holding geographic responsibilities for the area containing the satellite. Authority for the satellite to operate remains in effect as long as the principal center's certificate remains effective. Domestic training center certificates are issued without an expiration date.

c) U.S. Satellite of a Foreign-based Training Center. The foreign-based training center (principal center) holds the training center certificate, and its U.S.-based satellite is listed in paragraph A008 of the principal's TSpecs. The surveillance responsibilities for the domestic-based satellite are the same as those for a satellite of a domestic-based principal. However, a foreign training center's certificate expires every 12 months from the date of issuance. Consequently, all U.S.-based satellite(s) of a foreign principal certificate holder will lose their authority to operate unless the foreign principal's certificate is renewed annually. If the foreign principal's certificate is not renewed for any reason, the domestic satellite's authority to provide training also expires.

d) Foreign Satellite of a U.S. Domestic Training Center. The U.S.-based principal holds a permanent training center certificate; however, the principal center's TCPM is responsible for coordinating required surveillance of the foreign satellite. Adverse action and/or suspension of the U.S.-based principal will affect the foreign satellite's ability to continue operations. An adverse action against the foreign satellite could result in removal of the satellite from the principal's TSpecs, and may lead to sanctions against the principal's operating certification depending on the type and severity of the infraction.

NOTE: Foreign satellites of principal centers are not issued operating certificates or TSpecs. However, the annual renewal requirements § 142.7(b) are applicable. Section 142.17 requires satellite centers, foreign or domestic, to comply with applicable requirements of part 142. TCPMs must ensure that each foreign satellite is included in their surveillance plan and shall remove any satellite from the principal's TSpecs should the satellite fail to receive at a minimum an annual

renewal evaluation or fail to maintain the requirements of part 142 or Order 8900.1, Flight Standards Information Management System (FSIMS).

e) Foreign Satellite of a Foreign Training Center. The satellite's foreign training center authority to operate is based on the principal's operating authority and TSpecs. In this example, both the principal and satellite renewal dates will be the same. The foreign satellite's authority is typically renewed concurrently with the principal center's certificate renewal. The reissuance of the foreign satellite authority to operate is therefore dependent upon the outcome of the normal surveillance and oversight of both the satellite and the foreign principal center. The TCPM for the foreign principal training center is typically assigned from the IFO/FSDO responsible for the geographic area containing the principal center.

NOTE: If the certificate of a foreign principal training center expires or is not renewed, all of the principal center's satellite(s), regardless of their location, also expires.

B. Foreign Training Centers. Part 142 permits the certification of training centers outside the United States. Other than the differences addressed below, training centers, and/or satellites located outside the United States must meet the same regulatory requirements as those outlined for a domestic training center. The following identifies some of the operational and management differences between domestic and foreign training centers/satellites.

1) Operating Certificates. Foreign training centers are issued an operating certificate valid for 12 calendar-months whereas a domestic training center's certificate is valid until surrendered, suspended, or revoked. Foreign centers and satellites must have their operating certificate/authority renewed annually.

2) Surveillance and Investigation. While the surveillance and oversight of domestic training centers and their associated satellites is typically conducted on a daily or weekly basis, the surveillance and oversight of foreign training centers and associated foreign satellites may be conducted on a less frequent basis. The reduced frequency is primarily associated with the difficulties associated with travel and in some instances country clearances. The reduced frequency, however, does not lessen the inspection detail; it merely changes the scheduling of required inspections to accommodate travel restrictions.

3) Limitations.

a) Part 142 certificated foreign training centers and associated foreign satellite/remote sites are prohibited from providing initial and transition training as defined below unless the provisions of subparagraph 3-4335B3)b) are met. Additionally, the training and evaluations that may lead to the initial issuance of a pilot certificate at the private and commercial level are also restricted.

1. Initial Training. The training required for crewmembers that have not qualified and served in the same capacity on another airplane of the same group.

2. Transition Training. The training required for crewmembers and dispatchers who have qualified and served in the same capacity on another airplane of the same group.

b) Foreign training centers and their associated satellites/remote sites are required to comply with all Transportation Security Administration (TSA), FAA, and other applicable U.S. Government agency requirements concerning student enrollment and training.

4) Foreign Center/Satellite Renewal. The processes for renewal or recertification of a foreign training center include a review of all of the steps required for initial certification. However, a phased inspection process conducted throughout the year is considered more practical than one large annual inspection. While more frequent or day-to-day surveillance is preferred, a combination of inspections that will also meet renewal requirements may be used as a method of renewing the foreign-based training center's certificate. When warranted, a complete recertification evaluation should be conducted.

5) Coordination. Surveillance leading to investigation and/or enforcement action against a foreign training center certificated by the FAA will be handled through normal FAA enforcement processes. Inspectors are cautioned not to become involved with another country's pilot certification issues or the policies, procedures, and regulations of a foreign state. These events are to be coordinated with the host country's civil aviation authority. A fraudulent foreign airman certificate and or fraudulent training record entries are representative situations that must be coordinated with the host government authorities.

6) Cost. All activities associated with the certification, approval and/or authorization of a foreign training center, satellite center, or remote site, and associated equipment and personnel are to be charged to the applicant. Inspections required for or conducted as part of the certification and/or recertification of the center, equipment, and personnel are also subject to these charges. The regulatory requirements for recovering costs of this type are provided in 14 CFR part 187. Fee structures for associated surveillance are outlined in the current edition of Advisory Circular (AC) 187-1, Flight Standards Service Schedule of Charges Outside the United States.

7) Surveillance Responsibilities. The Flight Standards International Field Office (IFO) with geographical responsibility for the area containing the foreign center or satellite has surveillance responsibility for the foreign operation. The CHDO and TCPM of a domestic training center with a foreign satellite(s) will need to coordinate the surveillance responsibility for the subject satellite(s) with the appropriate IFO.

C. Remote Training Sites. A remote training site is characterized by its temporary nature. It is distinguished by the fact that it uses facilities, such as simulators or classrooms, which are typically dry leased or not under the direct or full-time operational control of the certificated (principal) training center.

1) The management, staffing, instructors, Training Center Evaluators (TCE), training curriculums, and courseware at the remote site are provided by the principal training center and remain under the control of the principal center. Instructors and TCEs that have authority to

provide instruction or evaluations at the principal center or satellite may also provide instruction and evaluations at a remote site providing they have been trained on the operation of associated flight training equipment.

NOTE: Before a TCE may conduct evaluations at a remote site that is outside of the TCPM's geographic area of responsibility, the TCPM must coordinate associated evaluations with the FAA office with geographical responsibility for the remote site. Because the TCEs activities are temporary, this coordination does not require additional Vital Information Subsystem (VIS) entries by the FSDO that has geographic oversight responsibility for the remote site.

2) The TCPM must authorize remote training sites before the accomplishment of any training, testing, or checking authorized by the principal center's TSpecs. Remote site authorization must be granted by letter for periods not exceeding 120 days. Letters of authorization (LOA) may be renewed for extenuating circumstances for not more than 60 days at a time. If, due to emergency situations, longer periods are required, consideration should be given to upgrading and designating the facility as a satellite center.

3-4336 TRAINING CENTER PROGRAM MANAGERS.

A. TCPM General. The FAA CHDO will assign a TCPM to each training center certificate-holder. The TCPM will have oversight responsibility for the training center and is responsible for overall FAA technical administration, certification, surveillance, and investigations relating to the certificate holder. The CHDO may consider the assignment of an assistant TCPM when:

- 1) A TCPM's duties exceed 70 percent of the TCPM's available time; or
- 2) The complexity of the training center is such that the TCPM could not reasonably be expected to provide required surveillance of the activities of the center and associated satellite(s).

B. TCPM Duties. TCPMs serve as the primary operations coordinator between the FAA and the training center. They oversee TCEs, ground/flight instructors, facilities, equipment, and curriculum approvals. The TCPM's role is to ensure that the training conducted by the center, its personnel, and facilities meets the regulatory standards of part 142, and complies with established policy and procedures. TCPMs also coordinate with training center management regarding regulatory changes in FAA policy matters.

1) **TCPM Approval Responsibilities.** TCPMs are responsible for reviewing and granting approval of core and/or specialty curriculums that are submitted by the center. Once initially approved, each curriculum will be entered into the center's TSpecs as either a core or a specialty curriculum. The TCPM must coordinate with the Air Carrier Training and 142 Training Center Branch's (AFS-210) part 142 program lead of each core curriculum that is initially approved for a center's use. The TCPM may notify by e-mail and should provide the curriculum name and the training requirement that it is intended to satisfy.

2) Assisting POIs. TCPMs may be called upon to assist POIs of air carriers that are requesting to use the services of the TCPM's assigned training center. For those operators that may wish to use a training center's core or specialty curriculums to accomplish a portion of their training requirements, the TCPM may assist the POI with his/her evaluation of the center's capabilities to meet the operator's training requirements. If approved by the POI, the center's curriculums may become a part of that operators training program.

3) Surveillance of Training Centers. TCPMs may function as a geographic resource for POIs whose operator(s) have been authorized to use the assigned training center or their satellites. Surveillance of this type is determined through mutual agreement between the POI and TCPM. The surveillance of foreign training centers or satellites that have been approved to conduct an air carrier's training will require POIs to coordinate required surveillance with both the TCPM and IFO.

4) TCPM Surveillance Responsibilities. Refer to Volume 3, Chapter 54, Section 5 for a discussion of the coordination activities associated with an air operator outsourcing a portion of their crewmember training to an authorized training center.

a) The TCPM must develop and conduct a surveillance program of all training center curriculums that are authorized in section B of the center's TSspecs.

b) Coordinate and conduct various surveillance and certification activities, as appropriate, with other FAA inspectors. This activity will primarily involve POIs for air carriers who have been approved to use the training center.

c) Determine through surveillance and investigation that the training center is adequately staffed with appropriately qualified instructors and TCEs.

d) Monitor TCEs to determine adequacy and quality of approved training programs as well as the quality of checking and testing.

e) Monitor instructors to determine adequacy and quality of approved training programs.

f) Monitor flight training equipment status, including discrepancy logs as required by § 142.59 to assure continued compliance with qualification standards and authorized maneuvers.

g) Monitor training programs conducted in support of the center's TSspecs to ensure compliance with center procedures, FAA regulations, policies, and procedures.

5) TCPM Certification Responsibilities.

a) Conduct practical tests for the issuance of airman certificates and ratings.

b) Conduct or observe the reexamination of certificated airmen following failures to meet the minimum standards required for the certificate they hold.

- c) Initiate and/or assist in the emergency suspension of airman certificates.
- d) Conduct enforcement investigations and prepare final reports in those cases requiring legal disposition.
- e) Provide technical assistance to legal counsel, give depositions, and testify at court trials and formal hearings.
- f) Review, recommend necessary changes to, and approve TSpecs, training center curriculums, courseware, and associated revisions.
- g) Recommend amendments to previously approved programs to eliminate unsafe practices, and/or improve the efficiency of the curriculums.
- h) Conduct formal inspections on a regular basis and evaluate methods and plans for any necessary corrective actions, including followup inspections to ensure that appropriate corrective action has been taken.
- i) Approve individual maneuvers and functions in support of the center's curriculums for simulator and flight training devices that have been appropriately qualified by the National Simulator Program Branch (AFS-205).
- j) Conduct periodic record evaluations to determine the center's compliance with 14 CFR, center policies, and other regulatory requirements.

6) Approval and Oversight of TCEs.

- a) Train and examine TCEs for initial designation, recertification, and standardization as an evaluator as necessary.
- b) Approve TCEs for specific types of aircraft and simulators operated by the training center and enter appropriate authorizations in the center's TSpec.
- c) Monitor TCEs during the conduct of airman certification and recurring evaluations to ensure compliance with established standards and approved procedures and TCE authorization letters.
- d) Ensure compliance with the Memorandum of Understanding (MOU) between the center and FAA regional Flight Standards division (RFSD).

7) TCPM Simulator and FTD Surveillance Responsibilities.

- a) Review applications for initial or upgrade evaluation of flight simulators and FTDs.
- b) Assist AFS-205, as required, with the initial and requalification of the center's simulator(s) and FTDs.

c) Periodically conduct practical evaluations of FTDs to determine that they continue to meet AFS-205's initial approval performance standards.

d) Review and approve simulator inoperative component guides.

e) Review simulator discrepancy logs for deficiencies that have not been corrected in a timely manner and that may affect the capabilities of the flight training equipment to meet training curriculum requirements.

f) Verify through actual flights or operation of training devices that each maneuver, procedure, crewmember function, circling approach, and runway scene required to support a proposed curriculum can be accomplished in accordance with the device's qualification.

g) Monitor the center's notification of any discrepancies and or modifications that may require reevaluation by AFS-205.

8) Technical Oversight. The TCPM must maintain technical oversight of each assistant TCPM, FTPM, and PPM, assigned to the TCPM's training center whose duties include responsibility for one or more specific aircraft training programs conducted by a training center.

9) Assistant TCPM Duties. Assistant TCPM duties include the following:

a) Conduct surveillance and assist the TCPM with assigned responsibilities on an as required basis.

b) Additional duties as assigned by the TCPM's supervisor.

10) PPM Duties Include the Following:

a) Conduct surveillance and assist the TCPM with assigned responsibilities on an as required basis. Particular emphasis is placed on the types of aircraft the PPM is qualified and remains current on.

b) Coordinate with the TCPM regarding FAA policy, updated training requirements, and any necessary changes to regulatory requirements for the types of aircraft in which rated.

c) Review and submit to the TCPM training, courseware, associated revisions, and any recommendations for assigned aircraft.

d) Conduct surveillance programs for all training center activities within the assigned aircraft program.

RESERVED. Paragraphs 3-4337 through 3-4352.