

VOLUME 3 GENERAL TECHNICAL ADMINISTRATION**CHAPTER 20 CHECK AIRMAN, INSTRUCTOR, AND SUPERVISOR PROGRAMS
FOR TITLE 14 CFR PARTS 121 AND 135 CERTIFICATE HOLDERS****Section 1 Safety Assurance System: General—Parts 121 and 125 Certificate Holders****Source Basis:**

- **Section 121.401, Training Program: General.**
- **Section 121.402, Training Program: Special Rules.**
- **Section 121.411, Qualifications: Check Airmen (Airplane) and Check Airmen (Simulator).**
- **Section 121.412, Qualifications: Flight Instructors (Airplane) and Flight Instructors (Simulator).**
- **Section 121.413, Initial, Transition and Recurrent Training and Checking Requirements: Check Airmen (Airplane), Check Airmen (Simulator).**
- **Section 121.414, Initial, Transition and Recurrent Training and Checking Requirements: Flight Instructors (Airplane), Flight Instructors (Simulator).**
- **Section 121.421, Flight Attendants: Initial and Transition Ground Training.**
- **Section 121.422, Aircraft Dispatchers: Initial and Transition Ground Training.**
- **Section 121.434, Operating Experience, Operating Cycles, and Consolidation of Knowledge and Skills.**
- **Section 121.453, Flight Engineer Qualifications.**
- **Part 121 Appendix H, Advanced Simulation.**
- **Section 125.295, Check Airman Authorization: Application and Issue.**

3-1386 INTRODUCTION. This section contains guidance concerning check pilot, check Flight Engineer (FE), air transportation instructor, and Air Transportation Supervisor (ATS) programs for Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 125 certificate holders (CH). This section also addresses the roles and purposes of check pilots, check FEs, air transportation flight instructors, air transportation ground instructors, and ATSS. Also, in this section are regulatory requirements, qualifications, and functional responsibilities. This section is related to Safety Assurance System (SAS) Elements 2.1.2 (OP) Training of Check Airmen and Instructors; 3.1.1 (OP) Training and Qualification of Dispatchers and Flight Followers; and 5.1.1 (OP) Training of Flight Attendants.

A. Section 2. Section 2 addresses Federal Aviation Administration (FAA) approval and surveillance of part 121 check pilots and check FEs.

B. Section 3. Section 3 addresses FAA approval and surveillance of part 125 check pilots and check FEs.

C. Section 4. Section 4 addresses training requirements for part 121 check pilots, FEs, and air transportation flight instructors.

3-1387 REGULATORY REQUIREMENTS.

A. Qualification and Training Requirements for CHs Conducting Part 121 Operations.

- 1) Part 121, § 121.401(a)(2) requires CHs to provide enough qualified ground instructors to conduct the ground training required by part 121.
- 2) Section 121.401(a)(4) requires CHs to provide enough flight instructors, check pilots, and check FEs to conduct the flight training and flight checks required by part 121.
- 3) Section 121.401(c) specifies that each instructor, supervisor, check pilot, or check FE responsible for a particular training subject or curriculum segment (including ground and flight training segments and proficiency checks, line checks, or competency checks) must certify as to the proficiency and knowledge of the individuals upon completion of that training or check.
- 4) Section 121.402(a) specifies that each check pilot, check FE, air transportation ground instructor, air transportation flight instructor, or ATS must be working for, and under the direct operational control of, the CH, another CH operating under part 121, or a 14 CFR part 142 training center.
- 5) Sections 121.411 and 121.413 specify the qualification and training requirements for check pilots and check FEs. Part 121 appendix H specifies additional qualification and training requirements for check pilots if the CH uses an advanced simulation training program in accordance with part 121 appendix H.
- 6) Sections 121.412 and 121.414 specify the qualification and training requirements for flight instructors. Part 121 appendix H specifies additional qualification and training requirements for flight instructors if the CH uses an advanced simulation training program in accordance with part 121 appendix H.
- 7) Section 121.421(b) requires that flight attendants (F/A) receive competency checks given by appropriately qualified ATSS.
- 8) Section 121.422(b) requires that aircraft dispatchers receive competency checks given by appropriately qualified ATSS.
- 9) Section 121.434(e) requires that F/As receive Operating Experience (OE) under the supervision of a qualified F/A supervisor.

B. Qualification and Training Requirements for CHs Conducting Part 125 Operations.

- 1) Part 125, § 125.295 permits a CH to request approval of a check pilot and check FE.
- 2) Part 125 CHs are not required to provide ground instructors, flight instructors, check pilots, or check FEs.

3-1388 DEFINITIONS. For purposes of standardization, the following definitions apply to check pilots, check FEs, air transportation flight and ground instructors, and ATSS.

A. Check Pilot/Check Airman. A check pilot is a pilot approved by the FAA who has the appropriate knowledge, training, experience, and demonstrated ability to evaluate and to certify the knowledge and skills of other pilots.

B. Check FE/Check Airman. A check FE is an FE approved by the FAA who has the appropriate knowledge, training, experience, and demonstrated ability to evaluate and to certify the knowledge and skills of other FEs.

NOTE: The new terms, “check pilot” and “check FE” are replacing the older term “check airman” in regulations and guidance and are synonymous with “check airman.”

C. Air Transportation Flight Instructor. An air transportation flight instructor is a flightcrew member (designated by the CH) who has the appropriate knowledge, training, experience, and demonstrated ability to instruct other flightcrew members in a flight training curriculum segment of that CH’s training program.

NOTE: An air transportation flight instructor is not required to hold an FAA flight instructor certificate when instructing in part 121 training programs.

D. Air Transportation Ground Instructor. An air transportation ground instructor is a person selected and qualified by the CH who has the appropriate knowledge, experience, training, and demonstrated ability to instruct crewmembers or aircraft dispatchers in curriculum segments other than flight training.

NOTE: An air transportation ground instructor is not required to hold an FAA flight instructor certificate or FAA ground instructor certificate when instructing in part 121 training programs.

E. Air Transportation Supervisor (ATS). For purposes of this order, an ATS is an individual employed by a CH, who is authorized by that CH to conduct competency checks for F/As or aircraft dispatchers, as applicable. F/A ATSS may also supervise F/A OE.

3-1389 CHECK PILOT AND CHECK FE ROLE AND CHARACTERISTICS. The role of the check pilot and check FE is to ensure that the flightcrew member has met competency standards before the check pilot or check FE releases the flightcrew member from training and to ensure that the flightcrew member maintains those standards while remaining in line service. Effective training and use of check pilots and check FEs by a CH ensures that flightcrew members are standardized in their job performance. A check pilot or check FE must be knowledgeable in the applicable requirements of 14 CFR parts 61, 63, 91, 110, 117, 119, 121, and 125; other applicable FAA policies; safe operating practices; and the CH’s policies and procedures. A check pilot or check FE must have achieved and maintained a favorable record as a flightcrew member. Once approved, the check pilot’s or check FE’s manner and professional reputation should always reflect positively upon the employer and the FAA.

NOTE: Under current regulations, there is no specified normal term of expiration for approvals of check pilots and check FEs. At his or her discretion, the Principal Operations Inspector (POI) may grant, limit, or withdraw a check pilot's or check FE's approval.

3-1390 CLASSIFICATIONS OF CHECK PILOTS AND CHECK FEs. There are six classifications, five of which relate to pilots and one of which relates to FEs. The six classifications are:

- Proficiency Check Pilot–Aircraft.
- Proficiency Check Pilot–Simulator.
- Line Check Pilot–All Seats (left, right, and observer's).
- Line Check Pilot–Observer's Seat Only.
- Check Pilot–All Checks.
- Check FE.

3-1391 PROFICIENCY CHECK PILOT—AIRCRAFT (INCLUDES FLIGHT SIMULATION TRAINING DEVICES (FSTD)).

A. Eligibility. For initial and continuing approval as a proficiency check pilot (aircraft), an individual must meet the following eligibility requirements:

1) Hold the required airman certificate and ratings to serve as the pilot in command (PIC) of the specific aircraft in operations under parts 121 and 125, as applicable.

2) Hold a first- or second-class medical certificate, as appropriate, if serving as a required flightcrew member. Parts 121 and 125 check pilots not serving as a required flightcrew member are not required to hold a medical certificate.

3) Be less than 65 years of age, if serving as a pilot flightcrew member in operations under part 121.

4) For part 121 check pilots, if the CH uses an advanced simulation training program in accordance with part 121 appendix H, have served for at least 1 year as a check pilot in a CH's approved program or as a PIC or second in command (SIC) in an airplane of the same group in which the check pilot will conduct checks.

5) For part 121 check pilots, if the CH uses an advanced simulation training program in accordance with part 121 appendix H, within the preceding 12-month period, fly at least two flight segments as a required flightcrew member for the type airplane or complete an approved line observation program. See paragraph 3-1405 for guidance on line observation programs.

6) Have completed the CH's check pilot training required by §§ 121.411 and 121.413 and part 121 appendix H, as applicable. See Volume 3, Chapter 20, Section 4 for guidance on part 121 check pilot training.

7) Have completed the training and currency requirements to serve as the PIC for that CH, including ground and flight training, proficiency or competency checks, and 90-day recency of experience.

8) For part 121 check pilots, at least once every 24 calendar-months, satisfactorily demonstrate the ability to conduct a check or supervise OE, as applicable, to an FAA inspector or Aircrew Program Designee (APD) employed by the CH. The demonstration may be accomplished in an aircraft in flight, in a full flight simulator (FFS), in a flight training device (FTD), or in a combination, as appropriate.

9) Be specifically approved by the FAA.

B. Authorized Activities. A classification of proficiency check pilot (aircraft) authorizes a check pilot to conduct the following activities in an aircraft or FSTD (subject to the authorizations and limitations shown in the letter of approval):

1) For part 121 check pilots, pilot flightcrew member proficiency checks conducted in a qualification curriculum segment of the CH's training and qualification program, from either pilot seat or observer's seat.

2) For part 125 check pilots, pilot flightcrew member proficiency or competency checks conducted in a qualification curriculum segment of the CH's program, from either the left pilot seat, right pilot seat, or observer's seat.

3) Flight instruction in the CH's training and qualification program, from either pilot seat or observer's seat.

4) Supervision of the reestablishment of recency of experience. Parts 121 and 125 require that a check pilot reestablish a pilot's recency of experience.

5) Special checks conducted as a qualification curriculum segment of the CH's training and qualification program, provided the check pilot is qualified in the specific activity for which he or she is conducting the special check (such as Category (CAT) II and CAT III approach operations).

6) Certification of the satisfactory proficiency and knowledge of flightcrew members after completion of a flight training curriculum segment, flight training module, or proficiency or competency check.

3-1392 PROFICIENCY CHECK PILOT—SIMULATOR.

A. Eligibility. To be eligible for initial and continuing approval as a proficiency check pilot (simulator), an individual must meet the following eligibility requirements:

1) Hold the required airman certificate and ratings, except medical certificate, to serve as the PIC of the specific aircraft in operations under parts 121 and 125, as applicable.

2) For part 121 check pilots, if the CH uses an advanced simulation training program in accordance with part 121 appendix H, have served for at least 1 year as a check pilot in a CH's approved program or as a PIC or SIC in an airplane of the same group in which the check pilot will conduct checks.

3) Have completed the CH's check pilot training as required by §§ 121.411 and 121.413 and part 121 appendix H, as applicable. See Volume 3, Chapter 20, Section 4 for guidance on part 121 check pilot training.

4) Have completed the training requirements to serve as the PIC for the CH, including ground and flight training and the required proficiency or competency checks.

5) For part 121 check pilots, within the preceding 12-month period, fly at least two flight segments as a required flightcrew member for the type airplane or complete an approved line observation program. See paragraph 3-1405 for guidance on line observation programs.

6) For part 121 check pilots, at least once every 24 calendar-months, satisfactorily demonstrate the ability to conduct a check or supervise OE, as applicable, to an FAA inspector or APD employed by the CH. The demonstration may be accomplished in an aircraft in flight, in an FFS, in an FTD, or in a combination, as appropriate.

7) Be specifically approved by the FAA.

B. Authorized Activities. Approval as a proficiency check pilot (simulator) authorizes a check pilot to conduct the following activities in an FSTD only (subject to the authorizations and limitations shown in the letter of approval):

1) For part 121 check pilots, pilot flightcrew member proficiency checks conducted in a qualification curriculum segment of the CH's training and qualification program.

2) For part 125 check pilots, pilot flightcrew member proficiency or competency checks in a qualification curriculum segment of the CH's program.

3) Flight instruction in the CH's training and qualification program.

4) Supervision of the reestablishment of recency of experience. Parts 121 and 125 require that a check pilot reestablish a pilot's recency of experience.

5) Special checks conducted as a qualification curriculum segment of the CH's training and qualification program, provided the check pilot is qualified in the specific activity for which he or she is conducting the special check (such as CAT II and CAT III operations).

6) Certification of the satisfactory proficiency and knowledge of flightcrew members, after completion of a flight training curriculum segment, flight training module, or proficiency or competency check.

3-1393 LINE CHECK PILOT—ALL SEATS (LEFT PILOT SEAT, RIGHT PILOT SEAT, AND OBSERVER’S SEAT), PART 121.

A. Eligibility. For initial and continuing approval as a line check pilot (all seats), an individual must meet the following eligibility requirements:

- 1) Hold the required airman certificate and ratings to serve as the PIC of the specific aircraft in operations under part 121.
- 2) Hold a first- or second-class medical certificate, as appropriate, if serving as a required flightcrew member. If not serving as a required flightcrew member, hold a third-class medical certificate.
- 3) Be less than 65 years of age, if serving as a pilot flightcrew member in operations under part 121.
- 4) Have completed the training and currency requirements to serve as the PIC for that CH, including ground and flight training, proficiency check, and 90-day recent experience.
- 5) Have completed the CH’s check pilot training required by §§ 121.411 and 121.413, as applicable. See Volume 3, Chapter 20, Section 4 for guidance on part 121 check pilot training.
- 6) At least once every 24 calendar-months, satisfactorily demonstrate the ability to conduct a check or supervise OE, as applicable, to an FAA inspector or APD employed by the CH. The demonstration may be accomplished in an aircraft in flight, in an FFS, in an FTD, or in a combination, as appropriate.
- 7) Be specifically approved by the FAA.

B. Authorized Activities. Approval as a line check pilot (all seats) authorizes a check pilot to conduct the following activities in an aircraft (subject to the authorizations and limitations shown in the letter of approval):

- 1) Pilot flightcrew member line checks from either pilot seat or the observer’s seat.
- 2) Training and checking in special operations as a module of the CH’s approved training and qualification program, provided that the check pilot is qualified in the specific operations for which he or she is conducting training or checking (special airports or international routes).
- 3) Supervision of pilot flightcrew member OE from either pilot seat.
- 4) In accordance with § 121.434(b)(3), certification of the satisfactory proficiency and knowledge of a pilot flightcrew member after the pilot’s demonstration of the preflight visual inspection of the interior and exterior of the airplane during OE.
- 5) Supervision of FE flightcrew member OE from the observer’s seat.

NOTE: The check pilot may conduct supervision of pilot flightcrew member OE from the observer's seat, in accordance with § 121.434(c)(1)(ii), for a transitioning PIC if the transitioning PIC has made at least two takeoffs and landings in the type aircraft used; and has satisfactorily demonstrated to the check pilot that he is qualified to perform the duties of a PIC for that type aircraft.

3-1394 LINE CHECK PILOT—OBSERVER'S SEAT ONLY, PART 121.

A. Eligibility. For initial and continuing approval as a line check pilot (observer's seat only), an individual must meet the following eligibility requirements:

1) Hold the required airman certificate and ratings to serve as the PIC of the specific aircraft in operations under part 121, as applicable. Part 121 line check pilots (observer's seat only) are not required to hold a medical certificate.

2) Have completed the training and currency requirements to serve as the PIC for that CH, including ground and flight training, proficiency checks, and the 90-day recent experience.

3) Have completed the CH's check pilot training required by §§ 121.411 and 121.413, as applicable. See Volume 3, Chapter 20, Section 4 for guidance on part 121 check pilot training.

4) At least once every 24 calendar-months, satisfactorily demonstrate the ability to conduct a check or supervise OE, as applicable, to an FAA inspector or APD employed by the CH. The demonstration may be accomplished in an aircraft in flight, in an FFS, in an FTD, or in a combination, as appropriate.

5) Be specifically approved by the FAA.

NOTE: The CH must have procedures published in the operations manual to be followed in the event a line check pilot (observer's seat only) determines that a flightcrew member's performance does not meet standards that would allow the individual to continue to operate the aircraft. The check pilot must not allow the flightcrew member to continue the flight or trip. If the line check pilot (observer's seat only) does not meet the requirements to substitute for the flightcrew member, specific alternative procedures must be followed.

B. Authorized Activities. Approval as a line check pilot (observer's seat only) authorizes a check pilot to conduct the following activities in an aircraft (subject to the authorizations and limitations shown in the letter of approval):

1) Pilot flightcrew member line checks from the observer's seat.

2) Training and checking in special operations as a module of the CH's approved training and qualification program from the observer's seat, provided that the check pilot is qualified in the specific operations for which he or she is conducting training or checking (such as special airports and international routes).

- 3) Supervision of FE flightcrew member OE from the observer's seat.

3-1395 CHECK PILOT—ALL CHECKS.

A. Eligibility. For initial and continuing approval as a check pilot (all checks) an individual must meet the eligibility requirements for a proficiency check pilot (aircraft) and for a line check pilot (all seats), in accordance with paragraphs 3-1391 and 3-1393.

B. Authorized Activities. Approval as a check pilot (all checks) authorizes a check pilot to conduct all authorized activities of a proficiency check pilot (aircraft) and a line check pilot (all seats), in accordance with paragraphs 3-1391 and 3-1393.

3-1396 CHECK FE, PARTS 121 AND 125. The POI can approve a check FE to conduct activities in an aircraft and/or FSTD.

A. Eligibility. For initial and continuing approval as a check FE, an individual must meet the following eligibility requirements:

- 1) Hold the required airman certificate and ratings to serve as an FE on the specific aircraft in operations under part 121 or 125, as applicable.
- 2) Hold at least a second-class medical certificate if serving as a required flightcrew member. If not serving as a required flightcrew member, check FEs are not required to hold a medical certificate.
- 3) Have completed the CH's check FE training required by §§ 121.411 and 121.413, as applicable. See Volume 3, Chapter 20, Section 4 for guidance on part 121 check FE training.
- 4) Have completed the training requirements to serve as an FE for the CH in the specific aircraft, including ground and flight training, and flight checks.
- 5) For part 121 check FEs (only authorized to conduct checking activities in an FSTD), within the preceding 12-month period, fly at least two flight segments as a required flightcrew member for the type aircraft or complete an approved line observation program. See paragraph 3-1405 for guidance on line observation programs.
- 6) For part 121 check FEs, at least once every 24 calendar-months, satisfactorily demonstrate the ability to conduct a check or supervise OE to an FAA inspector or APD employed by the CH. The demonstration may be accomplished in an aircraft in flight, in an FFS, in an FTD, or in a combination, as appropriate.
- 7) Be specifically approved by the FAA.

B. Authorized Activities. Approval as a check FE authorizes an individual to conduct the following activities (subject to the authorizations and limitations shown in the letter of approval):

- 1) FE flight checks conducted as a qualification curriculum segment in the CH's training and qualification program.
- 2) Flight instruction of FEs in the CH's training and qualification program.
- 3) For part 121 check FEs, supervision of FE OE.
- 4) FE flight checks to reestablish qualification in accordance with § 121.453.
- 5) Special checks conducted as a qualification curriculum segment of the CH's training and qualification program, provided the check FE is qualified in the specific activity for which he or she is conducting the special check (such as CAT II and CAT III operations).
- 6) Certification of the satisfactory proficiency and knowledge of flightcrew members after completion of a flight training curriculum segment, flight training module, or flight check.

3-1397 AIR TRANSPORTATION INSTRUCTOR ROLE AND CHARACTERISTICS.

An air transportation instructor is a person employed by a CH for the purpose of training crewmembers and aircraft dispatchers in the CH's approved training program. Air transportation instructors must be knowledgeable in the applicable requirements of 14 CFR parts 61, 63, 65, 91, 110, 117, 119, and 121; other applicable FAA policies and safe operating practices; and the CH's policies and procedures. An air transportation instructor should possess effective communication skills and a manner that always reflects professionalism and a positive attitude toward safety.

3-1398 AIR TRANSPORTATION FLIGHT INSTRUCTOR—AIRCRAFT. An air transportation flight instructor (aircraft) may be a pilot instructor, an FE instructor, or both, and may conduct flight training in an aircraft or FSTD.

A. Eligibility. For initial and continuing authorization as a flight instructor (aircraft), an individual must meet the following eligibility requirements:

- 1) Hold the airman certificate and ratings required to serve as the PIC or FE, as applicable, on the specific aircraft in operations under part 121, as applicable.
- 2) For part 121 pilot instructors, hold a first- or second-class medical certificate, as appropriate, if serving as a required flightcrew member. If not serving as a required flightcrew member, part 121 pilot instructors are not required to hold a medical certificate.
- 3) For FE instructors, hold a second-class medical certificate if serving as a required flightcrew member. If not serving as a required flightcrew member, FE instructors are not required to hold a medical certificate.
- 4) Be less than 65 years of age, if serving as a pilot flightcrew member in operations under part 121.
- 5) For part 121 pilot instructors, if the CH uses an advanced simulation training program in accordance with part 121 appendix H, have served for at least 1 year as a pilot

instructor in a CH's approved program or as a PIC or SIC in an airplane of the same group in which the pilot instructor will conduct instruction.

6) For part 121 pilot instructors, if the CH uses an advanced simulation training program in accordance with part 121 appendix H, within the preceding 12-month period, fly at least two flight segments as a required flightcrew member for the type airplane or complete an approved line observation program. See paragraph 3-1405 for guidance.

7) For pilot instructors, have completed the training and currency requirements to serve as the PIC for the CH, including ground and flight training, proficiency check, and 90-day recent experience.

8) For FE instructors, have completed the training requirements to serve as an FE for the CH, including ground and flight training and flight checks.

9) Have completed the CH's flight instructor training required by §§ 121.412 and 121.414 and part 121 appendix H, as applicable. See Volume 3, Chapter 20, Section 4 for guidance on part 121 flight instructor training.

10) At least once every 24 calendar-months, satisfactorily demonstrate the ability to conduct flight instruction to an FAA inspector, check pilot, check FE, or APD employed by the CH. The demonstration may be accomplished in an aircraft, an FFS, an FTD, or in a combination, as appropriate. Initial evaluation should include evaluation in an aircraft.

B. Authorized Activities. An air transportation flight instructor (aircraft), when authorized by the CH, may conduct the following flight instruction activities in an aircraft or FSTD:

1) Flight instruction in the CH's approved training program from either pilot seat or observer's seat.

2) Certification of the satisfactory proficiency and knowledge of flightcrew members after completion of a flight training curriculum segment or flight training module.

3-1399 AIR TRANSPORTATION FLIGHT INSTRUCTOR—SIMULATOR. An air transportation flight instructor (simulator) may instruct in an FSTD and may be a pilot instructor, an FE instructor, or both.

A. Eligibility. For initial and continuing authorization as a flight instructor (simulator), an individual must meet the following eligibility requirements:

1) Hold the airman certificate and ratings, except medical certificate, required to serve as a PIC or FE, as applicable, on the specific aircraft in operations under part 121.

2) For part 121 pilot instructors, if the CH uses an advanced simulation training program in accordance with part 121 appendix H, have served for at least 1 year as a pilot instructor in a CH's approved program or as a PIC or SIC in an airplane of the same group in which the pilot instructor will conduct instruction.

3) Have completed the CH's flight instructor training required by §§ 121.412 and 121.414 and part 121 appendix H, as applicable. See Volume 3, Chapter 20, Section 4 for guidance on part 121 flight instructor training.

4) For pilot instructors, have completed the training requirements to serve as the PIC for the CH, including ground and flight training and the required proficiency check.

5) For FE instructors, have completed the training requirements to serve as an FE for the CH, including ground and flight training, and flight checks.

6) For part 121 instructors, within the preceding 12-month period, fly at least two flight segments as a required flightcrew member for the type airplane or complete an approved line observation program. See paragraph 3-1405 for guidance on line observation programs.

7) At least once every 24 calendar-months, satisfactorily demonstrate the ability to conduct flight instruction to an FAA inspector, check pilot, check FE, or APD employed by the CH. The demonstration may be accomplished in an FFS, an FTD, or both, as appropriate.

B. Authorized Activities. An air transportation flight instructor (simulator), when authorized by the CH, may conduct the following flight instruction activities in an FSTD only:

- 1) Flight instruction in the CH's approved training program.
- 2) Certification of the satisfactory proficiency and knowledge of a flightcrew member after completion of a flight training curriculum segment or flight training module.

3-1400 AIR TRANSPORTATION GROUND INSTRUCTOR.

A. Training and Qualification. An individual must meet the CH's training and qualification requirements to conduct ground instruction. POIs should recommend that ground instructors who will conduct part 121 PIC leadership and command training or mentoring training receive training on how to effectively lead a facilitated discussion using the CH's delivery method.

B. Authorized Activities. An air transportation ground instructor, when qualified and authorized by the CH, may conduct the following:

- 1) Ground instruction in the CH's approved training program.
- 2) Certification of the satisfactory proficiency and knowledge of crewmembers and aircraft dispatchers after completion of a ground training curriculum segment or module.

C. Training and Qualification Records. The CH must maintain documentation of the training and qualification for each air transportation ground instructor and must make that documentation available for inspection by the FAA upon request.

3-1401 SURVEILLANCE OF AIR TRANSPORTATION INSTRUCTORS. When conducting surveillance of air transportation instructors, inspectors should verify that the quality

of instruction provided by instructors in both ground and flight training segments is effective. Instructors should create an effective environment for training. The instructor should be flexible and alert to individual needs of the crewmembers.

A. Air Transportation Ground Instructors. Ground instructors should meet the following standards, as applicable to the instruction being conducted:

- Know the CH's training policies and procedures, know how to complete required forms, and exhibit satisfactory instructional methods and techniques;
- Be knowledgeable in the specific area of instruction and be able to present the material in a logical, clear, and organized manner;
- Be aware of the minimum training equipment required for each element and conform to the limitations imposed on the element(s) by inoperative component(s); and
- Follow the applicable lesson plans, guides, or other training aids to ensure that the material is properly presented as designed.

B. Air Transportation Flight Instructors. Flight instructors should meet the following standards, as applicable to the instruction being conducted:

- Know the CH's training policies and procedures, know how to complete required forms, and exhibit satisfactory instructional methods and techniques;
- Be knowledgeable in the specific area of instruction and be able to present the material in a logical, clear, and organized manner;
- Be competent in the operation of FSTDs; be knowledgeable of the events that may be accomplished in that level of FSTD; and conform to the limitations imposed by missing, malfunctioning, or inoperative components;
- Follow the applicable lesson plans and guides to ensure that the material is properly presented as designed;
- Provide a thorough preflight briefing on all maneuvers and procedures that will be accomplished; and
- Provide a thorough postflight debriefing to review each flightcrew member's performance during a training session.

3-1402 ATS ROLE AND CHARACTERISTICS. The role of the ATS is to ensure that the F/A or aircraft dispatcher meets the competency standards by demonstrating knowledge and ability in the training subjects required by part 121. An ATS must be knowledgeable in the applicable requirements of parts 65, 91, 110, 117, 119, and 121; other applicable FAA policies; safe operating practices; and the CH's policies and procedures.

3-1403 ATS—F/A.

A. Training and Qualification. A CH conducting part 121 passenger carrying operations must establish and maintain a program to train and qualify F/A ATSS. An individual must successfully complete the appropriate curriculum, including the required competency check, to qualify as an F/A ATS. To maintain qualification, F/A ATSS must successfully complete recurrent training, including competency checks.

B. Authorized Activities. An F/A ATS, when qualified and authorized by the CH, may conduct the following:

- 1) Initial and recurrent F/A competency checks.
- 2) Supervision of F/A OE.
- 3) Certification of the satisfactory proficiency and knowledge of F/As after completion of the competency check.

C. Training and Qualification Records. The CH must maintain documentation of the training and qualification for each F/A ATS and must make that documentation available for inspection by the FAA upon request.

3-1404 ATS—AIRCRAFT DISPATCHER.

A. Training and Qualification. A CH conducting part 121 domestic and/or flag operations must establish and maintain a program to train and qualify aircraft dispatcher ATSs. An individual must be current and qualified as an aircraft dispatcher for the CH to qualify as an aircraft dispatcher ATS. For the purposes of this order, “current and qualified” with respect to an aircraft dispatcher ATS means an individual has successfully completed all training and qualification requirements in §§ 121.415, 121.422, and 121.427 (including competency checks) and any on-the-job training (OJT) requirements of the CH.

NOTE: To maintain qualification as an aircraft dispatcher ATS, an individual must remain current and qualified as an aircraft dispatcher by successfully completing recurrent training, including competency checks.

B. Authorized Activities. An aircraft dispatcher ATS, when qualified and authorized by the CH, may conduct the following:

- 1) Initial and recurrent aircraft dispatcher competency checks.
- 2) Certification of the satisfactory proficiency and knowledge of aircraft dispatchers after completion of the competency check.

C. Staffing. In order to ensure continued qualification of each aircraft dispatcher ATS, CHs should employ at least two aircraft dispatcher ATSs. In rare cases, such as initial certification of an air carrier, or sudden temporary staff changes leading to the employment of only one aircraft dispatcher ATS, an Aviation Safety Inspector—Aircraft Dispatcher (ASI-AD) may administer an initial or recurrent competency check.

D. Training and Qualification Records. The CH must maintain documentation of the training and qualification for each aircraft dispatcher ATS and must make that documentation available for inspection by the FAA upon request.

3-1405 LINE OBSERVATION PROGRAM. The preferred method of compliance with the requirements of §§ 121.411(f) and 121.412(f) is to have flight instructors, check pilots, and

check FEs fly a minimum of two flight segments during actual line operations in the aircraft. In lieu of actual line flying, flight instructors, check pilots, and check FEs can complete an approved line observation program. There are two types of line observation programs that a POI may approve: line observation from the observer's seat or a Line-Operational Simulation (LOS) program.

A. Line Observation From the Observer's Seat. A CH may comply with §§ 121.411(f)(2) and 121.412(f)(2) by requiring flight instructors, check pilots, and check FEs to complete line observation from the observer's seat. Prior to approving this type of line observation program, POIs must ensure the CH's proposed program requires each flight instructor, check pilot, and check FE to complete a minimum of two flight segments in the observer's seat within each 12-month period.

B. LOS Program. A CH may comply with §§ 121.411(f)(2) and 121.412(f)(2) by conducting an LOS program. Prior to approving an LOS program, POIs must ensure the CH's proposed program complies with the following requirements:

1) Ground Training. Ground training must include the following subjects:

a) Clearances. Duties of a check pilot, check FE, or flight instructor with regards to the use of air traffic control (ATC) clearances in a training environment.

- Format of clearances to accurately simulate ATC.
- Ability to provide timeliness of responses typical of controllers.
- Using clearances accurately to create a more realistic scenario in the training environment.
- Accurately providing realistic clearances to enhance instructor credibility and professionalism.
- Using clearances accurately to simulate correct ATC spacing and controller knowledge of aircraft system performance parameters.

b) Terminology.

- Common ATC terminology variations.
- International language and terminology considerations (if applicable).
- Realistic use in the training environment.

c) Vectoring. Appropriate use and training benefits/pitfalls.

- Commonly misused vectoring practices.
- Training benefits and importance of correct vectoring to preserve realism.
- Negative training and associated impact of inaccurate or unrealistic vectors/practices.

d) International Civil Aviation Organization (ICAO) Differences. Applicable for those CHs that provide instruction for international operations.

- Variations between FAA and ICAO terminology.
- Foreign airport training and practices.
- Transition altitudes.

e) Runway (RW)/Taxiway Signage, Surface Movement Guidance and Control System (SMGCS), etc.

- Recent changes in signage and markings.
- Large airports/small airport variances.
- RW markings.
- Taxiway markings.
- Ground and approach lighting systems.
- SMGCS: who must comply, under what weather conditions it applies, and how to comply with clearances and procedures.

2) Flight Training. Training must be conducted in an FFS and will be designed as an LOS event intended to provide replication of operations within the National Airspace System (NAS). It must be designed to realistically simulate (within the limitations of FFS technology) a view of the ATC environment that flightcrews may encounter when operating in the NAS. Flight training must include the following events, as applicable, that are tailored to reflect the operational environment of the CH:

- Normal operations;
- ATC normal, abnormal, and emergency operations;
- Low-visibility taxi and takeoff (use of enhanced taxiway markings and ATC interactions);
- Short approach request;
- Tailwind landing request <10 knots;
- Speed restrictions and expedite requests (e.g., 180 knots to the marker);
- Expedite to an altitude (may be up or down);
- Unexpected clearance to a new fix (flight management system (FMS) exercise);
- Visual approach;
- Special approaches (Required Navigation Performance (RNP) subject to special requirement, localizer performance with vertical guidance (LPV), precision runway monitor (PRM), etc.);
- Traffic alert;
- Traffic Alert and Collision Avoidance System (TCAS) alert;
- Uncontrolled field approach;
- Special airport operation;
- Special route authorizations;
- RNP approaches and departures;
- Equipment failures affecting navigation reliability; and
- Other events that the CH may deem appropriate.

3) LOS Program Training Schedule. The CH must develop sufficient LOS scenarios to ensure flight instructors, check pilots, and check FEs do not repeat the same scenario within four training cycles as defined within their approved training and qualification program. If the ground and flight training segments occur more than 30 days apart, then the CH must maintain a separate tracking record for each segment. Each segment will then have its own 12-month currency cycle.

■ **RESERVED.** Paragraphs 3-1406 through 3-1420.