

CHAPTER 3. CHECK AIRMAN, INSTRUCTOR, AND SUPERVISOR PROGRAMS

SECTION 1. GENERAL

637. INTRODUCTION. This chapter contains guidance concerning check airman, air transportation instructor, and air transportation supervisor programs for Federal Aviation Regulations (FAR) Parts 121 and 135 operators. Section 1 addresses the roles and purposes of check airmen, of air transportation flight instructors, of air transportation ground instructors, and of air transportation supervisors. Also in section 1 are regulatory requirements, qualifications, and functional responsibilities. Section 2 addresses Federal Aviation Administration (FAA) approval and surveillance of FAR Part 121 and FAR Part 135 check airmen. Section 3 addresses training requirements.

639. REGULATORY REQUIREMENTS. FAR § 121.401(a)(4) and FAR § 135.323(a)(4) require operators to provide enough flight instructors and check airmen to conduct the flight training and flight checks required in FAR Parts 121 and 135. FAR § 121.401(c) and FAR § 135.323(c) specify that each instructor, supervisor, or check airman responsible for a particular training curriculum or curriculum segment (including ground and flight training segments and flight checks or competency checks) shall certify the proficiency and knowledge of individuals receiving the training or checks. FAR § 121.411 and FAR § 121.413 or FAR § 135.337 and FAR § 135.339, as applicable, specify the qualification and training requirements for check airmen and flight instructors. FAR § 121.421(b) and FAR § 121.422(b) require that flight attendants and aircraft dispatchers be given competency checks, which may be given by appropriately qualified air transportation supervisors or ground instructors. FAR § 121.434(e) requires that flight attendants receive operating experience (OE) under the supervision of a qualified flight attendant supervisor.

640. EXEMPTIONS. A process to petition for relief from regulatory requirements is provided under the terms and procedures set forth in FAR Part 11. The language contained in exemptions granted under this process is viewed as regulatory language, and must be respected in exactly the same manner as the regulations themselves.

NOTE: Confusion often arises when policy guidance appears to be inconsistent with regulations. Inspectors and operators must bear in mind that Public Laws and Federal Aviation Regulations--including exemptions--comprise the body of requirements that can not be changed by policy. Policy guidance documents such as Advisory Circulars, handbooks, and bulletins to the handbooks are always subordinate to those requirements

641. DEFINITIONS. For purposes of standardization, definitions follow which apply to check airmen, air transportation flight and ground instructors, and air transportation supervisors (who teach and check under FAR Part 121 and FAR Part 135 training programs:

- *Check Airman:* A check airman is an airman approved by the FAA who has the appropriate training, experience, and demonstrated ability to evaluate and to certify the knowledge and skills of other airmen. Evaluation is made on the basis of various checks conducted as modules in a specified operator's FAA-approved training program. A check airman is authorized to conduct proficiency or competency checks, line checks, and special qualification checks; to supervise the re-establishment of landing currency; and to supervise the initial operating experience (OE) requirements of FAR §§ 121.434 and 135.244. A check airman may conduct flight training in the operator's approved program.

NOTE: FAR Part 121 requires that landing currency be re-established under the supervision of a check airman. FAR Part 135 does not have such a requirement.

- *Air Transportation Flight Instructor:* An air transportation flight instructor is an airman designated by a FAR Part 121 or FAR Part 135 operator, who has the appropriate training, experience, and demonstrated ability to instruct other airmen in a flight segment (curriculum segment) of that operator's training program. An air transportation flight instructor may certify the proficiency and

knowledge of other airmen and recommend them for proficiency or competency checks, certification flight checks, and other special qualification flight checks. An air transportation flight instructor may also conduct LOFT/LOS training under AQP and under FAR Part 121, Appendix H programs when all appropriate requirements have been met.

NOTE: An air transportation flight instructor is not required to hold an FAA Flight Instructor Certificate (CFI) when instructing in FAR Part 121 or FAR Part 135 training programs.

- *Air Transportation Ground Instructor:* An air transportation ground instructor is a person selected by the operator who has the appropriate knowledge, experience, training, and demonstrated ability to instruct crewmembers or aircraft dispatchers in curriculum segments other than flight curriculum segments. An air transportation ground instructor may certify the satisfactory completion of ground training curriculum segments by flightcrew member. An air transportation ground instructor who is specifically selected and qualified by the operator may conduct competency checks for flight attendants or for aircraft dispatchers, as applicable.

NOTE: An air transportation ground instructor is not required to hold an FAA Ground Instructor Certificate when conducting FAR Part 121 or FAR Part 135 training activities.

- *Supervisor:* For purposes of this handbook, a supervisor is an aircraft dispatcher or flight attendant chosen by the operator to conduct competency checks. A flight attendant supervisor may supervise flight attendant OE.

NOTE: Operators may define the term “supervisor” differently from the definition used in this handbook. Inspectors should ensure a mutual understanding of the term in discussions with operators.

643. CHECK AIRMAN ROLE AND CHARACTERISTICS. The roles of check airmen are (1) to ensure that the flight crewmember has met competency standards before the crewmember is released from training, and (2) to ensure that those standards are maintained while the crewmember remains in line service. Effective training and use of check airmen by an operator ensure that flight crewmembers are standardized in their job performance. A check airmen candidate must be knowledgeable in the applicable requirements of FAR Parts 61, 63, 65,

91, 121, 135, and other regulations; in applicable FAA policies; and in safe operating procedures required for particular crewmember positions. A check airman candidate must have achieved and maintained a favorable record as a flight crewmember. Once approved, a check airman’s manner and professional reputation should always reflect positively upon the employer and the FAA.

NOTE: Under current regulations no normal term to expiration is specified for approvals of check airmen (unlike designated examiners, whose term is 12 months, per FAR Part 183). A check airman’s approval may be given, limited, or withdrawn, in the discretion of the Principal Operations Inspector (POI).

645. CLASSIFICATIONS OF CHECK AIRMEN.

There are six check airman classifications, five of which relate to pilots, one of which relates to flight engineers. Approval for each check airman classification is contingent on the check airman having been properly certificated in the applicable aircraft and crew position; having been trained in accordance with the operator’s approved check airman training program for the specific classification; and having demonstrated to the FAA the ability to conduct a test event and to evaluate an airman’s performance. The six check airman classifications are:

- Proficiency Check Airman - Aircraft
- Proficiency Check Airman - Simulator
- Line Check Airman - All Seats (left, right, observer’s)
- Line Check Airman - Observer’s Seat Only
- Check Airman - All Checks
- Check Flight Engineer

647. PROFICIENCY CHECK AIRMAN - AIRCRAFT (INCLUDES SIMULATOR).

A. *Eligibility.* For initial and continuing approval as a proficiency check airman - aircraft, an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings for the specific aircraft to serve as pilot-in-command (PIC) in revenue service
- Hold a third class medical certificate for instructing or evaluating in an aircraft or in a simulator. For programs approved under FAR § 121.409b (and the sections referenced therein) a medical certificate is not required

NOTE: Rulemaking has been initiated to remove the requirement of FAR § 121.411 for

a medical certificate for instructors and check airmen in a simulator.

- Have completed the operator's air transportation flight instructor and check airman qualification training programs required by FAR §§ 121.411, 121.413 and Appendix H, or by FAR §§ 135.337 and 135.339, as applicable, covering such topics as:
 - Check ride briefings and debriefings
 - for an applicant
 - for supporting crew members
 - for a safety pilot
 - Safety preparedness and countermeasures
 - in an aircraft
 - in a flight simulator (such as emergency exits, fire and smoke procedures, and simulator motion failures)
 - Meet training and currency requirements to serve as PIC for that operator, including ground and flight training, proficiency or competency checks, and 90-day landing currency
 - Maintain line currency as a flightcrew member with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI. (Refer to Advisory Circular (AC) 120-35, as amended, for a discussion of terms) A medical certificate appropriate to the crew position occupied on the line is required for those instructors and check airmen who maintain line currency.
 - Satisfactorily demonstrate, initially and at least biennially, to an FAA inspector the ability to conduct proficiency or competency checks in an aircraft in flight or in a simulator, or in both, as appropriate. Initial evaluation shall include evaluation in an aircraft. Evaluation of an instructor in a simulator shall include the individual's ability to operate the simulator while instructing

B. Authorized Activities. A classification of proficiency check airman - aircraft authorizes a check airman to conduct the following activities:

- Pilot proficiency or competency checks conducted as a qualification curriculum segment in the operator's approved training program, from either pilot seat in an aircraft in flight, or in a simulator, as appropriate.

- Flight instruction in the operator's approved training program, from either pilot seat in an aircraft in flight, or in a simulator, or both, as appropriate.
- Supervision of the re-establishment of landing currency
- Special checks conducted as a qualification curriculum segment of the operator's approved training program, provided the check airman is qualified in the specific activity for which the special check is being conducted (such as CAT II and CAT III operations)
- Certification of the satisfactory proficiency and knowledge of airmen after completion of a flight training curriculum segment or flight training module
- When authorized by the operator, ground instruction for airmen, and certification of the satisfactory completion by an airman of a ground training curriculum segment

649. PROFICIENCY CHECK AIRMAN-SIMULATOR.

A. Eligibility. To be eligible for initial and continuing approval as proficiency check airman - simulator, an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings to serve as PIC of the specific aircraft in revenue service
- Hold at least a valid third class medical certificate
- Have completed the operator's air transportation flight instructor and check airman qualification training programs as required by FAR §§ 121.411, 121.413 and Appendix H, or by FAR §135.337 and FAR § 135.339, as applicable (The requirements of FAR § 121.413(c)(1) and FAR § 135.339(c)(1) may be accomplished entirely in a simulator), including such topics as:
 - Check ride briefings and debriefings
 - for an applicant
 - for supporting crew members
 - Safety preparedness and countermeasures in a flight simulator (such as emergency exits, fire and smoke procedures, and simulator motion failures)
- Meet the currency requirements to serve as PIC for the operator, including ground and flight

training and the required proficiency or competency checks. These requirements may be met by using a level B (or higher) flight simulator, in which case landing currency in the actual aircraft is not required. When the operator's training program includes single visit training under an exemption to FAR Part 121, or is approved for AQP, the instructor shall maintain currency as required by those programs.

- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI. (Refer to AC 120-35, as amended, for a discussion of terms) A medical certificate appropriate to the crew position occupied on the line is required for those instructors and check airmen who maintain line currency.
- Satisfactorily demonstrate, initially and at least biennially, to an FAA inspector the ability to conduct proficiency or competency checks in simulated flight in a simulator. Part of the inspector's observation shall address the check airman's proficiency in evaluating an airman and operating the simulator simultaneously.

B. *Authorized Activities:* Approval as a proficiency check airman - simulator authorizes a check airman to conduct the following activities:

- Pilot proficiency or competency checks, as authorized, in an approved flight simulator or flight training device in a qualification curriculum segment of the operator's approved training program
- The simulator or training device segment, as authorized, of a two-segment proficiency or competency check, as a qualification curriculum segment of the operator's approved training program

NOTE: A two-segment check is one conducted partially in an approved training device or simulator and completed in flight in an aircraft.

- Flight instruction in a flight simulator or flight training device as a curriculum segment in the operator's approved training program
- Supervision of the re-establishment of landing currency
- Any special check as a module in the operator's approved training program, provided that the check airman is qualified in the specific

activity for which the special check is being conducted (such as CAT II and CAT III operations)

- Certification of the satisfactory proficiency and knowledge of airmen after completion of a flight training curriculum segment or flight training module
- When authorized by the operator, ground instruction for airmen and certification of the satisfactory completion of a ground training curriculum segment

651. LINE CHECK AIRMAN - ALL SEATS (LEFT PILOT SEAT, RIGHT PILOT SEAT, AND OBSERVER'S SEAT).

A. *Eligibility.* For initial and continuing approval as a line check airman - all seats, an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings for the specific aircraft to serve as PIC in revenue service
- Hold a valid medical certificate equal to the class required to act as PIC in revenue service
- Meet training and currency requirements to serve as PIC, including line currency, ground and flight training, proficiency or competency checks, line checks, and 90-day landing currency (These requirements may be met entirely in a level B or higher simulator.)
- Have completed the operator's check airman qualification training program equivalent to that required by FAR §§ 121.411 and 121.413, or FAR §§ 135.337 and 135.339, as applicable, including such topics as :
 - Briefings and debriefings
 - for the PIC
 - for other crewmembers
 - Safety preparedness and countermeasures
 - in an aircraft
- Satisfactorily demonstrate, initially and at least biennially, to an FAA inspector the ability to conduct line checks from a pilot seat or to oversee operating experience and other activities

B. *Authorized Activities.* Approval as a line check airman - all seats authorizes a check airman to conduct the following activities:

- Pilot line checks from either pilot seat or the observer's seat

- Supervision of OE from either pilot seat

NOTE: OE may be conducted from the observer's seat, in accordance with FAR 121.434(c)ii, provided that the PIC is completing a transition training curriculum by acquiring OE; the PIC has made at least two takeoffs and landings in the aircraft; and that the check airman is satisfied that the pilot is competent to perform as PIC.

- Training and checking in special operations as a module of the operator's approved training program, provided that the check airman is qualified in the specific operations being conducted (special airports or international routes)
- When authorized by the operator, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment

653. LINE CHECK AIRMAN - OBSERVER'S SEAT ONLY.

A. *Eligibility.* For approval as a line check airman - observers seat only, an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings to serve as PIC in the particular aircraft
- Hold at least a valid third class medical certificate
- Meet the currency requirements to serve as PIC, including ground and flight training, proficiency or competency checks, and 90-day landing currency. These requirements may be met entirely in a level B (or higher) simulator for this designation.
- Have completed the operator's check airman qualification training program equivalent to that required by FAR §§ 121.411 and 121.413, or FAR §§ 135.337 and 135.339, as applicable, including such topics as:
 - Briefings and debriefings
 - for the PIC
 - for other crewmembers
 - Safety preparedness and countermeasures
 - in an aircraft
 - Satisfactorily demonstrate, initially and at least biennially, to an FAA inspector the ability to conduct line checks from the observer's seat when a second observer's seat is available; otherwise in LOFT

- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI. (Refer to AC 120-35, as amended, for a discussion of terms) If the instructor and check airman want to maintain line currency, than the appropriate medical certificate is required.
- Be re-evaluated initially and at least biennially as a line check airman by an FAA inspector

NOTE: The operator must have procedures, published in its operations manual, that shall be followed in the event that a line check airman determines that a pilot's performance does not meet standards that would allow the individual to continue to operate the aircraft. The crewmember shall not be allowed to continue the flight or trip. If the line check airman does not possess the appropriate class of medical certificate to substitute for the crewmember, specific alternative procedures shall be followed.

B. *Authorized Activities.* Approval as a line check airman - observer's seat only, authorizes a check airman to conduct the following activities as modules of the operator's approved training program, provided that the PIC and second-in-command (SIC) are current and fully qualified in the aircraft:

- Line checks from the observer's seat
- Training and checking for special operations, from the observer's seat, provided that the check airman is qualified in the specific operation (such as special airports and international routes)
- When authorized by the operator, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment

655. CHECK AIRMAN - ALL CHECKS. The airman must meet eligibility requirements for a proficiency check airman - aircraft, for a proficiency check airman - simulator, and for a line check airman - all seats, in accordance with earlier paragraphs in this section. Approval as a check airman - all checks authorizes a check airman to conduct all checks contained in the qualification curriculum segment of the operator's approved training program, including those checks and other activities of a line check airman - all seats; and, with the approval of the operator, to give flight and ground instruction in that training program.

657. WITHDRAWN—CHG 11

659. CHECK FLIGHT ENGINEER. Approval as a check flight engineer is appropriate for operators using aircraft exclusively for their flight engineer training programs. This approval is also appropriate for operators using flight simulators or flight training devices for part or all of those training programs.

A. *Eligibility.* For initial and continuing approval as a check flight engineer, an airman must meet the following eligibility requirements:

- Hold the required certificate and class ratings to serve as a flight engineer on the specific aircraft in revenue service
- Hold a valid third class medical certificate when conducting simulator checks
- Hold a valid third class medical certificate when conducting aircraft training or checks in an aircraft in flight
- Have completed the operator's approved air transportation check airman training program for this function, including the training required by FAR §§ 121.411 and 121.413, as applicable to the flight engineer crew position, including topics such as:
 - Check ride briefings and debriefings for an applicant
 - Check ride briefings and debriefings for supporting crew members
- Safety preparedness and countermeasures in an aircraft (if applicable)
 - Safety preparedness and countermeasures in a flight simulator (such as emergency exits, fire and smoke procedures, and simulator motion failures)
- Meet the training and currency requirements to serve as a flight engineer for the operator in the specific aircraft, including ground training, flight training, and proficiency checks.
- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI. (Refer to AC 120-35, as amended, for a discussion of terms).
- Satisfactorily demonstrate, initially and at least biennially, to an FAA inspector the ability to conduct a flight engineer proficiency check in a flight simulator

NOTE: When the normal procedures portion of the check must be conducted in an aircraft and in flight, the check airman candidate shall be observed under those conditions. If the normal procedures segment of the check can be conducted in a simulator, the check airman may be evaluated either in the simulator or in an aircraft (refer to exemption #4901 as amended).

B. *Activities.* Approval as a "check flight engineer," makes a check airman eligible to conduct any or all of the following activities, subject to the specific terms (authorizations and limitations) shown in the Letter of Approval:

- Flight engineer proficiency checks in an approved flight training device or flight simulator, or in an aircraft, as a module of the qualification curriculum segment in the operator's approved training program
- Instruction of flight engineers in an approved flight training device or flight simulator, or in an aircraft, as a module in the operator's approved training program
- Certification of the satisfactory performance of airmen after completion of a flight training curriculum segment or flight training module
- When authorized by the operator, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment

661. AIR TRANSPORTATION INSTRUCTOR ROLE AND CHARACTERISTICS. An air transportation instructor is a person employed by an operator or training center for the purpose of training flight crewmembers in a FAR Part 121 or FAR Part 135 operator's approved ground training curriculum. The training shall be sufficient to ensure that acceptable performance standards are met. When selected and qualified by the operator, an air transportation instructor is responsible for certifying the knowledge and proficiency of each crewmember upon completion of a training curriculum or curriculum segment. Air transportation instructors shall be knowledgeable in the applicable requirements of FAR Parts 61, 63, 65, 91, 121, 135 (as appropriate), and in the operator's policies and procedures. An air transportation instructor should possess effective communication skills and a manner which always reflects professionalism and a positive attitude toward safety.

663. AIR TRANSPORTATION FLIGHT INSTRUCTOR - AIRCRAFT. An air transportation flight instructor in an aircraft may be a pilot

instructor, a flight engineer instructor, or both., and may also conduct flight training in a flight simulator, flight training device, or ground training.

A. *Eligibility.* An instructor candidate airman must meet the following eligibility requirements:

- Hold the certificate and ratings required to serve in revenue service in the specified crewmember duty position on the specific aircraft except that the certificates and ratings are not required for training programs approved under FAR § 121.409b (simulators)
- Hold a valid third class medical certificate for operations conducted under FAR 91 such as aircraft training and aircraft ferry operations
- Meet currency requirements to serve as PIC for the operator or as flight engineer for the operator, including ground and flight training, proficiency or competency checks, and (for pilots) 90-day landing currency
- For pilots, must complete an annual line check or line observation module of a recurrent qualification curriculum segment
- Have received flight instructor qualification training under the operator's approved training program, including the training required by FAR §§ 121.411, 121.413 and Appendix H, or FAR § § 135.337 and 135.339, as applicable
- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI. (Refer to AC 120-35, as amended, for a discussion of terms) A medical certificate appropriate to the crew position occupied on the line is required for those instructors and check airmen who maintain line currency.

B. *Authorized Activities.* An air transportation flight instructor in an aircraft, when authorized by the employer, may conduct the following flight instruction activities:

- Flight instruction for airmen in an aircraft in flight, including instruction in giving appropriate preflight and postflight briefings
- Certification of the satisfactory performance of an airman after completion of a flight training curriculum segment or flight training module
- When authorized by the operator, ground instruction and certification of the satisfactory

completion by an airman of a ground training curriculum segment

665. AIR TRANSPORTATION FLIGHT INSTRUCTOR - SIMULATOR. An air transportation flight instructor in a simulator may instruct in a simulator or flight training device, and may be a pilot instructor or a flight engineer instructor, or both.

A. *Eligibility.* A candidate must meet the following eligibility requirements:

- Under a FAR Part 121 training program, a pilot simulator instructor candidate must hold at least an Airline Transport Pilot (ATP) certificate; additionally an approved type rating for initial instruction
- Under a FAR Part 135 training program, a pilot simulator instructor candidate must hold an ATP certificate and the appropriate type rating. A commercial certificate with an instrument rating is sufficient when operations of the aircraft does not require the PIC to hold an ATP certificate and type rating
- Pilot simulator instructor candidates must have received the training required by FAR Part 121 Appendix H, when applicable. All candidates must have received the simulator instructor qualification required by the operator's approved training program including that required by FAR § § 121.411 and 121.413, or FAR § § 135.337 and 135.339, as applicable, including such topics as:
 - Briefings and debriefings by the PIC
 - to flight deck crewmembers
 - to other crew members
 - Safety preparedness and countermeasures
 - in a flight simulator (such as emergency exits, fire and smoke procedures, and simulator motion failures)

NOTE: NOTE: The requirements of FAR § 121.413(c)(1) and FAR § 135.339(c)(1) may be accomplished entirely in a simulator

- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI. (Refer to AC 120-35, as amended, for a discussion of terms) A medical certificate

appropriate to the crew position occupied on the line is required for those instructors and check airmen who maintain line currency

- Instruction in specified ground training curriculum segments

B. *Authorized Activities.* An air transportation flight instructor in a simulator, when authorized by the employer, may conduct the following flight instruction activities:

- Flight instruction of airmen in a flight simulator or flight training device, including instruction in giving the appropriate preflight and postflight briefings
- Certification of the performance of an airman after completion of the flight simulator or flight training device portion of a flight training curriculum segment or flight training module (FAR § 121.409(b))
- When authorized by the employer, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment

667. AIR TRANSPORTATION GROUND INSTRUCTOR.

A. *Eligibility.* Eligibility requirements for air transportation ground instructors are not specified in the FAR. However, FAR §§ 121.401(a)(2) and 135.323(a)(2), do require that operators provide adequate ground training facilities and properly qualified ground instructors. An operator's ground instruction should be monitored frequently to ensure that competent instructors teach the approved training curriculum and curriculum segments. Inspectors and check airmen conducting practical tests (oral exams and flight checks) shall evaluate the knowledge and competency of crewmembers who have completed the ground training curriculums. They should identify any deficiencies and effect any required corrections with respect to the trainee or the training program itself. POI's should monitor training records to ensure that air transportation ground instructors are properly qualified.

B. *Authorized Activities.* An air transportation ground instructor, when authorized by the employer, may conduct the following types of ground instruction activities:

NOTE: The use of any training device, including mockups, flight training devices and flight simulators, is appropriate provided that the use of such a device is an integral part of an approved ground training curriculum segment.

C. *Training and Qualification Records.* The operator shall maintain documentation of the training and qualification for each air transportation ground instructor and supervisor, and shall make that documentation conveniently accessible for inspection by the FAA

669. FAR PART 121 SUPERVISORS, FLIGHT ATTENDANT AND AIRCRAFT DISPATCHER. An air carrier operating under FAR Part 121 engaged in passenger-carrying operations shall establish and maintain a program to train and qualify flight attendant supervisors. Domestic and flag operators shall also establish and maintain a program to train and qualify aircraft dispatcher supervisors. Those supervisors are authorized to conduct the competency checks required by FAR Part 121 for flight attendants and aircraft dispatchers. FAR § 121.401(c) specifies that ground instructors and supervisors responsible for a particular ground training curriculum segment or competency check shall certify the proficiency and knowledge of flight attendant crewmembers and aircraft dispatchers after completion of the competency check. When these ground instructors are chosen by their employers to conduct competency checks for aircraft dispatchers and flight attendants, they are termed air transportation supervisors, as defined in this handbook. To qualify, these supervisors must (themselves) complete the appropriate training curriculum and the required competency check. To maintain qualification, supervisors must complete the required recurrent training curriculum. POI's should monitor training records to ensure that air transportation supervisors who conduct flight attendant competency or aircraft dispatcher competency checks are properly qualified (see preceding paragraph 667 C).

670. - 680. RESERVED.

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