



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

General Aviation and  
Commercial Division

800 Independence Ave., S.W.  
Washington, DC 20591

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To Aviation Stakeholders:

The General Aviation and Commercial Division is announcing public meetings as the first step for the modernization of Title 14 Code of Federal Regulations (14 CFR) part 141 pilot schools initiative. These public meetings will provide a forum for the aviation community to discuss, prioritize, and provide recommendations to the FAA concerning part 141. The FAA is asking stakeholders to consider and develop proposals that would serve the needs of current and future pilot schools, encourage innovation, and provide a robust and safe training environment that instills the necessary knowledge, skills, critical thinking, and aeronautical decision making in new pilots to reduce the overall accident rate for all facets of aviation. These public engagement meetings are an excellent opportunity for the flight training industry to present suggestions that could significantly enhance part 141 for pilot training and certification for years to come.

The National Flight Training Alliance (NFTA) has graciously volunteered to champion stakeholder engagement during this process as our industry lead. NFTA is comprised of flight training providers and industry-wide aviation stakeholders with a relationship to aviation training. They are experienced with gathering and sharing feedback with the FAA. We are looking forward to facilitating various workgroups that may be developed from these meetings.

More details regarding the goals and tasks associated with the Modernization of Part 141 public meetings, as well as schedules/locations are available on our [website](#). The attached document contains the purpose, background, objectives, and tasks of these stakeholder meetings.

We would like to openly invite all flight training providers, aviation associations, producers of commercially produced syllabi, manufacturers of aviation training devices and any other stakeholders, who would like to participate in these meetings, to attend.

Sincerely,

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Trey McClure  
Acting Manager  
General Aviation and Commercial Division



**Federal Aviation  
Administration**

**Modernization of Part  
141 Public Meetings**

**Prepared by:  
Part 141 Pilot School Initiative Team  
Training and Certification Group, AFS-810  
and  
National Flight Training Alliance (NFTA)**

## **Purpose:**

This document establishes the Modernization of Part 141 public meetings. The sponsor of these meetings is the Acting Manager of the General Aviation and Commercial Division. This document outlines the meetings' organization, participant responsibilities, and tasks.

## **Background:**

Title 14 Code of Federal Regulations (14 CFR) part 141 pilot schools prescribes the requirements for issuing pilot school certificates, provisional pilot school certificates, associated ratings, and the general operating rules applicable to a holder of a certificate or rating issued under part 141. Through a part 141 pilot school, a student may obtain equivalent levels of aeronautical experience in fewer hours than required by 14 CFR part 61. Part 141 schools are required to have Federal Aviation Administration (FAA) certification and oversight. Specifically, part 141 includes curricula standards for training and procedures to ensure a training course used by a school is adequate, appropriate, and administered by qualified personnel.

The certification of pilot schools is approaching 100 years of existence. Regulations for pilot schools are typically promulgated to improve safety and embrace changes, such as advances in technology, aircraft accidents, and the need for data collection and analysis. Although the FAA has spot revised certain regulatory requirements pertaining to pilot schools, part 141 still has many foundational ties to Civil Air Regulations (CAR) part 50, which was implemented in the 1940s.

Therefore, part 141 needs to be analyzed to determine how it can evolve with the changing aviation industry. The FAA is asking stakeholders to consider and develop recommendations that would serve the needs of current and future pilot schools, encourage innovation, and provide a robust and safe training environment that instills the necessary knowledge, skills, critical thinking, and aeronautical decision making in its new pilots to reduce the overall accident rate for all facets of aviation. These meetings and any subsequent stakeholder workgroups provide an opportunity for the pilot training industry to present recommendations that could significantly enhance part 141 for pilot training and certification.

## **Objective of the Meetings:**

The meetings will provide a forum for the aviation training community to discuss, prioritize, and provide recommendations to the FAA concerning part 141 pilot schools.

## **Tasks of the Meetings:**

The tasks of the public meetings are:

- a. Review part 141 and provide recommendations that would support the current and future needs of pilot training. The stakeholders will have the capability to be innovative and original in recommendations for an advanced and modern part 141 that anticipates future needs of part 141 pilot schools.
- b. Identify recommendations related to the requirements to obtain and maintain a part 141 pilot school air agency certificate.
- c. Discuss and provide recommendations for better utilization of examining authority under part 141. Consider how examining authority may be enhanced through eligibility requirements, training of personnel, and FAA oversight.
- d. Discuss, define, and provide recommendations for what a 'modern' pilot training and certification system should model to meet the needs of the pilot training industry.
- e. Discuss and provide recommendations on the integration of emerging technology into a modern part 141 training and certification system. Emerging technology could include but is not limited to, electric propulsion, advanced air mobility, simplified flight controls, advanced simulation (virtual and mixed), electronic flight bag (EFB), electronic record keeping, advanced avionics such as an angle of attack indicator, advanced weather products and delivery, and remote training.
- f. Develop recommendations on teaching, learning, and examination methods (e.g., competency-based, scenario-based, performance-based, and other flexible considerations) that could be better utilized within the part 141 training environment.
- g. Discuss and provide recommendations on how to capture data from part 141 pilot schools to determine the quality of training. As part of this task, consider

how the data can be utilized to amend training courses to correct for identified safety issues or to enhance training. The stakeholders may offer solutions for continuous improvement of pilot training, including by sharing training data with the FAA and others within the training industry to foster a cooperative relationship with the FAA and to support the training industry as a whole.

- h. Determine the challenges part 61 training providers face and the reservations they may have to provide training under part 141. The stakeholders may make recommendations to maximize the full potential of part 141 to meet increased demand for pilot training.
- i. Discuss and provide recommendations to encourage current part 61 training providers to become certificated pilot schools in the more structured part 141 environment, which offers lower flight time requirements for pilot certificates and ratings.
- j. Develop recommendations to create opportunities and/or a program for industry stakeholders to mentor part 61 training providers, with the goal of helping the part 141 training community continue to provide a safe and robust training environment for all students.
- k. Provide recommendations for training and operational requirements that recognize and mitigate risk to promote a safety mindset in part 141 personnel and students to reduce the overall fatal accident rate. Consider the implementation of a safety management system (SMS) within part 141 pilot schools.
- l. Discuss and provide recommendations on incorporating a Quality Assurance System, as outlined in International Civil Aviation Organization (ICAO) Annex 1, Appendix 2, Item 4, into part 141 pilot school requirements.
- m. At the conclusion of this project:
  - i. The Stakeholder Champion should send a recommendation report to the FAA General Aviation and Commercial Division via the Federal Register Docket.
  - ii. The FAA General Aviation and Commercial Division will determine if the recommendations in the report will be utilized in future rulemaking efforts.

## **PUBLIC MEETING PROCEDURES:**

- a. The stakeholders act solely in an advisory capacity by advising and providing written recommendations to the FAA through the Federal Register Docket.
- b. The stakeholders may submit additional recommendations outside the stated scope of the meetings to the FAA through the Federal Register Docket.
- c. At the discretion of the General Aviation and Commercial Division, the stakeholders may reconvene following the submission of the recommendation report for the purpose of providing advice and assistance to the FAA.
- d. In potential future rulemaking efforts, the FAA may use some, all, or none of the recommendations provided through these efforts.

## **PUBLIC MEETING ORGANIZATION, PARTICIPANTS, AND ADMINISTRATION:**

The FAA will organize the public meetings with the pilot training industry. Participation is purely voluntary and is open to any stakeholder with an interest in pilot training conducted under part 141.

## **PARTICIPATION IS OPEN TO PROMOTE DISCUSSION:**

Attendance, active participation, and commitment is essential for achieving the meetings' objectives and tasks. When necessary, the stakeholders may set up specialized and temporary workgroups outside of the FAA sponsored meetings.

Other Federal government agency subject matter experts may be requested to participate as observers and to provide technical support to the stakeholders.

- a. The Sponsor, Acting Manager of the General Aviation and Commercial Division, will designate the FAA representatives who will:
  - 1) Ensure FAA participation and support from all affected lines-of-business to provide technical support to the stakeholders,
  - 2) Notify the participants of the time and place for each meeting, and
  - 3) Receive any status report and recommendations report through the Federal Register Docket.

b. Once appointed, the Stakeholder Champion should:

- 1) Coordinate any additional stakeholder meetings (workgroup meetings) to meet the objectives and timelines,
- 2) Establish and distribute any additional stakeholder meeting agendas (workgroup meetings) in a timely manner,
- 3) Provide meeting notes, if deemed necessary,
- 4) Provide status reports, as requested, in writing to the Federal Register Docket and,
- 5) Submit the recommendation report to the FAA through the Federal Register Docket.

## **PUBLIC PARTICIPATION:**

Meetings are open to the public and participation from stakeholders is encouraged.

## **AVAILABILITY OF RECORDS:**

All reports and recommendations generated from these public meetings and subsequent workgroups will be provided to the FAA through the Federal Register Docket.