

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.41

National Policy

Effective Date:

6/9/08

Cancellation Date:

6/9/09

SUBJ: 14 CFR Parts 121 and 135 Line Check Airmen Surveillance Requirements

- 1. Purpose of This Notice.** This Notice requires a review for compliance by principal operations inspectors (POI) whose operators have been authorized as line check airmen. Such POIs must verify compliance with the check airman observation requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.413(a)(2) and part 135, § 135.339(a)(2) and, where necessary, take appropriate corrective action.
- 2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) and certificate management office (CMO) POIs whose operators are authorized line check airmen as defined in Order 8900.1 Volume 3, Chapter 20, Section 2, “Check Airmen Approval and Surveillance.” The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.
- 3. Where You Can Find This Notice.** Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public can find this notice at <http://fsims.faa.gov>.
- 4. Background.** Notice 8900.37, published March 12, 2008, included a note intended to clarify the terms “check airman” and “check pilot.” This note made clear that as a matter of Air Transportation Division policy and legal interpretation the term “check airman” is broad and includes both “pilot check airman” and “check pilot.”

 - a.** Previous informal communication from AFS-200 (in the form of e-mail traffic from approximately 1997) indicated that “pilot check airmen” (referred to in § 121.440) and line “check pilots” (referred to in § 135.299) were not required to be observed every 24 calendar-months as required by § 121.413 (a)(2) and § 135.339 (a)(2). The Air Transportation Division regrets any confusion caused by these messages which were neither universally distributed nor incorporated into formal inspector guidance. Most air carriers, therefore, continued to be in compliance with the regulatory and official guidance requirements for surveillance of check airmen.
 - b.** Notwithstanding these e-mail messages (which may have given the appearance of creating a new type of check airmen), the six categories of air carrier check airmen are outlined in Order 8900.1, Volume 3, Chapter 20. The first five classifications are all “pilot” check airmen (as opposed to the sixth, “check flight engineer”). All check airmen, and thus pilot check airmen

(including those authorized to conduct line checks only), are subject to the initial and recurrent surveillance (observation) requirements outlined in § 121.413(a)(2) and § 135.339(a)(2).

5. Action. No person may serve as a part 121 or 135 line check airman unless that person has been observed conducting a proficiency or competency check (i.e., a line check) in an airplane, simulator, or flight training device within the preceding 24 calendar-months. This observation may be conducted by an FAA inspector or an aircrew program designee employed by the same operator as the line check airman. Directors of operations (or appropriate designees) of operators with line check airmen who are not in compliance with these observation requirements may, however, continue to use such check airmen while working with their POI to develop a schedule for completion of all required check airman observations by not later than 10/6/08. POIs must withdraw check airman approval of any person who has not been observed by that date.

Note: For Advanced Qualification Program (AQP) participants, check airman observations shall be accomplished in accordance with the approved Instructor/Evaluator Continuing Qualification Curriculum.

6. Tracking.

a. Constructed Dynamic Observation Reports (ConDOR) (to be accomplished by POIs of part 121 air carriers). Within 120 days, POIs of each part 121 air carrier will initiate and complete a ConDOR to assign and document the completion of the actions directed by this notice. The POI can select the Create ConDOR link, and: select operations element 4.2.7, Training of Check Airmen and Instructors; enter “N8900.41” in the “Local/Regional/National” block (without the quotes); select a requested completion date of 120 days from the date of this notice; and select SAI question 1.4.4.

b. Program Tracking and Reporting Subsystem (PTRS) (to be accomplished by POIs of part 135 air carriers). Within 120 days, document accomplishment of each item required by this notice using the Program Tracking and Reporting Subsystem (PTRS).

(1) Use PTRS code 1088, Special Inspection.

(2) Enter “N8900.41” in the “National Use” field (without quotes, periods, or spaces).

c. Document any compliance plan that the operator may submit. Once you have completed the surveillance activities, close out the PTRS or save the ConDOR final.

7. Disposition. This notice requires a one time special investigation and will expire one year from the effective date. Direct questions concerning this notice be to the Air Carrier Training and 142 Training Center Branch, AFS-210, at (202) 493-5259.

ORIGINAL SIGNED by

James J. Ballough
Director, Flight Standards Service