

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.241

National Policy

Effective Date:
11/4/13

Cancellation Date:
11/4/14

SUBJ: Qualification, Service, and Use of Crewmembers and Aircraft Dispatchers

1. Purpose of This Notice. This notice outlines the regulatory and guidance changes related to the Qualification, Service, and Use of Crewmembers and Aircraft Dispatchers final rule. This rule revises the training and qualification requirements for pilots conducting operations under Title 14 Code of Federal Regulations (14 CFR) part 121. In addition, this rule revises communication recordkeeping requirements, ensures personnel identified as flight attendants (F/A) have completed F/A training and qualification, and provides civil enforcement authority for making fraudulent statements.

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO), Certificate Management Team (CMT), and certificate management office (CMO) aviation safety inspectors (ASI) (operations, cabin safety, and aircraft dispatch) responsible for the oversight of certificate holders conducting part 121 operations. The secondary audience includes Training Center Program Managers (TCPM) responsible for the oversight of 14 CFR part 142 training centers, other Flight Standards Service (AFS) personnel in certificate-holding district offices (CHDO), Federal Aviation Administration (FAA) branches and divisions in the regions, and headquarters (HQ) AFS personnel.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background.

a. Notice of Proposed Rulemaking (NPRM). In January 2009, based on the Crewmember/Dispatcher Qualification Aviation Rulemaking Committee (ARC) recommendations, the FAA published an NPRM for comment proposing comprehensive reorganization and revision to crewmember and aircraft dispatcher qualification, training, and evaluation requirements.

b. Supplemental Notice of Proposed Rulemaking (SNPRM). On August 1, 2010, the Airline Safety and Federal Aviation Administration Extension Act of 2010

(Public Law (PL) 111-216) was signed into law requiring the FAA to conduct rulemaking related to stall and upset prevention and recovery training and remedial training. Due to this statutory mandate and significant comments on the NPRM, the FAA published a SNPRM for comment in May 2011. Since the publication of the SNPRM there have been several changes in the aviation industry, such as recent changes to the Airline Transport Pilot (ATP) certification requirements and the voluntary development of safety management systems (SMS) at many certificate holders. As a result, the FAA determined it is necessary to consider the cumulative effects of these efforts before additional regulations are imposed. Accordingly, the final rule published in November 2013 contains provisions that enhance pilot training for rare, but high-risk scenarios, and that provide the greatest safety benefit. The FAA will continue to assess the need for the comprehensive revision and reorganization of crewmember and aircraft dispatcher training and qualification requirements proposed in the NPRM and SNPRM as it evaluates the cumulative effectiveness of the various efforts by the FAA and industry.

5. Discussion. Certificate holders conducting part 121 operations will be affected by this final rule. This final rule adds training and qualification requirements for pilots in initial, transition, upgrade, and recurrent categories of training. This final rule also requires certificate holders to establish remedial training and tracking for pilots. This final rule revises recordkeeping requirements for communications between the flightcrew and the certificate holder for domestic and flag operations. The final rule adds a new requirement for a F/A completing Operating Experience (OE) to be identified to passengers as a qualifying F/A. The final rule also provides opportunities for certificate holders to modify part 121 training program requirements for flightcrew members when the certificate holder operates multiple aircraft types with similar design and flight handling characteristics.

6. Summaries of Requirements. All provisions in the final rule are effective March 12, 2014. Compliance with some provisions is required on the effective date. However, compliance with most provisions is required no later than March 12, 2019.

a. Compliance Required No Later Than March 12, 2014.

(1) All persons identified as F/As must have completed F/A training and qualification. Persons completing F/A OE must be identified to passengers as a qualifying F/A.

(2) For domestic and flag operations, records of communication between the certificate holder and the flightcrew must contain at least the following:

- Date and time of contact;
- Flight number;
- Aircraft registration number;
- Approximate position of the aircraft during the contact;
- Call sign; and
- Narrative of the contact.

(3) Certificate holders may modify part 121 training and qualification requirements for flightcrew members when the certificate holder operates aircraft with different type certificates that have been designated as related aircraft by the Administrator.

(4) Fraudulent or intentionally false statements on any application, record, or test result required by part 121 are prohibited. Fraudulent or intentionally false statements or a known omission from any record or report used to show compliance with part 121 or to exercise privileges under 14 CFR Chapter I are also prohibited. Specific consequences are outlined for persons who commit any of the prohibited acts.

b. Compliance Required No Later Than March 12, 2019.

(1) All pilots operating under part 121 must complete ground training on stall prevention and recovery and upset prevention and recovery during initial, transition, upgrade, and recurrent training. The minimum programmed hours for initial ground training must be increased by 2 hours and the minimum programmed hours for recurrent ground training must be increased by 30 minutes.

(2) All pilots operating under part 121 must complete flight training in a Level C or higher full flight simulator (FFS) on the following maneuvers and procedures during initial, transition, upgrade, and recurrent training:

- Manually controlled slow flight;
- Manually controlled loss of reliable airspeed;
- Manually controlled instrument departure and arrival;
- Upset recovery maneuvers;
- Recovery from bounced landing; and
- Recovery from full stall and stick pusher activation, if equipped.

Note: The Air Transportation Division (AFS-200) may authorize a deviation in those limited instances in which a Level C or higher FFS does not exist (e.g., certain older fleets such as the Convair 580) or for extraordinary reasons, access to a Level C or higher FFS is limited.

(3) All pilots operating under part 121 must complete flight training and checking on runway safety maneuvers and procedures and crosswind takeoffs and landings with gusts.

(4) All pilots operating under part 121 must perform pilot monitoring while not flying the aircraft. All Line-Oriented Flight Training (LOFT) must provide the pilot an opportunity to demonstrate pilot monitoring and workload management.

(5) All LOFTs in a part 121 training program must include at least two flight segments and scenario-based or maneuver-based stall prevention training.

(6) All pilots in command (PIC) operating under part 121 must complete a proficiency check, within the preceding 12 calendar-months, in each aircraft type in which the PIC serves.

(7) All flight instructors, check pilots, and check Flight Engineers (FE) who conduct training or checking in a flight simulation training device (FSTD) under a part 121 training program must complete initial or transition and recurrent training on the operation of each FSTD and the FSTD's limitations.

(8) All part 121 training programs must include remedial training and tracking of pilots with performance deficiencies during training and checking and/or multiple failures during checking.

(9) All training equipment, other than FSTDs approved under 14 CFR part 60, used in a part 121 training program must be approved.

7. Regulatory Text Changes. The Qualification, Service, and Use of Crewmembers and Aircraft Dispatchers final rule modifies part 121. This paragraph will highlight those regulations that are new and those regulations that have changed as a result of this final rule.

a. New Regulation Sections Created by This Final Rule.

(1) **Section 121.9.** A person may not make fraudulent or intentionally false statements on any application, record, or test result required by part 121. A person also may not make a fraudulent or intentionally false statement or known omission from any record or report used to show compliance with part 121 or to exercise privileges under 14 CFR Chapter I. A person who commits any of these prohibited acts may be subject to consequences.

(2) **Section 121.392.** Any person identified by the certificate holder as a F/A during part 121 operations must be trained and qualified in accordance with part 121, subparts N and O. This includes F/As provided in excess of the number required by § 121.391(a) and F/As provided when not required by § 121.391(a). A F/A who is receiving OE must be identified to passengers as a qualifying F/A.

(3) **Section 121.408.** No later than March 12, 2019, all training equipment used in a part 121 training program that functionally replicates aircraft equipment must meet certain requirements and be approved by the Administrator. It must also have a record of discrepancies. Training equipment with a missing, malfunctioning, or inoperative component may not be used during training or checking. Training equipment does not include FSTDs qualified under part 60.

(4) **Section 121.423.** No later than March 12, 2019, each training program must include extended envelope training for each pilot in a level C or higher FFS. The maneuvers and procedures must be completed every 24 or 36 calendar-months, as specified. Section 121.423(e) provides deviation authority for the few airplanes for which a level C or higher FFS is not available.

(5) **Section 121.544.** No later than March 12, 2019, each pilot seated at the pilot controls of an aircraft, while not the pilot flying, must accomplish pilot monitoring (PM) duties as appropriate in accordance with the procedures contained in the certificate holder's manual.

b. Regulation Sections Changed by This Final Rule.

(1) **Section 121.400.** Terms and definitions for "related aircraft", "related aircraft differences training", and "base aircraft" were added.

(2) **Section 121.403.** No later than March 12, 2019, each training program curriculum must include a list of all the training equipment approved under § 121.408.

(3) **Section 121.407.** Aligns requirements for approval of airplane simulators and training devices in a part 121 training program with the part 60 requirements for evaluation, qualification, and maintenance of FSTDs. No later than March 12, 2019, an airplane simulator must be used to complete the pilot flight training requirements set forth in § 121.423.

(4) **Section 121.409.** Beginning on March 12, 2019, LOFT must; utilize a complete flight crew; include at least the maneuvers and procedures (abnormal and emergency) that may be expected during line operations; include stall prevention training before, during, or after the LOFT scenario for each pilot; include at least two flight segments; and provide an opportunity to demonstrate workload management and PM.

(5) **Section 121.411.** All references to flight navigator were removed.

(6) **Section 121.412.** All references to flight navigator were removed.

(7) **Section 121.413.** Section 121.413(a)(2) was modified to clarify that the 24-month observation of a check pilot or check FE can be completed while the check pilot or check FE conducts a check or supervises OE. No later than March 12, 2019, initial and transition ground training for check pilots and check FEs who conduct training or checking in an FSTD must include subjects specific to the device(s). Additionally, no later than March 12, 2019, check pilots and check FEs who conduct training or checking in an FSTD must complete recurrent training on the subjects specific to the device(s) every 12 calendar-months.

(8) **Section 121.414.** No later than March 12, 2019, initial and transition ground training for flight instructors who conduct training or checking in an FSTD must include subjects specific to the device(s). Additionally, no later than March 12, 2019, flight instructors who conduct training or checking in an FSTD must complete recurrent training on the subjects specific to the device(s) every 12 calendar-months.

(9) **Section 121.415.** No later than March 12, 2019, each training program must include a process to provide for the regular analysis of individual pilot performance to identify pilots with performance deficiencies during training and checking and/or multiple failures during checking. Additionally, no later than March 12, 2019, each training program must include methods for remedial training and tracking of pilots identified in the analysis.

(10) **Section 121.418.** Sections 121.418(b) and 121.418(c) include new provisions for designation of related aircraft and related aircraft differences training.

(11) **Section 121.419.** No later than March 12, 2019, initial, transition, and upgrade ground training for pilots must include training on stall prevention and recovery and upset prevention and recovery. Additionally, beginning March 12, 2019, the programmed hours for initial ground training for pilots as specified in §§ 121.419(c) and 121.419(d) must be increased by 2 hours.

(12) **Section 121.420.** Removed.

(13) **Section 121.424.** No later than March 12, 2019, initial, transition, and upgrade flight training for pilots must include the extended envelope training specified in § 121.423.

(14) **Section 121.426.** Removed.

(15) **Section 121.427.** Section 121.427(b)(4) was modified to clarify that recurrent training for aircraft dispatchers must include dispatch resource management (DRM). No later than March 12, 2019, recurrent flight training for pilots must include the extended envelope training specified in § 121.423. Additionally, beginning on March 12, 2019, the programmed hours for recurrent ground training for pilots as specified in § 121.427(c)(1) must be increased by 30 minutes.

(16) **Section 121.432.** All references to flight navigator were removed.

(17) **Section 121.433.** A proficiency check may not be substituted for the extended envelope training required by § 121.423. Also, the requirement in § 121.433(d) expires on March 12, 2019. After this date, the requirement in § 121.441(a)(1)(ii) applies.

(18) **Section 121.434.** Section 121.434(a)(4) provides deviation authority from the OE hours, number of operating cycles, and hours of line operating flight time for consolidation of knowledge and skills based on a designation of related aircraft.

(19) **Section 121.435.** Removed.

(20) **Section 121.439.** Section 121.439(f) provides deviation authority from the requirements for maintaining recent experience and reestablishing recency of experience based on a designation of related aircraft.

(21) **Section 121.441.** Beginning on March 12, 2019, a PIC must complete a proficiency check, within the preceding 12 calendar-months, on each aircraft type in which the PIC is to serve. Additionally, § 121.441(f) provides deviation authority from the frequency and/or content of a proficiency check based on a designation of related aircraft.

(22) **Section 121.711.** Each certificate holder conducting domestic or flag operations must record each communication between the certificate holder and its pilots from the time the aircraft pushes back from the departing gate until the time the aircraft reaches the arrival gate at its destination. The record must contain at least the following information about the contact: date and time; flight number; aircraft registration number; approximate position; call sign; and narrative.

(23) **Part 121, Appendix E.**

(a) Beginning on March 12, 2019, the maneuver Taxiing must include: use of airport diagram; obtaining appropriate clearance before crossing or entering active runways; and observation of all surface movement guidance control markings and lighting.

(b) Beginning on March 12, 2019, the maneuver Pre-takeoff Procedures must include: receipt of takeoff clearance and confirmation of aircraft location; and flight management system (FMS) entry (if appropriate) for the departure runway prior to crossing the hold short line for takeoff.

(c) Beginning on March 12, 2019, the maneuver Crosswind Takeoffs must include crosswind takeoffs with gusts if practicable under the existing meteorological, airport, and traffic conditions.

(d) The name of the maneuver Approaches to Stalls was changed to Stall Prevention to more accurately reflect the intent of the maneuver. For the purpose of this training the approved recovery procedure must be initiated at the first indication of an impending stall (buffet, stick shaker, aural warning).

(e) Beginning on March 12, 2019, the maneuver Crosswind Landing must include crosswind landings with gusts if practicable under the existing meteorological, airport, and traffic conditions.

(24) Part 121, Appendix F.

(a) Beginning on March 12, 2019, the maneuver Taxiing must include: use of airport diagram; obtaining appropriate clearance before crossing or entering active runways; and observation of all surface movement guidance control markings and lighting.

(b) Beginning on March 12, 2019, the maneuver Pre-takeoff Procedures must include; receipt of takeoff clearance and confirmation of aircraft location; and FMS entry (if appropriate) for the departure runway prior to crossing the hold short line for takeoff.

(c) Beginning on March 12, 2019, the maneuver Crosswind Takeoff must include gusts if practicable under the existing meteorological, airport, and traffic conditions.

(d) The name of the maneuver Approaches to Stalls was changed to Stall Prevention to more accurately reflect the intent of the maneuver. For the purpose of this maneuver, the approved recovery procedure must be initiated at the first indication of an impending stall (buffet, stick shaker, aural warning).

(e) Beginning on March 12, 2019, the maneuver Crosswind Landing must include gusts if practicable under the existing meteorological, airport, and traffic conditions.

(25) Part 121, Appendix H. No later than March 12, 2019, the LOFT must provide an opportunity for the pilot to demonstrate workload management and pilot monitoring skills.

8. FAA Policy Changes.

a. FAA Order 8900.1, Flight Standards Information Management System (FSIMS). Revisions to FSIMS will publish along with the final rule publication or shortly thereafter. Additional revisions to this order will be published in the future regarding the provisions for which compliance is required no later than March 12, 2019.

b. Description of Changes. The Volume, Chapter, Sections of Order 8900.1 that were changed and a brief description of the changes are listed below. Order 8900.1 can be found at <http://fsims.avs.faa.gov>.

(1) **V3 C19 S1.** This section adds the following definitions for terms used in Volume 3, Chapter 19: Aircraft Evaluation Group (AEG), type certificate, type rating, common type rating, Flight Standardization Board (FSB), FSB report, base aircraft, related aircraft, designated related aircraft, related aircraft differences training, recent experience, currency, and consolidation of knowledge and skills.

(2) **V3 C19 S2.** This section specifies that if a certificate holder proposes a training program that includes related aircraft differences training, the certificate holder must first receive approval of the related aircraft designation from AFS-200.

(3) **V3 C19 S4.** This section specifies that aircraft-specific emergency training must be included in related aircraft differences ground and flight training curriculum segments as specified by the FSB report.

(4) **V3 C19 S5.** This section was modified to include discussion of training hours and subject content for related aircraft differences ground training curriculum segments.

(5) **V3 C19 S6.** This section was modified to include discussion of training hours and subject content for related aircraft differences flight training curriculum segments.

(6) **V3 C19 S7.** This section specifies that a deviation from the OE hours or number of operating cycles required by § 121.434 based on a designation of related aircraft must be authorized by AFS-200.

(7) **V3 C19 S9.** This section was updated for consistency with advisory circular (AC) 120-53B, Guidance for Conducting and Use of Flight Standardization Board Evaluations, and to distinguish between differences training and related aircraft differences training.

(8) **V3 C19 S10.** The section was modified to clarify the requirements for recurrent LOFT. This section also specifies that a deviation from the proficiency check requirements of §§ 121.441(a) and/or 121.441(b)(1) based on a designation of related aircraft must be authorized by AFS-200.

(9) **V3 C19 S11 and V6 C2 S14.** These sections specify that a deviation from the recent experience requirements of § 121.439 based on a designation of related aircraft must be authorized by AFS-200.

(10) **V3 C19 S12.** This new section describes the processes for approval of a designation of related aircraft, approval of related aircraft differences training, and authorization of deviations based on a designation of related aircraft. AFS-200 retains the authority to approve the designation of related aircraft and authorize deviations based on a designation of related aircraft. A POI has the authority to approve related aircraft differences training, but only if AFS-200 has approved the designation of related aircraft for that certificate holder.

(11) **V3 C20 S1 and S2.** These sections clarify that the 24 month-observation of a check pilot or check FE required by § 121.413(a)(2) may be completed by observing the check pilot or check FE conduct a check or supervise OE.

(12) **V3 C20 S4.** This section clarifies the training requirements for flight instructors, check pilots, and check FEs who conduct training or checking in a FSTD.

(13) **V3 C21 S1.** This section was modified to include a discussion of related aircraft differences training in an Advanced Qualification Program (AQP).

(14) **V3 C22 S4 and S5; V3 C23 S2 and S6.** The regulatory references were updated in these sections.

(15) **V3 C25 S1.** This section was updated to include the new requirements of § 121.711 for communication records for domestic and flag operations.

(16) **V3 C31 S3 and S4.** These sections were updated to remove flight navigator references and to include new regulatory references for related aircraft differences training.

(17) **V3 C33 S4 and S5.** These sections were updated to include the new requirements of § 121.392 for F/As.

(18) **V3 C54 S5.** This section was updated to specify that a certificate holder's audit of a contracted training provider must include related aircraft differences, if applicable.

(19) **V8 C2 S1.** This section modifies the following definitions used in Volume 8, Chapter 2: type certificate, type rating, base aircraft, and related aircraft.

(20) **V8 C2 S5 and S6.** These sections were updated for consistency with AC 120-53B.

9. ACs. AC 120-53B, Guidance for Conducting and Use of Flight Standardization Board Evaluations, has been revised to reflect this new rulemaking on related aircraft, designated related aircraft, related aircraft differences training, and deviations based on a designation of related aircraft. In addition, several terms have been clarified to reflect this new rulemaking. The AC can be found at http://www.faa.gov/regulations_policies/advisory_circulars. The FAA expects to revise or publish additional ACs in the future regarding stall prevention and recovery, upset prevention and recovery, remedial training, and other provisions for which compliance is required no later than March 12, 2019.

Note: This AC will be published along with the final rule publication or shortly thereafter.

10. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to AFS-200 at 202-267-8166.



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Appendix A. Frequently Asked Questions.

1. Do the new pilot training and qualification requirements apply to all Title 14 of the Code of Federal Regulations (14 CFR) part 121 training programs, including Advanced Qualification Program (AQP)?

Yes. The new ground and flight training and checking requirements apply to part 121 traditional (subpart N and O) and AQP (subpart Y) training programs. A certificate holder that uses AQP to train pilots must submit a revised Qualification Standards Document if the certificate holder seeks to address the new requirements through alternative methods in accordance with subpart Y.

2. Can a certificate holder revise its part 121 training program now to include the extended envelope flight training, even though compliance isn't required until March 12, 2019?

Yes. However, many full flight simulators (FFS) currently lack the data package necessary to accomplish some of the extended envelope flight training maneuvers and procedures, such as full stall and upset recovery. Therefore a certificate holder desiring to conduct the extended envelope flight training maneuvers and procedures should contact the National Simulator Program (NSP) for additional guidance on evaluating an FFS for those maneuvers. The FAA has initiated rulemaking to address the necessary changes in part 60 which will be needed to deliver the FFS fidelity and instructor operating station capabilities needed to effectively deliver many of the extended envelope flight training maneuvers and procedures.

3. What is a related aircraft?

A related aircraft is defined as any two or more aircraft of the same make with either the same or different type certificates that have been demonstrated and determined by the Administrator to have commonality to the extent that credit between those aircraft may be applied for flightcrew member training, checking, recent experience, Operating Experience (OE), operating cycles, and line operating flight time for consolidation of knowledge and skills.

4. Who approves the designation of related aircraft, related aircraft differences training, and deviations from part 121, §§ 121.434, 121.439, and 121.441 based on designation of related aircraft?

The Air Transportation Division (AFS-200) retains the authority to approve the designation of related aircraft and authorize deviations based on a designation of related aircraft. A POI has the authority to approve related aircraft differences training, but only if AFS-200 has approved the designation of related aircraft for that certificate holder.

5. When does differences training apply and when does related aircraft differences training apply?

Differences training applies to aircraft with the same type certificate and may be approved by a POI. Related aircraft differences training applies to aircraft with different type certificates that have been designated as related. A POI may approve related aircraft differences training if AFS-200 has approved the designation of related aircraft for that certificate holder. Depending on the fleet, differences training and related aircraft differences training may apply.

6. Does related aircraft differences training apply to flight attendant (F/A) and aircraft dispatcher training?

No. Related aircraft differences training only applies to flightcrew member training. F/A and aircraft dispatcher training may not be modified based on a designation of related aircraft.

7. Is a certificate holder required to apply for a designation of related aircraft to conduct related aircraft differences training under an AQP?

Yes. If a certificate holder's training program proposal includes related aircraft differences training, the certificate holder must first receive approval of the designation of related aircraft from AFS-200 prior to initial approval of the curriculum.

8. Is a certificate holder conducting qualification under an AQP required to have authorization to deviate from §§ 121.434, 121.439, or 121.441?

Yes, if the deviation is based on a designation of related aircraft.

9. Does the requirement for designation of related aircraft apply to aircraft with common type ratings? (e.g., Boeing 757 and Boeing 767)

Yes. Aircraft with common type ratings have different type certificates. Therefore, a certificate holder seeking approval of related aircraft differences training must first receive approval of a designation of related aircraft from AFS-200.

10. Is a certificate holder that operates aircraft with common type ratings required to apply for a designation of related aircraft?

No. A certificate holder's determination on whether to pursue a designation of related aircraft or develop related aircraft differences training is voluntary. The alternative to related aircraft differences training is for the certificate holder to develop comprehensive training programs for each aircraft type.