**NOTICE**

**U.S. DEPARTMENT OF TRANSPORTATION**
FEDERAL AVIATION ADMINISTRATION

N 8900.569

National Policy

Effective Date:
11/18/20

Cancellation Date:
11/18/21

**SUBJ:** Boeing 737-8 and 737-9 Airplanes: Pilot Training

**1. Purpose of This Notice.** This notice provides policy, information, and direction regarding changes to Boeing 737-8 and 737-9 pilot training identified in the Federal Aviation Administration Flight Standardization Board (FSB) report The Boeing Company 737 Revision 17. Additional pilot training is required because The Boeing Company, Inc. has developed design changes and Airplane Flight Manual (AFM) revisions for Boeing 737-8 and 737-9 airplanes. The FAA mandated these design changes and AFM revisions in Airworthiness Directive (AD) 2020-24-02.

**2. Audience.**

**a. Primary Audience.** The primary audience for this notice is:

(1) Air Carrier and General Aviation Safety Assurance Principal Operations Inspectors (POI) and Aircrew Program Managers (APM) who are responsible for the oversight of Boeing 737-8 and 737-9 airplane operations for Title 14 of the Code of Federal Regulations (14 CFR) part 91 operators, part 121 air carriers, and part 125 operators; and

(2) Training Center Program Managers (TCPM) who are responsible for the oversight of part 142 training centers that operate Boeing 737-8 and 737-9 training programs.

**b. Secondary Audience**. The secondary audience includes other aviation safety inspectors (ASI) and other Flight Standards (FS) personnel.

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at https://fsims.avs.faa.gov. Operators and other persons can find this notice on the FAA's website at https://fsims.faa.gov and https://www.faa.gov/regulations_policies/orders_notices.

**4. Applicability.** This notice applies to the Boeing 737-8 and 737-9 models of the Type Certificate Data Sheet (TCDS) A16WE. This notice will refer to these models collectively as the 737 MAX. This notice does not apply to the other models currently on the TCDS A16WE.

**5. Background.**

**a. Accidents.**

(1) On October 29, 2018, a Boeing 737-8 airplane operated by Lion Air (Lion Air Flight 610) was involved in an accident after takeoff from Soekarno-Hatta International Airport in Jakarta, Indonesia, resulting in 189 fatalities. Investigation of the accident has been completed by the Indonesian Komite Nasional Keselamatan Transportasi (KNKT) with assistance from the National Transportation Safety Board (NTSB) and the FAA of the United States, the manufacturer, and the operator. Reports from the accident investigation indicate that the airplane's flight control system generated repeated airplane nose-down horizontal stabilizer trim commands, contributing to the accident.[1]

(2) On March 10, 2019, a Boeing 737-8 airplane operated by Ethiopian Airlines (Ethiopian Airlines Flight 302) was involved in an accident after takeoff from Addis Ababa Bole International Airport in Addis Ababa, Ethiopia, resulting in 157 fatalities. The accident is under investigation by the Ethiopian Accident Investigation Bureau (EAIB) with assistance from the NTSB and the FAA of the United States, the French Bureau of Enquiry and Analysis for Civil Aviation Safety (BEA), the European Union Aviation Safety Agency (EASA), the manufacturer, the operator, and the Ethiopian Civil Aviation Authority (ECAA).[2]

(3) The data from the flight data recorders, as summarized in reports of the Ethiopian Airlines Flight 302 accident and the Lion Air Flight 610 accident, indicated that, if a single erroneously high angle of attack (AOA) sensor input is received by the flight control system, the Maneuvering Characteristics Augmentation System (MCAS) can command repeated airplane nose-down trim of the horizontal stabilizer. This unsafe condition, if not addressed, could cause the flightcrew to have difficulty controlling the airplane and lead to excessive airplane nose-down attitude, significant altitude loss, and impact with terrain.

**b. Airplane Design Changes.** In response to the KNKT and EAIB findings, Boeing developed flight control computer (FCC) software version P12.1.2, to address the unsafe condition on the 737 MAX airplanes.

**c. AFM Changes.** Boeing has developed changes to the 737 MAX AFM, including changes to the following non-normal checklists: Airspeed Unreliable, Runaway Stabilizer, Stabilizer Trim Inoperative, Speed Trim Fail, Stabilizer Out of Trim, AOA Disagree, ALT (Altitude) Disagree, IAS (Indicated Airspeed) Disagree.

**d. Flight Standardization Board (FSB) and Joint Operations Evaluation Board (JOEB).** The FAA Aircraft Evaluation Division (AED) convened an FSB and invited other international civil aviation authorities to participate, thus forming a JOEB. The JOEB jointly

[1] Refer to Preliminary KNKT.18.10.35.04, Aircraft Accident Investigation Report, dated November 2018, and Final KNKT.18.10.35.04, Aircraft Accident Investigation Report, dated October 2019, which can be found at https://www.regulations.gov/document?D=FAA-2020-0686-0002.

[2] Refer to Ethiopian Aircraft Accident Investigation Preliminary Report AI-01/19, dated March 2019, and the Ethiopian Interim Investigation Report of accident MAX-8-ET-AVJ, ET-302, dated March 2020, available at https://www.regulations.gov/document?D=FAA-2020-0686-0002.

evaluated the procedural changes and the pilot training proposed by Boeing for the 737 MAX airplane.

(1) JOEB Members. The 737 MAX JOEB was comprised of the FAA FSB and three international civil aviation authorities: Agência Nacional de Aviação Civil (ANAC) Brazil, Transport Canada Civil Aviation (TCCA), and EASA.

(2) 737 MAX Pilot Training. The FSB and JOEB determined that special training,[3] including ground and flight training in a full flight simulator (FFS), is required prior to pilots operating the 737 MAX airplane. The FSB and JOEB also identified additional special emphasis areas to be included in 737 MAX recurrent or continuing qualification pilot training.

(3) 737 Next Generation (737NG)[4] Pilot Training. Due to the similarities in the Flight Crew Warning System, Air/Data System architecture, and horizontal stabilizer trim system between the 737 MAX and 737NG, the FSB and JOEB identified additional special emphasis ground and flight training in an FFS to be included in 737NG pilot training.

(4) Documentation of Results. The FAA documented the results of the FSB evaluation in the FAA Flight Standardization Board Report The Boeing Company 737 Revision 17.

**Note:** This notice will refer to this report as the 737 FSB report.

**e. Full Flight Simulators (FFS).** FFS modifications may be necessary to provide the training described in the 737 FSB report.

(1) 737 MAX FFS. In accordance with 14 CFR §§ 60.11(d) and 60.23, any flight simulation training device (FSTD)[5] sponsor[6] of a 737 MAX FFS must modify the FFS as described in this notice before allowing use of the FFS for flight training or checking.

(a) A Binary Simulation Load provides the basis for 737 MAX FFS programming and the resulting operating characteristics. To ensure that all 737 MAX FFSs are representative of a 737 MAX airplane and capable of supporting associated training tasks, the FAA National Simulator Program (NSP) has established a minimum Binary Simulation Load revision for 737 MAX FFSs. In accordance with § 60.23(c)(1)(iv), the NSP manager will determine if additional FFS evaluations are required prior to use of an FFS. The manager will consider evaluations already conducted. In accordance with §§ 60.11(d) and 60.23, FSTD sponsors must modify and test FFSs as follows:

*1.* Install Binary Simulation Load revision 3.23.4_3, or higher.

[3] This notice uses the term “special training” to describe the training required by § 121.415(h) because of FCC software version P12.1.2 to the 737 MAX and resulting new procedures and techniques.
[4] 737NG refers to the Boeing 737-600, 737-700, 737-700C, 737-800, 737-900, and 737-900ER models on TCDS A16WE.
[5] As defined in 14 CFR § 1.1, FSTD means an FFS or a flight training device (FTD).
[6] An FSTD sponsor is defined in appendix F to part 60 as a certificate holder who seeks or maintains FSTD qualification and is responsible for the prescribed actions in part 60 and the part 60 Qualification Performance Standards (QPS) for the appropriate FSTD and qualification level.

*2.* Ensure FCC software version P12.1.2 is active.

*3.* Evaluate manual stabilizer trim system for proper control forces and travel as described in part 60 appendix A, Table A1A, entry numbers 3c. and 3d. As described in entry number 3c., system operation should be predicated on and traceable to the system data provided by the airplane manufacturer, original equipment manufacturer, or alternative approved data. The FAA has found Boeing Simulator Data Bulletin SDB-737-006 as an acceptable means for FSTD sponsors to validate manual stabilizer trim wheel forces. In accordance with §§ 60.11(d) and 60.25, if the forces are not adequate to meet the training objectives, the FSTD sponsor must not allow use of the FFS to conduct training on manual stabilizer trim wheel.

(b) The NSP has evaluated and provided Interim Level Qualification to several 737 MAX FFSs. In accordance with § 60.21, Interim Level Qualification indicates that the FFS data package is in preliminary status while configuration of the aircraft is being finalized. FFSs will remain in Interim status after the airplane returns to service until the FSTD sponsor complies with § 60.23 to upgrade to full qualification.[7]

**6. Action.** POIs and TCPMs must complete the actions as described in the relevant appendices to this notice.

- Part 91 POIs, see Appendix A, Part 91.
- Part 121 POIs, see Appendix B, Part 121.
- Part 125 and Operations Specification (OpSpec) A125 Letter of Deviation Authority (LODA) Holders POIs, see Appendix C, Part 125.
- Part 142 TCPMs, see Appendix D, Part 142.

**7. Disposition.** The information in this notice will not be incorporated into Order 8900.1. Direct questions or comments concerning the information in this notice to the following:

- For questions or comments on the 737 FSB report, contact the AED at 206-231-3950 or 9-AVS-AFS-100@faa.gov.
- For parts 91 and 125 operator training questions or comments, contact the General Aviation and Commercial Division at 202-267-1100 or 9-AFS-800-Correspondence@faa.gov.
- For part 60 FFS and parts 121 and 142 training questions or comments, contact the Air Transportation Division at 202-267-8166 or 9-AFS-200-Correspondence@faa.gov.

Robert C. Carty
Deputy Executive Director, Flight Standards Service

[7] In accordance with § 60.21(b), an FFS that has been issued interim qualification is deemed to have been issued initial qualification unless the NSP rescinds the qualification. Therefore, in accordance with § 60.11, an FFS with interim qualification may be used to conduct flight training and evaluation consistent with any restrictions specified on the Statement of Qualification.

## Appendix A. Part 91

**1. Pilot Training.** Principal Operations Inspectors (POI) must immediately recommend in writing to each part 91 operator (or the Responsible Person for the operator) operating 737 MAX airplanes that its pilots complete the following training:

**a. Special Training.** For pilots qualified on the 737 MAX airplane utilizing the previous flight control computer (FCC) software version P10.0/11.1, the special training utilizing FCC software version P12.1.2 as described in the 737 FSB report, Appendix 7.

**b. Recurrent Training.** For recurrent 737 MAX pilot training, the applicable special emphasis areas as described in the 737 FSB report.

**2. Full Flight Simulators (FFS).** POIs must immediately notify in writing each part 91 operator operating 737 MAX airplanes of the following:

**a. FFS Programming and Modifications.** Before conducting flight training or checking in a 737 MAX FFS, the operator should verify with the FSTD sponsor that the FFS has been programmed with the necessary malfunctions to conduct the training described in subparagraphs 1a and b of this appendix and, as described in subparagraph 5e of this notice, the FFS has been appropriately modified, tested, and evaluated.

**b. FFS Without Malfunctions and Modifications.** If a specific FFS has not been appropriately modified, tested, and evaluated, or has not been programmed with necessary malfunctions, the operator should not use that FFS to conduct the training described in subparagraphs 1a and b of this appendix.

**3. Activity Recording (AR).** POIs must use AR code 1045 to document the actions required by paragraphs 1 and 2 of this appendix. POIs must select “737MAX” in the National Use Field.

## Appendix B. Part 121

**1. Notification.** Principal Operations Inspectors (POI) must immediately notify in writing part 121 air carriers operating 737 MAX airplanes of the following:

- In accordance with § 121.405(e), the FAA has determined that a revision to the pilot training and qualification program is required for any air carrier operating the 737 MAX airplane. In accordance with § 121.401(a)(1), this revision is required to ensure pilots serving in the 737 MAX airplane remain adequately trained and currently proficient in the airplane as specified in § 121.415(h).[8]
- In accordance with § 60.11, an air carrier may not use an FFS to conduct 737 MAX pilot training unless the FFS has been appropriately modified, tested, and evaluated as described in subparagraph 5e of this notice.

**2. Training and Qualification Program Revision.** POIs should follow the training and qualification program approval process in FAA Order 8900.1, Volume 3, Chapter 19, Section 2, Safety Assurance System: Training and Qualification Program Approval Process, or Volume 3, Chapter 21, Section 4, Safety Assurance System: The Advanced Qualification Program Approval Process, as applicable.

**a. 737 MAX Special Training.** POIs must verify the following:

(1) The training and qualification program revision includes the special training as described in the 737 FSB report, Appendix 7, for pilots qualified on the 737 MAX airplane utilizing the previous flight control computer (FCC) software version P10.0/P11.1. The air carrier may develop a special training curriculum or incorporate the special training into recurrent, continuing qualification, or requalification curricula.

(2) In accordance with § 121.401(a)(1), the air carrier receives FAA approval of the 737 MAX special training prior to conducting the special training.

(3) In accordance with §§ 121.401(a)(1) and 121.415(h), the air carrier requires the pilots described in subparagraph 2a(1) of this appendix to complete the special training prior to serving as a pilot on a 737 MAX airplane with FCC software version P12.1.2.

**b. 737NG to 737 MAX Differences Curricula.** POIs must verify the following:

(1) The training and qualification program revision includes differences training from the 737NG airplane to the 737 MAX airplane as described in the 737 FSB report for pilots qualified on the 737NG airplane and seeking qualification on the 737 MAX airplane.

(2) In accordance with § 121.401(a)(1), the air carrier receives FAA approval of the differences training prior to qualifying pilots on the 737 MAX airplane using that curricula. In

[8] As described in § 121.903(b), applicable requirements of part 121 subpart N continue to apply to certificate holders using an approved Advanced Qualification Program (AQP) and to the pilots being trained by the certificate holder under the approved AQP. The FAA has determined that §§ 121.401(a)(1), 121.405(e), 121.415(h) are applicable to certificate holders and their pilots training under an approved AQP.

accordance with § 121.418(a)(2), the air carrier may incorporate the differences training into other curricula.

(3) In accordance with §§ 121.418(a), 121.433(b), 121.903(c), and 121.913(b)(1), as applicable, the air carrier requires pilots described in subparagraph 2b(1) of this appendix to complete the differences training prior to serving as a pilot on a 737 MAX airplane.

**c. 737 MAX Initial, Qualification, or Transition Curricula.** POIs must verify the following:

(1) The training and qualification program revision includes the 737 MAX special training, applicable special emphasis areas, and applicable differences training as described in the 737 FSB report for pilots qualifying on the 737 airplane type for the first time (e.g., initial, qualification, or transition curricula) in the 737 MAX airplane.

(2) In accordance with § 121.401(a)(1), the air carrier receives FAA approval of the initial, qualification, or transition curricula prior to qualifying pilots on the 737 MAX airplane using that curricula.

(3) In accordance with §§ 121.433(a) and 121.903(c), as applicable, the air carrier requires pilots described in subparagraph 2c(1) of this appendix to complete the applicable initial, qualification, or transition curricula prior to serving as a pilot on a 737 MAX airplane.

**d. 737 MAX Requalification Curricula.** POIs must verify the following:

(1) The training and qualification program revision includes the special training as described in the 737 FSB report, Appendix 7 for pilots completing 737 MAX requalification training as described in § 121.400(c)(9).

(2) In accordance with § 121.401(a)(1), the air carrier receives FAA approval of the requalification curricula prior to requalifying pilots on the 737 MAX airplane using that curricula.

(3) In accordance with §§ 121.401(a)(1) and 121.415(h), the air carrier requires pilots described in subparagraph 2d(1) of this appendix to complete the requalification training prior to serving as a pilot on the 737 MAX airplane.

**e. 737 MAX Recurrent or Continuing Qualification Curricula.** POIs must verify the following:

(1) The training and qualification revision includes the applicable special emphasis areas and applicable differences training as described in the 737 FSB report for pilots completing recurrent or continuing qualification 737 MAX training.

(2) In accordance with § 121.401(a)(1), the air carrier receives FAA approval of the 737 MAX recurrent or continuing qualification curricula prior to conducting recurrent or continuing qualification 737 MAX training using that curricula.

(3) In accordance with §§ 121.427(a), 121.433(c)(1), 121.903(c), and 121.915, the air carrier requires pilots described in subparagraph 2e(1) of this appendix to complete the applicable training.

> **Note:** In accordance with § 121.403(b)(5), each curriculum must include the programmed hours of training. In accordance with § 121.913(a), each qualification curriculum must include the planned hours of training. To include the training described in subparagraphs 2a through e of this appendix, air carriers may need to increase the programmed or planned training hours for a curriculum.

**f. FFSs.** POIs must verify that, in accordance with § 121.403(b)(4), if a specific FFS has not been appropriately modified, tested, and evaluated or has not been programmed with the necessary malfunctions to conduct the training described in subparagraphs 2a through e of this appendix, the air carrier revises the applicable curricula to identify any maneuvers, procedures, or functions for which that FFS may not be used.

**g. Ground and Flight Instructors.** POIs must verify that, in accordance with §§ 121.401(a)(2) and (4) and 121.903(c), as applicable, the air carrier provides training as necessary to ensure properly qualified ground and flight instructors to conduct the training described in subparagraphs 2a through e of this appendix.

**3. Recordkeeping.** POIs must verify that, in accordance with § 121.683, the air carrier documents completion of the required training by each pilot in accordance with the air carrier's approved recordkeeping system.

**4. Safety Assurance System (SAS) Documentation.** POIs must use the applicable National/Divisional Custom Data Collection Tool (ND C DCT) and the Action Item Tracking Tool (AITT) to document the actions required by paragraphs 1 through 3 of this appendix. POIs can select the specific questions applicable to the training and qualification program (traditional or AQP) and curricula being evaluated if the certificate holder is implementing the new requirements at different intervals for different curricula. POIs can use additional ND C DCTs as the certificate holder implements additional curricula. POIs will load the applicable ND C DCT template using the following steps:

**a.** From the Comprehensive Assessment Plan (CAP), select the "Add Assessment" button.

**b.** Select a "CH/A" from the drop-down menu.

**c.** Under "Specialty", ensure applicable specialty is selected from the drop-down menu.

**d.** Select the "Custom DCT" radio button.

**e.** In the text box, enter any text (it will auto-populate with the template title in subsequent steps). This will then activate the "Add" button.

**f.** Select "Add".

**g.** Enter “737MAX” without quotes or spaces in the “Local/Divisional/National” Field for Custom DCTs for the 737 MAX.

**h.** Select the checkbox for “LRN Locked?”.

**i.** For “Requires Own Assessment?”, select “Yes” from the drop-down menu.

**j.** Select the “Performance” or “Design” radio button next to “Question Type”.

**k.** Ensure the applicable radio button next to “Specialty” is selected.

**l.** Select the “Yes” radio button from the “Apply from Templates” menu and select “National/Divisional” from the drop-down menu.

**m.** Select one of the following ND C DCTs from the “Select Template” drop-down menu.

(1) Part 121 737 MAX (OP) DA.

(2) Part 121 737 MAX (OP) PA.

**n.** Select “Search”.

**o.** When the questions populate, click on the “Add” button.

**p.** Scroll up to the “Custom DCT Context” panel and verify that the “Custom DCT Name” Field has auto-populated with the template title and replaced the text entered previously in step e above.

**q.** Scroll back down and select “OK”. The “Assessment Details” window will appear.

**r.** Select a date from the “Assessment Due Date” drop-down menu.

**s.** At the bottom left corner of the window, select the number of additional DCTs to be created (if applicable) from the drop-down menu and select “Add DCTs”. Sections for each DCT created will appear in the “DCT Assignment” section.

**t.** If additional DCTs were created in step s, enter text in the “PI Common Instructions” box (these will apply to each DCT created in this template), if desired. Select “Append to All”.

**u.** For each DCT (under the “DCT Assignment” section):

(1) Select the “Recommended/Assigned To” inspector from the drop-down menu.

(2) Select a “Complete Data Collection By” date from the calendar menu.

(3) Enter text in the “Instructions” field (specific to this particular DCT).

(4) “Location” may be left blank.

(5) For “M/M/S”, select the appropriate make, model, and series (M/M/S) from the drop-down menu.

(6) If desired, documents such as this notice may be appended using the “Attach Documents” button.

(7) When the information has been populated for each DCT, select “Save”.

**v.** Verify that the C DCT(s) appears in the CAP.

**w.** Select “Submit Plan”.

## Appendix C. Part 125

**1. Pilot Training.** Principal Operations Inspectors (POI) must immediately recommend in writing to each part 125 operator operating 737 MAX airplanes that its pilots complete the following training:

**a. Special Training.** For pilots qualified on the 737 MAX utilizing previous flight control computer (FCC) software version P10.0/11.1, the special training utilizing FCC software version P12.1.2 as described in the 737 FSB report, Appendix 7.

**b. Recurrent Training.** For recurrent 737 MAX pilot training, the applicable special emphasis areas as described in the 737 FSB report.

**2. Full Flight Simulators (FFS).** POIs must immediately notify in writing each part 125 operator operating 737 MAX airplanes of the following:

**a. FFS Programming and Modifications.** Before conducting flight training or checking in a 737 MAX FFS, the operator should verify with the FSTD sponsor that the FFS has been programmed with the necessary malfunctions to conduct the training described in subparagraphs 1a and b of this appendix and as described in subparagraph 5e of this notice, the FFS has been appropriately modified, tested, and evaluated.

**b. FFS Without Malfunctions and Modifications.** If a specific FFS has not been appropriately modified, tested, and evaluated or has not been programmed with the necessary malfunctions, the operator should not use that FFS to conduct the training described in subparagraph 1a and b of this appendix.

**3. Activity Recording (AR).** POIs must use AR code 1045 to document the actions required by paragraphs 1 and 2 of this appendix. POIs must select “737MAX” in the National Use Field.

## Appendix D. Part 142

**1. Notification.** Training Center Program Managers (TCPM) must immediately notify training centers for which they have oversight responsibilities and who have approved 737 MAX curricula, in writing, of the following:

- In accordance with § 142.37(f), the FAA has determined that a revision to the approved program is required for any training center with 737 MAX curricula. This revision is required to ensure the adequate training of pilots to operate 737 MAX airplanes.
- In accordance with § 60.11, a training center may not use a full flight simulator (FFS) to conduct 737 MAX pilot training unless the FFS has been appropriately modified, tested, and evaluated as described in subparagraph 5e of this notice.

**2. Training and Qualification Program Revision**. TCPMs should follow the curriculum approval process in FAA Order 8900.1, Volume 3, Chapter 54, Section 6, Part 142 Training Centers: Evaluate Training Programs, Curricula, Flight Training Equipment, and Recordkeeping Requirements.

**a. 737 MAX Core Curriculum.** TCPMs must verify the following:

(1) The program revision includes the special training utilizing flight control computer (FCC) software version P12.1.2 as described in the 737 FSB report, Appendix 7.

(2) In accordance with § 142.37(f), the training center receives FAA approval of the 737 MAX core curriculum prior to conducting that core curriculum.

**b. 737NG to 737 MAX Differences Curriculum.** TCPMs must verify the following:

(1) The program revision includes the differences training from the 737NG to the 737 MAX as described in the 737 FSB report.

(2) In accordance with § 142.37(f), the training center receives approval for 737NG to 737 MAX differences curriculum prior to training new pilots on the 737 MAX airplane using that curriculum.

**c. 737 MAX Special Training.** TCPMs must verify the following:

(1) If the training center seeks approval of a curriculum, in accordance with § 142.81, to conduct the 737 MAX special training to qualified 737 MAX pilots, the curriculum includes the special training utilizing FCC software version P12.1.2 as described in the 737 FSB report, Appendix 7.

(2) In accordance with § 142.81(d), the training center receives approval for the 737 MAX special training curriculum prior to training pilots using that curriculum.

**Note:** To include the training described in subparagraphs 2a through c of this appendix, training centers may need to increase the programmed ground or flight (or both) training hours for a curriculum.

**d. FFSs.** TCPMs must verify that, in accordance with § 142.59, if a specific FFS has not been appropriately modified, tested, and evaluated, or has not been programmed with the necessary malfunctions to conduct the training described in subparagraph 2a through c of this appendix, the training center revises the applicable curricula to identify any maneuvers, procedures, or functions for which that FFS may not be used.

**e. Flight Instructors.** TCPMs must verify that, in accordance with § 142.53(a), the training center provides training as necessary to ensure that only properly qualified flight instructors conduct the training described in subparagraph 2a through c of this appendix.

**3. Recordkeeping.** TCPMs must verify that, in accordance with § 142.73, the training center documents completion of the training of each pilot in accordance with the training center's approved recordkeeping system.

**4. Activity Recording (AR).** TCPMs must use AR code 1370 to document the review and approval of the curricula. TCPMs must select "737MAX" in the National Use Field.