

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.587

National Policy

Effective Date:
6/17/21

Cancellation Date:
6/17/22

SUBJ: Title 14 CFR Part 142 Flight Instructor Training, Proficiency Checks, and Observations

1. Purpose of This Notice. This notice informs Training Center Program Managers (TCPM) and Fleet Training Program Managers (FTPM) of revised policy regarding Title 14 of the Code of Federal Regulations (14 CFR) part 142 flight instructor and Training Center Evaluator (TCE) training, proficiency checks, and observations. In addition, the revised policy may require a review of flight instructor and TCE curricula.

2. Audience. The primary audience for this notice is Flight Standards Safety Assurance offices, TCPMs, FTPMs, and associated inspectors assigned certificate management and oversight of part 142 training centers. The secondary audience includes other Safety Assurance offices, Safety Standards offices, and Foundational Business offices.

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 can find this notice on the Federal Aviation Administration's (FAA) website at <https://fsims.faa.gov>. This notice is available to the public at https://www.faa.gov/regulations_policies/orders_notices.

4. Applicability. This notice is applicable only to part 142 training programs and flight instructors and TCEs used in those programs. This notice is not applicable to training and qualification programs conducted at part 142 training centers under 14 CFR part 91 subpart K (part 91K), 121, or 135, nor to flight instructors used in those programs, which have separate requirements specified in those parts.

5. Background.

a. Air Carrier Training Aviation Rulemaking Committee (ACT ARC). On January 21, 2014, the FAA established the ACT ARC to provide a forum for the U.S. aviation community to discuss, prioritize, and provide recommendations to the FAA concerning operations conducted under parts 121, 135, and 142, specifically addressing air carrier training. The ACT ARC Steering Committee established an Air Carrier and Contract Training Workgroup (AC&CT WG) and tasked it to review current guidance documents to assess the requirements for part 142 instructors and TCEs, and suggest improvements/changes, if required. The AC&CT

WG produced Recommendation 17-3, Guidance for 142 Instructor/Evaluator Training Requirements, which recommends the FAA publish/revise guidance regarding the requirements for part 142 flight instructors and TCEs to complete proficiency checks and observations within an aircraft type. Recommendation 17-3 also recommends clarification of the meaning of “a representative segment of each curriculum” as used in part 142, § 142.53(a)(1) and (7)(ii), regarding flight instructor observations and flight instructor proficiency checks, respectively.¹

b. Air Transportation Division (AFS-200) Review. AFS-200 conducted a thorough review of the part 142 flight instructor proficiency check requirements. This review identified that the information and policy regarding part 142 flight instructor proficiency checks in FAA Order 8900.1, Volume 3, Chapter 54, Section 2, Part 142 Training Centers: Training, Qualification, and Designation of Training Center Instructors and Evaluators, has drifted from the baseline regulatory requirement and is not an accurate application of the rule.

6. Regulatory Requirements and Definitions.

a. Section 142.3. The terms “curriculum” and “course” are specifically defined in § 142.3. TCPMs and FTPMs must understand these terms for proper application of the § 142.53 flight instructor training, proficiency check, and observation requirements. Section 142.3 defines curriculum and course as follows:

Core Curriculum means a set of courses approved by the Administrator, for use by a training center and its satellite training centers. The core curriculum consists of training which is required for certification. It does not include training for tasks and circumstances unique to a particular user.

Course means—

- (1) A program of instruction to obtain pilot certification, qualification, authorization, or currency;*
- (2) A program of instruction to meet a specified number of requirements of a program for pilot training, certification, qualification, authorization, or currency; or*
- (3) A curriculum, or curriculum segment, as defined in subpart Y of part 121 of this chapter.*

...

Specialty Curriculum means a set of courses that is designed to satisfy a requirement of the Federal Aviation Regulations and that is approved by the Administrator for use by a particular training center or satellite training center. The specialty curriculum includes training requirements unique to one or more training center clients.

¹ Recommendation 17-3 is available at https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs200/afs280/act_arc/act_arc_reco/media/2017/ACT_ARC_Reco_17-3.pdf.

b. Section 142.53. Section 142.53(a)(1), (3), (4), and (7) states in pertinent part:

(a) ...prior to designation and every 12 calendar months... following an instructor's initial designation, a certificate holder must ensure that each of its instructors meets the following requirements:

(1) Each instructor must satisfactorily demonstrate to an authorized evaluator knowledge of, and proficiency in, instructing in a representative segment of each curriculum for which that instructor is designated to instruct under this part.

...

(3) Each instructor who instructs in a qualified and approved flight simulator or flight training device must satisfactorily complete an approved course of training in the operation of the flight simulator, and an approved course of ground instruction, applicable to the training courses the instructor is designated to instruct.

(4) The flight simulator training course required by paragraph (a)(3) of this section which must include—

- (i) Proper operation of flight simulator and flight training device controls and systems;*
- (ii) Proper operation of environmental and fault panels;*
- (iii) Limitations of simulation; and*
- (iv) Minimum equipment requirements for each curriculum.*

...

(7) Each instructor who instructs in qualified and approved flight training equipment must pass a written test and annual proficiency check—

- (i) In the flight training equipment in which the instructor will be instructing; and*
- (ii) On the subject matter and maneuvers of a representative segment of each curriculum for which the instructor will be instructing.*

Note: This notice addresses only the requirements in § 142.53(a)(1), (3), (4), and (7).

c. Section 142.55. Section 142.55(a)(2) states in pertinent part:

(a) ...a training center must ensure that each person authorized as an evaluator—

...

(2) Is in compliance with... [§] 142.53...

d. Preamble Discussion.

(1) In July 1996, the FAA issued the Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking and at Training Centers Final Rule (61 FR 34508). In the preamble to that final rule, the FAA stated that paragraph (a) of § 142.53 had been reworded because “changing

the wording to ‘instructing in a representative segment of each curriculum,’ allows evaluation of instructors in a broad sampling of all subjects. However, the FAA has specified that the evaluation must include a representative segment from each curriculum” (61 FR 34541).

(2) In March 1997, the FAA issued a correction to § 142.53(a)(7) (62 FR 13788) to make it consistent with the intent expressed in the July 1996 Final Rule. In the preamble to this correction, the FAA stated: “This section is amended by inserting in paragraph (a)(7)(ii) the words ‘of a representative segment of each curriculum.’ This insertion is needed to preclude confusion that might result from an interpretation that instructor testing must include all maneuvers, in apparent contradiction with paragraph (a)(1), which specifies that only a representative segment of each curriculum must be checked” (62 FR 13789).

7. Part 142 Flight Instructor Training Requirements. In accordance with § 142.53(a)(3), every 12 calendar-months, a part 142 flight instructor must complete ground training applicable to each course the flight instructor is designated to instruct. Additionally, every 12 calendar-months, a part 142 flight instructor must complete ground training, including the items in § 142.53(a)(4), on the operation of each flight simulation training device (FSTD) in which the flight instructor is designated to instruct.²

8. Part 142 Flight Instructor Proficiency Checks. Order 8900.1, Volume 3, Chapter 54, Section 2 indicates that a part 142 flight instructor must complete a proficiency check in each course; this is an incorrect application of the rule. In accordance with § 142.53(a)(7), every 12 calendar-months,³ a part 142 flight instructor must complete a proficiency check on the subject matter and maneuvers of a representative segment of each curriculum for which the flight instructor is designated to instruct, not each course.

a. Core Curriculum Proficiency Check. As defined in § 142.3, a core curriculum is a set of courses for certification. Therefore, a proficiency check of a representative segment of a core curriculum includes at least one maneuver from each area of operation required for certification under the core curriculum.

b. Specialty Curriculum Proficiency Check. As defined in § 142.3, a specialty curriculum is a set of courses designed to satisfy a regulatory requirement other than certification, such as, but not limited to, 14 CFR part 61, § 61.31(g) high-altitude training, § 61.57(a) and (b) recency of experience, § 61.57(d) instrument proficiency checks (IPC), § 61.58 proficiency checks, § 61.66 enhanced flight vision system (EFVS) training, § 61.67 Category (CAT) II authorizations, or § 61.68 CAT III authorizations. Since each specialty curriculum is designed to meet a specific regulatory requirement, a proficiency check of a representative segment of a specialty curriculum includes a sampling of the subject matter and maneuvers applicable to that specific curriculum.

² In accordance with § 142.53(c), an instructor who completes the § 142.53(a)(3) or (4) ground training in the calendar-month before or after the due month is considered to have completed it in the due month.

³ In accordance with § 142.53(c), an instructor who completes the proficiency check in the calendar-month before or after the due month is considered to have completed it in the due month.

9. Part 142 Flight Instructor Observations. In accordance with § 142.53(a)(1), every 12 calendar-months, a part 142 flight instructor must demonstrate knowledge of, and proficiency in, instructing in a representative segment of each curriculum for which the instructor is designated to instruct.⁴

a. Core Curriculum Observation. As defined in § 142.3, a core curriculum is a set of courses for certification. An observation of a representative segment of a core curriculum includes observation of the part 142 flight instructor instructing at least one maneuver from each area of operation required for certification under that curriculum.

b. Specialty Curriculum Observation. As defined in § 142.3, a specialty curriculum is a set of courses designed to satisfy a regulatory requirement other than certification. Since each specialty curriculum is designed to meet a specific regulatory requirement, an observation of a representative segment of a specialty curriculum includes observation of the part 142 flight instructor instructing a sampling of the subject matter and maneuvers applicable to that specific curriculum.

10. Examples. For purposes of these examples, a training center has the following curricula:

- (1) Core Curriculum – Boeing 737 Type Rating.
 - (a) § 61.157 type rating course using a Boeing 737-800 full flight simulator (FFS).
 - (b) § 61.63(d) type rating course using a Boeing 737-8 FFS.
- (2) Specialty Curriculum – Boeing 737 Proficiency Check.
 - (a) § 61.58 proficiency check course using a Boeing 737-800 FFS.
 - (b) § 61.58 proficiency check course using a Boeing 737-8 FFS.
- (3) Specialty Curriculum – Boeing 737 Category II Authorization.
 - (a) § 61.67 Category II authorization using a Boeing 737-800 FFS.
 - (b) § 61.67 Category II authorization using a Boeing 737-8 FFS.

a. Example 1. In accordance with § 142.47(b), a part 142 flight instructor is designated to instruct in both courses of the Boeing 737 Type Rating core curriculum. The flight instructor must satisfactorily complete the following requirements every 12 calendar-months.

(1) Ground training applicable to instructing in each course, including any differences in the systems and operation between the Boeing 737-800 and Boeing 737-8 that affect the instruction in each course (§ 142.53(a)(3)).

(2) Ground training on the operation of the Boeing 737-800 FFS and Boeing 737-8 FFS, including any differences in the operation of the Boeing 737-800 and Boeing 737-8 FFSs that affect instruction in each FFS (§ 142.53(a)(3) and (4)).

(3) A proficiency check in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Type Rating core curriculum (§ 142.53(a)(7)).

⁴ In accordance with § 142.53(c), an instructor who completes the observation in the calendar-month before or after the due month is considered to have completed it in the due month.

Note: In this example, a part 142 flight instructor that satisfactorily completes a § 61.58 proficiency check in a Boeing 737-800 or Boeing 737-8 FFS as a pilot would meet the § 142.53(a)(7) Boeing 737 Type Rating core curriculum proficiency check requirement since the § 61.58 proficiency check is required to include all tasks and maneuvers for the Boeing 737 type rating. However, a § 142.53(a)(7) Boeing 737 Type Rating core curriculum proficiency check that included only a representative segment of the core curriculum would not meet the § 61.58 proficiency check requirement for a Boeing 737 since it would not include all tasks and maneuvers for the Boeing 737 type rating.

(4) Demonstration of instructing in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Type Rating core curriculum (§ 142.53(a)(1)).

b. Example 2. In accordance with § 142.47(b), a part 142 flight instructor is designated to instruct in both courses of the Boeing 737 Type Rating core curriculum and in both courses of the Boeing 737 Proficiency Check specialty curriculum. The flight instructor must satisfactorily complete the following requirements every 12 calendar-months.

(1) Ground training applicable to instructing in each course, including any differences in the systems and operation between the Boeing 737-800 and Boeing 737-8 that affect the instruction in each course (§ 142.53(a)(3)). In this example, the flight instructor must complete ground training applicable to the courses in the core curriculum and to the courses in the specialty curriculum (§ 142.53(a)(3)). The ground training may be completed in one course of ground instruction as long as it meets the requirements for all courses the flight instructor is designated to instruct.

(2) Ground training on the operation of the Boeing 737-800 FFS and Boeing 737-8 FFS, including any differences in the operation of the Boeing 737-800 and Boeing 737-8 FFSs that affect instruction in each FFS (§ 142.53(a)(3) and (4)).

(3) A proficiency check in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Type Rating core curriculum (§ 142.53(a)(7)).

(4) A proficiency check in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Proficiency Check specialty curriculum (§ 142.53(a)(7)). In this example, since a Boeing 737 § 61.58 proficiency check and a Boeing 737 type rating practical test are required to include the same areas of operation, a § 142.53(a)(7) Boeing 737 proficiency check for the core curriculum will meet the § 142.53(a)(7) Boeing 737 proficiency check for the specialty curriculum.

(5) Demonstration of instructing in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Type Rating core curriculum (§ 142.53(a)(1)).

(6) Demonstration of instructing in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Proficiency Check specialty curriculum (§ 142.53(a)(1)). In this example, since a Boeing 737 § 61.58 proficiency check and a Boeing 737 type rating practical test are required to include the same areas of operation, a

§ 142.53(a)(1) demonstration for the Boeing 737 core curriculum will meet the § 142.53(a)(1) demonstration for the Boeing 737 specialty curriculum.

c. Example 3. In accordance with § 142.47(b), a part 142 flight instructor is designated to instruct in both courses of the Boeing 737 Type Rating core curriculum and in both courses of the Boeing 737 Category II Authorization specialty curriculum. The flight instructor must satisfactorily complete the following requirements every 12 calendar-months.

(1) Ground training applicable to instructing in each course, including any differences in the systems and operation between the Boeing 737-800 and Boeing 737-8 that affect the instruction in each course (§ 142.53(a)(3)). In this example, the flight instructor must complete ground training applicable to the courses in the core curriculum and to the courses in the specialty curriculum (§ 142.53(a)(3)). The ground training may be completed in one course of ground instruction as long as it meets the requirements for all courses the flight instructor is designated to instruct.

(2) Ground training on the operation of the Boeing 737-800 FFS and Boeing 737-8 FFS, including any differences in the operation of the Boeing 737-800 and Boeing 737-8 FFSs that affect instruction in each FFS (§ 142.53(a)(3) and (4)).

(3) A proficiency check in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Type Rating core curriculum (§ 142.53(a)(7)).

(4) A proficiency check in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Category II Authorization specialty curriculum (§ 142.53(a)(7)). In this example, a § 142.53(a)(7) Boeing 737 proficiency check for the core curriculum will not meet the § 142.53(a)(7) Boeing 737 proficiency check for the specialty curriculum since the core curriculum does not contain any of the maneuvers required for a Category II authorization. In this example, the flight instructor must complete two proficiency checks, but the checks may be completed in one FFS session as long as the requirements for both proficiency checks are met.

(5) Demonstration of instructing in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Type Rating core curriculum (§ 142.53(a)(1)).

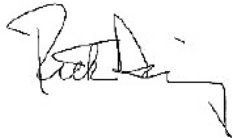
(6) Demonstration of instructing in a Boeing 737-800 or Boeing 737-8 FFS consisting of a representative segment of the Boeing 737 Category II Authorization specialty curriculum (§ 142.53(a)(1)). In this example, a § 142.53(a)(1) demonstration for the Boeing 737 core curriculum will not meet the § 142.53(a)(1) demonstration for the Boeing 737 specialty curriculum since the core curriculum does not contain any of the maneuvers required for a Category II authorization. In this example, the flight instructor must complete two demonstrations, but the demonstrations may be completed in one FFS session as long as the requirements for both demonstrations are met.

11. Flight Standardization Board Reports (FSBR). TCPMs and FTPMs should refer to the FSBR for the aircraft type, if applicable, for information on the differences in the systems and operation within aircraft variations that may affect instruction in the courses in which a part 142 flight instructor is designated to instruct.

12. Training Center Evaluators (TCE). As required by § 142.55(a)(2), TCEs must meet the § 142.53 flight instructor training, proficiency check, and observation requirements described in this notice. Part 142 includes additional requirements for TCEs which are not addressed in this notice.

13. Action. Within 30 calendar-days of issuance of this notice, TCPMs and FTPMs must discuss the content of this notice with their assigned training centers and encourage each training center to review its flight instructor and TCE curricula to identify if the curricula are consistent with the regulatory requirements described in this notice. If the training center submits a revision as a result of its review of its flight instructor and TCE curricula, the TCPM and FTPM should prioritize review of that revision. If the revision is consistent with the regulatory requirements described in this notice, the TCPM and FTPM should promptly grant approval of the revision.

14. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to the Air Transportation Division (AFS-200) at 202-267-8166.

A handwritten signature in black ink, appearing to read "Rick Domingo", with a stylized flourish at the end.

Rick Domingo
Executive Director, Flight Standards Service