

Section 142.53(b)(1) Deviation Checklist
Training Center: _____

14 CFR Part 142 Training Center

142.53(b)(1) DEVIATION REQUEST CHECKLIST and JOB AID

NOTE:

This checklist and job aid is not necessarily all-inclusive. References to FAA Order 8900.1 and 14 CFR part 142 have been included to assist the user and are not meant to be the only sources of information. Other sources include FAA Advisory Circulars, Notices, Orders, and/or other FAA guidance and/or directive material.

This job aid contains a listing, from applicable regulations and directive documents, of requirements for an application for a deviation from section 142.53(b)(1). It may be modified for individual use as appropriate.

Job Aid Completion Date: _____

Description of material received:

Section 142.53(b)(1) Deviation Checklist
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Item No.	PART 142 DEVIATION OR WAIVER REQUEST AND PROCESSING	References			COMMENT/ FINDING
			Yes	No or N/A	
	I. Required FAA Documents				
1.	Is the deviation request accompanied by a memorandum to the appropriate regional flight standards district office, prepared by the TCPM, that contains the results of the TCPM's evaluation of the submission, suggested action, and, if approval is recommended, a recommended duration (validity period) for the deviation (not to exceed 24 calendar-months)?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391D			
2.	Is the deviation request accompanied by a memorandum from the appropriate regional flight standards district office, prepared by the part 142 regional coordinator that contains the results of the regional coordinator's evaluation of the deviation application and the TCPM's comments/recommendations, and the regional office's recommendations with respect to the submission?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391D			
	II. Regulatory Requirements				
1.	Has the training center provided:				
	1) Justification for the requested deviation (that is, why the training center cannot comply with the regulatory requirements)?	142.9(b)(1)			
	2) Evidence that the deviation, if granted, will not adversely affect the quality of instruction or evaluation?	142.9(b)(2)			
2.	Has the training center indicated:				
	1) Which requirements of part 61 would be satisfied by the proposed curriculum?	142.37(d)(2)			

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	2) Which requirements of part 61 would not be satisfied by the proposed curriculum? <i>NOTE: 142.53(b)(1) deviation curriculums generally will not satisfy any requirement of part 61. If this is the case, the proposed curriculum must explicitly say so.</i>	142.37(d)(3)			
3.	Is the curriculum developed in accordance with applicable portions of part 142.39? <i>NOTE: The objective of this curriculum is to provide the instructor with necessary familiarization and knowledge of the NAS. Knowledge and skill evaluations are performed separately in accordance with the provisions of part 142 subparts B through F.</i>	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2			
4.	Does the proposed curriculum contain:				
	1) A syllabus for each proposed curriculum? <i>Note: a syllabus is defined as a detailed summary describing the main points of a course of study. A syllabus describes the course content in a sufficient level of detail to ensure that all knowledge areas and required skills are covered adequately and includes those materials that are necessary to support the course. It includes details of course requirements, course content, and evaluation plans, including programmed hours, media, and all courseware.</i>	142.39(a) FAA Order 8900.1, Volume 3, Chapter 54, Section 1, para. 3-4334 X.			
	2) Minimum aircraft and flight training equipment requirements for each proposed curriculum?	142.39(b)			

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	3) Minimum instructor and evaluator qualifications for each proposed curriculum?	142.39(c)			
	4) A curriculum for initial and continuing training of each instructor or evaluator employed to instruct in the proposed curriculum?	142.39(d)			
	5) For each curriculum that provides for the issuance of a certificate or rating in fewer than the minimum hours prescribed by part 61—				
	(a) A means of demonstrating the ability to accomplish such training in the reduced number of hours?; and	142.39(e)			
	(b) A means of tracking trainee performance after the trainee leaves the training center?	142.39(e)			
	III. Policy Requirements				
1.	Did the applicant offer an alternative plan of action that will enable the training center to achieve the same level of safety as the regulation?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391B			
2.	Did the applicant offer an alternative plan of action that will enable the training center to meet the intent and objective of the regulation from which the deviation or waiver is requested?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391B			
3.	Did the applicant show that a grant of deviation will not adversely affect the quality of instruction or evaluation?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391B			

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4.	Does the request for deviation include at least the following information:				
	1) The specific regulation(s) from which the training center is requesting relief?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391C			
	2) A detailed description of the proposed alternative plan that will enable the training center to achieve the same or higher level of safety of the regulation, as well as meeting its intent and objective? NOTE: A deviation may not be granted if it will have an adverse effect on the quality of instruction and/or evaluations conducted by the training center.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391C			
	3) The proposed revisions to the training center's operating procedures, quality management systems, and/or training curriculums that will be modified if the deviation or waiver request is granted?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391C			
	4) Training modules to support the instructor, training center evaluator (TCE), and any other training center personnel training required in order to ensure compliance with the requested deviation or waiver?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391C			
	5) Any other justification, procedures, or policies that the training center believes are necessary to support its request?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391C			

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			Yes	No or N/A	
5.	Does the proposed deviation curriculum state that it is:				
	1) Applicable to simulator-only flight instructors and TCEs who conduct training, testing or checking in level C or level D FFS (instructors who instruct only in level A or level B FFS or flight training devices (FTD) need not comply with the requirements of § 142.53(b))?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392C1			
	2) Not applicable to (and is not necessary for) instructors or TCEs who operate actual aircraft that are representative of the simulator(s) in which they instruct or evaluate? (These instructors will meet the requirements of § 142.53(b)(1) through their in-flight activities).	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392C2			
	3) Not applicable to ground instructors (ground instructors are not required to comply with the in-flight performance or observation requirements of part 142 provided they do not operate the actual aircraft or conduct flight instruction as part of their assigned duties)?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392C3			
	4) Not applicable to training center flight instructors or TCEs who provide training, testing or checking for parts 121, 135, or 91K certificate holders, providing they are participating in the operator's line observation program and that program is acceptable to the center's TCPM. In such cases, subject individuals will may meet the requirements of 142.53(b) by participating in an approved line observation program with an air carrier plus an additional one-hour LOFT (142.53(b)(2)). NOTE: It is the responsibility of each air carrier to ensure all of its authorized instructors and check airmen are qualified in accordance with the requirements of the appropriate operating rule.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392C4			
6.	Did the applicant:				

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	<p>1) Develop procedures for maintaining and distributing current information concerning the National Airspace System and current air traffic procedures in the training center's approved flight instructor initial and recurrent training programs required by this deviation?</p> <p>Procedure (Def.) . A logical progression of actions and/or decisions in a fixed sequence that is prescribed by an operator to achieve a specified objective. In short, a procedure is step-by-step guidance on how to do something. Ref.: FAA Order 8900.1 , Vol. 3, Chap. 32, Section 1, para. 3-3128 X.</p> <p>NOTE: Procedures should answer who, what, where, when, and how a requirement will be accomplished.</p>	<p>FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2</p>			
	2) Develop both ground and flight training segments in support of its LOS program?	<p>FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2</p>			
	3) Program a minimum of 5 hours, not reducible, for the ground portion of the required training?	<p>FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2</p>			
7.	Is the LOS scenario used to satisfy the requirements of this deviation performed in a level C or D FFS representative of one of the types of aircraft in which instruction will be given?	<p>FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2</p>			

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8.	Is each LOS scenario developed to meet the requirements of a deviation from 142.53(b)(1) required to be conducted in a level C or D qualified full flight simulator?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
9.	Does each LOS scenario developed to meet the requirements for a deviation from 142.53(b)(1) consist of at least 4 hours of training made up of 2 hours acting as pilot in command and pilot flying (PF) and 2 hours as the pilot monitoring (PM)? (See paragraph 3-4392 F. for Single-Pilot Training Program Requirements)	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
10.	Does each LOS scenario developed to meet the requirements for a deviation from 142.53(b)(1) require a minimum of two flight segments and at least two takeoffs and two landings as the sole manipulator of the controls?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
11.	Are simulator freeze and slew, and unrealistic winds aloft prohibited? Simulator reposition may be accomplished only in accordance with a policy on simulator reposition approved by a training center's TCPM. If the training center does not have an approved policy, the reposition feature may only be used to advance along a flight route to the point where the descent and approach phase of the flight begins.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
12.	Is a realistic preflight planning session included, considering weather, fuel, performance, weight/balance considerations, company procedures and paperwork, and dispatch or flight following as applicable?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			

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13.	Are maintenance issues (minimum equipment list (MEL)) included in the scenario, such as Required Navigation Performance (RNP) approach procedures etc?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
14.	4) Does the LOS consist of a fully planned and scripted line operation that reflects and reinforces the ground training modules, which were approved as part of the deviation? NOTE: The LOS is not a checking event. However, satisfactory completion of the LOS is a requirement for completion of the curriculum.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
15.	5) Does the LOS exercise emphasize the avoidance of runway incursions, minimizing time on active runways, and crew confirmation and coordination regarding correct takeoff/landing speeds, runways and crossing clearances?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
16.	6) Are realistic air traffic control (ATC) communications and current National Aerospace System (NAS) procedures completely scripted?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
17.	Is special emphasis placed on ground operations as discussed above, proper crew coordination, including sterile cockpit procedures and adherence to standard operating procedures (SOP), including but not limited to deice/anti-ice systems operation?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			

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	proper crew coordination?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
	sterile cockpit?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
	adherence to standard operating procedures (SOP), including but not limited to deice/anti-ice systems operation?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
18.	Are visual models equivalent in accuracy and fidelity to those used for simulator qualification as a level C or D? Is a realistic ground environment at airports used?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
19.	Does the LOS specify ground movement areas must be sufficiently accurate to allow the LOS scenarios to meet Class 1 or Class 2 requirements as specified in 14 CFR part 60?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
20.	Are generic visual models used during LOS scenarios? NOTE: Note: this answer should be "No."	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			

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21.	Is the <u>satisfactory</u> completion of the ground training and LOS scenarios made a part of the flight instructor's training records?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E.			
22.	Is the deviation training comprised of at least two segments: a) Ground training and b) Simulator (flight) training?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393B			
23.	Does each curriculum segment contain appropriate completion standards?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393B			
24.	Is the satisfactory completion of each reflected in the students' training records?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393B			
25.	Instructor Trainee Entry Prerequisites. Does the deviation curriculum specify that the instructor trainee:				
	1) Must hold an unrestricted FAA pilot or flight engineer (F/E) certificate, as appropriate, to act as PIC or F/E for the specific type aircraft?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393C1			

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	2) Must meet the instructor qualification and training requirements of part 142 subpart C, except § 142.53(b)?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393C2			
	4) Have 1,500 hours experience either as PIC or second in command (SIC) in operations in the same category and class of aircraft? Note: TCPMs may consider the student's previous experience as an alternative to the hourly requirements if such experience is appropriate and considered equivalent.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393C3			
	Ground Training Segment—Minimum Module Content.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
26.	Does the deviation request:				
	1) State the student must: Review current pilot/controller terminology annually in order to maintain the currency of the course, <i>or</i> Visit one of the following ATC facilities: tower, approach control, Terminal Radar Approach Control (TRACON), or enroute center and receive a briefing on the activities at the site with emphasis on pilot controller coordination and terminology?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			

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	2) Include training in the duties of a flight instructor with regards to the use of ATC clearances in a training environment? NOTE: Each of the following items must be covered:	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	<ul style="list-style-type: none"> • Format of clearances to accurately simulate ATC, • Ability to provide timeliness of responses typical of controllers, • Using clearances accurately to create a more realistic scenario in the training environment, • Accurately providing realistic clearances to enhance instructor credibility and professionalism, and • Using clearances accurately to correctly simulate correct ATC spacing and controller knowledge of aircraft system performance parameters. 	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	3) Terminology. <ul style="list-style-type: none"> • Common ATC terminology variations, • International language and terminology considerations (if appropriate), and • Realistic use in the training environment. 	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	4) Vectoring. Appropriate use and training benefits/pitfalls. <ul style="list-style-type: none"> • Commonly misused vectoring practices, • Training benefits and importance of correct vectoring to preserve realism, and • Negative training impacts of inaccurate or unrealistic vectors/practices. 	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			

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	5) ICAO Differences (Applicable for those training centers that provide instruction for international operators). <ul style="list-style-type: none"> • Variations between FAA and International Civil Aviation Organization (ICAO) terminology, • Foreign airport training and practices, and • Transition altitudes. 	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	6) Runway/Taxiway Signage, Surface Movement Guidance and Control System (SMGCS), etc. <ul style="list-style-type: none"> • Recent changes in signage and markings, • Large airports/small airport variances, • Runway markings, • Taxiway markings, • Ground and approach lighting systems, 	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	Flight Training Segment—Minimum Module Content.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E			
27.	Is the flight training segment designed to realistically simulate, within the limitations of flight simulator technology, a view of the ATC environment that flight crews may encounter when operating in the NAS?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E			
28.	Are a sufficient number of the following LOS training events included? NOTE: It is not necessary to include all of the following under varying operational environments.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E			
	• Normal operations				

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			Yes	No or N/A	
	• ATC normal abnormal and emergency operations				
	• Low visibility taxi and takeoff (use of enhanced taxiing markings and ATC interactions)				
	• Short approach request				
	• Tailwind landing request <10 knots				
	• Speed restrictions and expedite requests (e.g., 180 knots to the marker)				
	• Expedite to an altitude (may be up or down)				
	• Unexpected clearance to a new fix (flight management system (FMS) exercise)				
	• Visual approach				
	• Special approaches (RNP subject to special requirement, Lateral Precision Performance with Vertical Guidance (LPV), precision runway monitor (PRM) etc.)				
	• Traffic alert				
	• Traffic Alert and Collision Avoidance System (TCAS) alert				
	• <i>Nontowered</i> field approach				
	• Special airport operation				
	• Special route authorizations				
	• RNP approaches and departures				
	• Equipment failures affecting navigation reliability				
	• Other events that the training center may deem appropriate				
29.	Are all pages numbered and dated including the revision number (e.g., revision 0, revision 1) and do they include margin side-bars that mark all changed areas?	FAA Order Volume 3, Chapter 54, Section 4, para. 3-4434C			

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30.	Is the curriculum make/model/series specific?	142.59(b)(2) and Order 8900.1 Volume 3, Chapter 54, Section 6, para. 3-4434C2			
	IV. Miscellaneous				
31.	Does the curriculum avoid use of the acronym "FAR" to refer to regulations that appear in Title 14 of the Code of Federal Regulations? NOTE: The acronym "FAR" refers to the Federal Acquisition Regulations and its avoidance in part 142 curriculums and materials is recommended for clarity and to avoid confusion.	https://acquisition.gov/far/			