

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 all-inclusive, it is merely a supplement. It does not include all relevant information, may be inaccurate, and must not be the user's sole source for reviewing a 142.53(b)(1) deviation curriculum.

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:

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Item No.	PART 142 DEVIATION OR WAIVER REQUEST AND PROCESSING	References	Yes	No or N/A	COMMENT/ FINDING
	I. Required FAA Documents				
1.	Reserved				
	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)			
	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 14 CFR 142.39? NOTE: The objective of this curriculum is to provide the instructor with necessary familiarization and current knowledge of the NAS. Knowledge and skill evaluations are performed separately in accordance with the provisions of part 142 subparts B through F.	142.39			
4.	Does the proposed curriculum contain:				

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Item No.	PART 142 DEVIATION OR WAIVER REQUEST AND PROCESSING	References	Yes	No or N/A	COMMENT/ FINDING
	<p>1) A syllabus for each proposed curriculum?</p> <p><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 (Instructional material developed for each curriculum. This includes, but is not limited to, information in lesson plans, instructor guides, computer software programs, audiovisual programs, workbooks, aircraft operating manuals, and handouts. Courseware must accurately reflect curriculum requirements, be effectively organized, and properly integrate with instructional delivery methods. Courseware is an integral portion of a curriculum or course, and is subject to approval in accordance with § 142.39).</i></p>	<p>142.39(a)</p> <p>FAA Order 8900.1, Volume 3, Chapter 54, Section 1, para. 3-4334 X.</p>			
	2) Minimum aircraft and flight training equipment requirements for each proposed curriculum?	142.39(b)			
	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)			
	III. Policy Requirements				

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Item No.	PART 142 DEVIATION OR WAIVER REQUEST AND PROCESSING	References	Yes	No or N/A	COMMENT/ FINDING
1.	Did the applicant provide the TCPM with sufficient information to enable a thorough evaluation of its request?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391B			
2.	Did the applicant show that a grant of deviation will not adversely affect the quality of instruction or evaluation? Note: The use of deviation curriculums by other training centers is not evidence that a grant of deviation will not adversely affect the quality of instruction or evaluation. Applicants must show how their specific curriculum will not adversely affect their specific operations.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4391B			
3.	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 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			

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Item No.	PART 142 DEVIATION OR WAIVER REQUEST AND PROCESSING	References	Yes	No or N/A	COMMENT/ FINDING
	3) The proposed revisions to the training center's operating procedures, quality management systems (QMS), 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			
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			

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	<p>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)).</p> <p>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 <u>of the appropriate operating rule</u>.</p>	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392C4			
6.	Did the applicant:				
	1) Develop both ground and flight training segments in support of its program. The curriculum components are further outlined in paragraph 3-4393.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2			
	2) Program a minimum of 5 hours of training, not reducible, for the ground portion of the required training.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2			

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Item No.	PART 142 DEVIATION OR WAIVER REQUEST AND PROCESSING	References	Yes	No or N/A	COMMENT/ FINDING
	3) Develop procedures for maintaining and distributing current air traffic procedures and information concerning the National Airspace System (NAS) into the training center's approved flight training instructor initial and recurrent training programs required by this deviation. Note: See reference for detailed requirements.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D2			
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?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392D3			
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			

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9.	<p>Does the LOS consist of at least 2 hours acting as pilot flying (PF) and 2 hours as the pilot monitoring (PM)? (See paragraph 3-4392 F. for Single-Pilot Training Program Requirements)</p> <p>NOTE: PF and PM must not be confused with pilot in command (PIC) or second in command (SIC). For training time to count toward the PF or PM requirements, it must align with the definition of flight time as outlined in 14 CFR § 1.1. This means PF and PM time begins when the aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing. Block times do not meet this standard and shall not be used to evaluate PF and PM time requirements.</p>	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
10.	Does the LOS include 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			

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11.	Is simulator freeze, 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. (See Volume 3, Chapter 54, Section 6 for a sample policy on the use of simulator reposition during the suspension of testing and checking events.) 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. (Time skipped from advancing a flight may not be applied to the required flight times of the LOS)	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
12.	Are realistic airspeeds being used?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
13.	Are realistic preflight planning sessions included, considering weather, fuel, performance, Weight and Balance (W&B) considerations, company procedures and paperwork, and dispatch or flight following?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
14.	Does the LOS include a minimum equipment list (MEL) scenario?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
15.	Does the LOS consist of a fully planned and scripted line operation that reflects current NAS/ATC procedures and terminology while reinforcing the ground training modules that were approved as part of the deviation?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			

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16.	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			
17.	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			
18.	Are ATC communications and current NAS procedures completely Scripted?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
19.	Is special emphasis placed on ground operations as discussed above, proper crew coordination (including sterile flight deck 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			
20.	Are visual models equivalent in accuracy and fidelity to those used for FFS qualification as a Level C or Level D?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
21.	Are modeling of all ground movement areas sufficiently accurate to allow the LOS scenarios used 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			

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22.	Are generic visual models prohibited?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E	X		
23.	Is the satisfactory completion of the ground training and LOS scenarios made part of the flight instructor's training records?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4392E			
24.	Do curriculums clearly define and differentiate students and instructors within the program? Although the trainees in this program are instructors themselves, they are not instructors within the context of this curriculum. The instructors of this curriculum must possess qualifications that exceed student prerequisites. These qualifications must be explicitly defined in accordance with 14 CFR § 142.39(c).	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393B			
25.	Is the training comprised of at least two segments: Ground training, and FFS (flight) training? Do the segments contain appropriate completion standards?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393B			
26.	Trainee Entry Prerequisites. Does the deviation curriculum specify that the trainee:				
	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. 3-4393C			

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	Have 1,500 hours experience either as PIC or second in command (SIC) in operations in the same category and class of aircraft?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393C			
	Ground Training Segment—Minimum Module Content.	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
27.	Does the ground training curriculum include:				
	Clearances. Training in the duties of a flight instructor with regards to the use of ATC clearances in a training environment (see reference for details)	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	Terminology (See reference for details)	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	Vectoring-Appropriate Use and Training Benefits/Pitfalls (See reference for details)	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			
	ICAO Differences (See reference for details)	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393D			

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	Runway/Taxiway Signage and Low Visibility Operations (See reference for details)	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			
28.	Does the flight training segment realistically simulate, within the limitations of FFS technology, a view of the ATC environment that flightcrews may encounter when operating in the NAS?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E			
29.	Is each LOS segment sufficiently different from other segments to provide a diversity of experience for the pilot?	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E			
30.	Are at least two training events included per segment? (See reference for details)	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E1			

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31.	<p>The training center must submit enough LOS scenarios to ensure that trainees do not participate in the same scenario, in any capacity, more than once within a 24-month period?</p> <p>Scenarios must be unpredictable, and trainees must not have prior familiarity with the scenario, regardless of their assigned duty position. For example, a trainee who has acted as PIC to meet PF requirements may not repeat a scenario as SIC to meet PM requirements, or in any other capacity.</p>	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E2			
32.	<p>Are LOS scenarios used in the 14 CFR § 142.53(b)(1) deviation prohibited from mirroring scenarios used in other training programs?</p> <p>Scenarios should be uniquely designed for this program to ensure trainees do not have prior exposure. Furthermore, LOSs developed for other purposes, such as LOFT or evaluation programs, must not be cross-utilized or credited towards this LOS program. Each LOS scenario in this curriculum must remain exclusive to ensure the integrity of the training objectives.</p>	FAA Order 8900.1, Volume 3, Chapter 54, Section 4, para. 3-4393E3			
	IV. Miscellaneous				
1.	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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2.	Is the curriculum make/model/series specific?	142.59(b)(2) and Order 8900.1 Volume 3, Chapter 54, Section 6, para. 3-4434C2			
3.	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.	FAA Order 1320.460			