

# ASA's 2025 FAR-FC Update

Changes to the Federal Aviation Regulations occur via the *Federal Register*, which is published daily. The *Aeronautical Information Manual* is updated every 180 days, and Advisory Circulars are revised as the FAA deems necessary. ASA tracks all relevant changes to keep you current and informed: the ASA FAR/AIM Series is published annually, and all Updates are available at [asa2fly.com/farupdate](https://asa2fly.com/farupdate) and through a free email subscription service that notifies you of changes affecting the information printed in your books.

ASA's 2025 FAR for Flight Crew book is current through June 7, 2024. With this Update, information is current through **October 7, 2024**.



## TITLE 14: AERONAUTICS AND SPACE

### PART 1 DEFINITIONS AND ABBREVIATIONS

- **Change Date:** August 22, 2024
- **Effective Date:** October 21, 2024
- **Source:** Amdt. 1–76, 89 FR 67848

The authority citation for Part 1 is revised to read as follows:

**Authority:** 49 U.S.C. 106(f), 40113, 44701.

- **Change Date:** October 2, 2024
- **Effective Date:** December 2, 2024
- **Source:** Amdt. 1–77, 89 FR 80338

Amend §1.1 by revising paragraph (1)(ii) of the definition of “Public aircraft” to read as follows:

#### §1.1 General definitions.

\*\*\*\*\*

*Public aircraft*\*\*\*

(1)\*\*\*

(ii) For the sole purpose of determining public aircraft status, *governmental function* means an activity undertaken by a government, such as national defense, intelligence missions, firefighting, search and rescue, law enforcement (including transport of prisoners, detainees, and illegal aliens), aeronautical research, biological or geological resource management (including data collection on civil aviation systems undergoing research, development, test, or evaluation at a test range (as such term is defined in 49 U.S.C. 44801)), infrastructure inspections, or any other activity undertaken by a governmental entity that the Administrator determines is inherently governmental.

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- **Change Date:** August 22, 2024
- **Effective Date:** October 21, 2024
- **Source:** Amdt. 1–76, 89 FR 67848

Amend §1.1 by adding in alphabetical order the definition of “Supplemental restraint system” to read as follows:

#### §1.1 General definitions.

\*\*\*\*\*

*Supplemental restraint system* means any device that is not installed on the aircraft pursuant to an FAA approval, used to secure an individual inside an aircraft when that person is not properly secured by an FAA-approved safety belt and, if installed, shoulder harness, or an approved child restraint system. It consists of a harness secured around the torso of the individual using the supplemental restraint system and a lanyard that connects the harness to an FAA-approved airframe attachment point inside the aircraft.

\*\*\*\*\*

### PART 63 CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS

- **Change Date:** October 1, 2024
- **Effective Date:** December 1, 2024
- **Source:** Amdt. 63–47, 89 FR 80053

The authority citation for Part 63 is revised to read as follows:

**Authority:** 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

Amend §63.35 by revising paragraphs (c), (d)(1)(iii) and (d)(2), and adding paragraph (d)(3) to read as follows:

#### §63.35 Knowledge requirements.

\*\*\*\*\*

(c) Before taking the written tests prescribed in paragraphs (a) and (b) of this section, an applicant for a flight engineer certificate must present satisfactory evidence of having completed one of the experience requirements of §63.37. However, the applicant may take the written tests before acquiring the flight training required by §63.37.

(d) \* \* \*

(1) \* \* \*

(iii) Meets the recurrent training requirements of the applicable part or, for mechanics, meets the recency of experience requirements of part 65 of this chapter;

(2) Within the period ending 24 calendar months after the month in which the applicant passed the written test, the applicant participated in a flight engineer or maintenance training program of a U.S. scheduled military air transportation service and is currently participating in that program; or

(3) An applicant is eligible to take a practical test for a flight engineer certificate or rating under this part with an expired written test report in accordance with §61.40 of this chapter.

\* \* \* \* \*

Amend §63.53 by revising paragraph (b), and adding paragraph (c) to read as follows:

#### **§63.53 Knowledge requirements.**

\* \* \* \* \*

(b) A report of the test is mailed to the applicant. Except as provided in paragraph (c) of this section, a passing grade is evidence, for a period of 24 calendar months after the test, that the applicant has complied with this section.

(c) An applicant is eligible to take a practical test for a flight navigator certificate under this part with an expired written test report in accordance with §61.40 of this chapter.

## **PART 65**

### **CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS**

► **Change Date:** *October 1, 2024*

► **Effective Date:** *December 1, 2024*

► **Source:** *Amdt. 65–65, 89 FR 80053*

The authority citation for Part 65 is revised to read as follows:

**Authority:** 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

Amend §65.55 by revising paragraph (b), and adding paragraph (c) to read as follows:

#### **§65.55 Knowledge requirements.**

\* \* \* \* \*

(b) Except as provided in paragraph (c) of this section, the applicant must present documentary evidence satisfactory to the Administrator of having passed an aircraft dispatcher knowledge test within the preceding 24 calendar months.

(c) An applicant is eligible to take a practical test for an aircraft dispatcher certificate under this part with an expired written test report in accordance with §61.40 of this chapter.

Amend §65.71 by revising paragraphs (a)(4) and (b) to read as follows:

#### **§65.71 Eligibility requirements: General.**

(a) \* \* \*

(4) Comply with the sections of this subpart that apply to the rating the applicant seeks.

(b) A certificated mechanic who applies for an additional rating must meet the requirements of §65.77 and, within a period of 24 calendar months, pass the tests prescribed by §§65.75 and 65.79 for the additional rating sought, except as provided in §65.75(d).

Amend §65.75 by adding paragraph (d) to read as follows:

#### **§65.75 Knowledge requirements.**

\* \* \* \* \*

(d) An applicant is eligible to take a practical test for a mechanic certificate or rating under this part with an expired written test report in accordance with §61.40 of this chapter.

Amend §65.93 by revising paragraph (a) introductory text, and adding paragraph (d) to read as follows:

#### **§65.93 Inspection authorization: Renewal.**

(a) Except as provided in paragraph (d) of this section, to be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at the responsible Flight Standards office, that the applicant still meets the requirements of §65.91(c)(1) through (4). In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in paragraphs (a)(1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:

\* \* \* \* \*

(d) A person who qualifies for the relief prescribed in §61.40 of this chapter is eligible to renew an expired inspection authorization under this section, provided the requirements of §61.40 of this chapter are met.

## **PART 91**

### **GENERAL OPERATING AND FLIGHT RULES**

► **Change Date:** *August 22, 2024*

► **Effective Date:** *October 21, 2024*

► **Source:** *Amdt. 91–376, 89 FR 67849*

The authority citation for Part 91 is revised to read as follows:

**Authority:** 49 U.S.C. 106(f), 40101, 40103, 40105, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, 47534, Pub. L. 114–190, 130 Stat. 615 (49 U.S.C. 44703 note); articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180), (126 Stat. 11).

► **Change Date:** *June 10, 2021*

► **Effective Date:** *September 9, 2024*

► **Source:** *Amdt. 91–363, 86 FR 31060*

Effective September 9, 2024, §91.1051 is removed.

#### **§91.1051 [Removed]**

- **Change Date:** June 18, 2024
- **Effective Date:** July 18, 2024
- **Source:** Amdt. 91–375, 89 FR 51424

Amend §91.1063 by revising paragraphs (b)(2)(i) and (ii) to read as follows:

**§91.1063 Testing and training: Applicability and terms used.**

\*\*\*\*\*

- (b) \*\*\*
- (2) \*\*\*

(i) Each program manager must include in upgrade ground training for pilots, instruction in at least the subjects identified in §121.419(a) of this chapter, as applicable to their assigned duties; and, for pilots serving in crews of two or more pilots, instruction and facilitated discussion in the subjects identified in §121.419(c) of this chapter.

(ii) Each program manager must include in upgrade flight training for pilots, flight training for the maneuvers and procedures required in §121.424(a), (c), (e), and (f) of this chapter; and, for pilots serving in crews of two or more pilots, the flight training required in §121.424(b) of this chapter.

**PART 111  
PILOT RECORDS DATABASE**

- **Change Date:** June 10, 2021
- **Effective Date:** September 9, 2024
- **Source:** Amdt. 111–1, 86 FR 31067

Effective September 9, 2024, amend §111.205 by removing paragraph (b)(2) and redesignating paragraph (b)(3) as (b)(2).

**§111.205 Reporting requirements.**

\*\*\*\*\*

- (b) \*\*\*

(1) All records described in §§111.220 through 111.240 generated on or after June 10, 2022;

(2) The PRD date of hire.

\*\*\*\*\*

Effective September 9, 2024, amend §111.215 by revising paragraph (a) to read as follows:

**§111.215 Method of reporting.**

(a) Except as provided in paragraph (b) of this section, all records required to be reported to the PRD under this subpart must be reported within 30 days of the effective date of the record, or within 30 days of the record becoming final when the record is a disciplinary action record or a separation from employment record.

\*\*\*\*\*

**PART 121**

**OPERATING REQUIREMENTS: DOMESTIC, FLAG,  
AND SUPPLEMENTAL OPERATIONS**

- **Change Date:** August 23, 2024
- **Effective Date:** October 22, 2024
- **Source:** Amdt. 121–393, 89 FR 68100

Amend §121.317 by revising paragraph (a) to read as follows:

**§121.317 Passenger information requirements, smoking prohibitions, and additional seat belt requirements.**

(a) Except as provided in paragraph (l) of this section, no person may operate an airplane unless it is equipped with passenger information signs that meet the requirements of §25.791 of this chapter.

\*\*\*\*\*

- **Change Date:** June 18, 2024
- **Effective Date:** July 18, 2024
- **Source:** Amdt. 121–392, 89 FR 51425

Amend §121.401 by revising paragraphs (a)(1) and (4), (c), and (e) and removing the undesignated text following paragraph (e) to read as follows:

**§121.401 Training program: General.**

- (a) \*\*\*

(1) Establish and implement a training program that satisfies the requirements of this subpart and appendices E and F of this part and that ensures that each crewmember, aircraft dispatcher, flight instructor, check pilot, and check flight engineer is adequately trained to perform his or her assigned duties. Prior to implementation, the certificate holder must obtain initial and final FAA approval of the training program.

\*\*\*\*\*

(4) Provide enough flight instructors and approved check pilots and check flight engineers to conduct the flight training and checks required under this part.

\*\*\*\*\*

(c) Each instructor, supervisor, check pilot, or check flight engineer who is responsible for a particular ground training subject, segment of flight training, course of training, flight check, or competence check under this part shall certify as to the proficiency and knowledge of the crewmember, aircraft dispatcher, flight instructor, check pilot, or check flight engineer concerned upon completion of that training or check. That certification shall be made a part of the crewmember's or dispatcher's record. When the certification required by this paragraph is made by an entry in a computerized recordkeeping system, the certifying instructor, supervisor, check pilot, or check flight engineer must be identified with that entry. However, the signature of the certifying instructor, supervisor, check pilot, or check flight engineer is not required for computerized entries.

\*\*\*\*\*

(e) A person who progresses successfully through flight training; is recommended by his instructor, check pilot, or check flight engineer; and successfully completes the appropriate flight check for a check pilot, check flight engineer, or the Administrator need not complete the programmed hours of flight training for the particular airplane. However, whenever the Administrator finds that 20 percent of the flight checks given at a particular training base during the previous 6 months under this paragraph are unsuccessful, this

paragraph may not be used by the certificate holder at that base until the Administrator finds that the effectiveness of the flight training there has improved.

Amend §121.402 by revising paragraph (b)(4) to read as follows:

**§121.402 Training program: Special rules.**

\*\*\*\*\*

(b) \*\*\*

(4) Has sufficient instructors, check pilots, and check flight engineers qualified under the applicable requirements of §§121.411 or 121.412 to provide training, testing, and checking to persons subject to the requirements of this subpart.

Amend §121.403 by revising paragraph (b)(2) to read as follows:

**§121.403 Training program: Curriculum.**

\*\*\*\*\*

(b) \*\*\*

(2) A list of all the training equipment approved under §121.408 as well as other training aids that the certificate holder will use.

\*\*\*\*\*

Revise §121.404 to read as follows:

**§121.404 Crew and dispatcher resource management training.**

No certificate holder may use a person as a flightcrew member, flight attendant, or aircraft dispatcher unless that person has completed approved crew resource management (CRM) or dispatcher resource management (DRM) initial training, as applicable, with that certificate holder or with another certificate holder.

Amend §121.407 by revising paragraphs (a)(5) and (e) to read as follows:

**§121.407 Training program: Approval of flight simulation training devices.**

(a) \*\*\*

(5) Have a daily discrepancy log kept with each discrepancy entered in that log by the appropriate instructor, check pilot, or check flight engineer at the end of each training or check flight.

\*\*\*\*\*

(e) An FFS approved under this section must be used instead of the airplane to satisfy the pilot flight training requirements prescribed in the extended envelope training set forth in §121.423 of this part.

Amend §121.408 by:

- a. Revising paragraphs (d) introductory text and (d)(1), and
- b. Removing paragraph (f).

The revisions read as follows:

**§121.408 Training equipment other than flight simulation training devices.**

\*\*\*\*\*

(d) All training equipment must have a record of discrepancies. The documenting system must be readily available for review by each instructor, check pilot, check flight engineer, or supervisor prior to conducting training or checking with that equipment.

(1) Each instructor, check pilot, check flight engineer or supervisor conducting training or checking, and each person conducting an inspection of the equipment who discovers a discrepancy, in-

cluding any missing, malfunctioning, or inoperative components, must record a description of that discrepancy and the date that the discrepancy was identified.

\*\*\*\*\*

Amend §121.409 by revising and republishing paragraph (b)(2)(ii) to read as follows:

**§121.409 Training courses using flight simulation training devices.**

\*\*\*\*\*

(b) \*\*\*

(2) \*\*\*

(ii) Line-oriented flight training (LOFT) that—

(A) Utilizes a complete flight crew;

(B) Includes at least the maneuvers and procedures (abnormal and emergency) that may be expected in line operations;

(C) Includes scenario-based or maneuver-based stall prevention training before, during or after the LOFT scenario for each pilot;

(D) Is representative of two flight segments appropriate to the operations being conducted by the certificate holder;

(E) Provides an opportunity to demonstrate workload management and pilot monitoring skills; and

(F) Provides an opportunity for each pilot in command to demonstrate leadership and command skills.

\*\*\*\*\*

Revise §121.411 to read as follows:

**§121.411 Qualifications: Check pilots and check flight engineers.**

(a) For the purposes of this part:

(1) A check pilot (airplane) or check flight engineer (airplane) is a person who is qualified, and permitted, to conduct flight checks or instruction in an airplane for a particular type airplane.

(2) A check pilot (FSTD) or check flight engineer (FSTD) is a person who is qualified to conduct flight checks or instruction-only in an FSTD for a particular type airplane.

(3) Check pilots and check flight engineers are those persons who perform the functions described in §121.401(a)(4).

(b) No certificate holder may use a person, nor may any person serve as a check pilot or check flight engineer in a training program established under this subpart unless, with respect to the airplane type involved, that person—

(1) Holds the pilot certificates and ratings required to serve as a pilot in command or a flight engineer certificate, as applicable, in operations under this part;

(2) Has satisfactorily completed the appropriate training phases for the airplane, including recurrent training, that are required to serve as a pilot in command or flight engineer, as applicable, in operations under this part;

(3) Has satisfactorily completed the appropriate proficiency or flight checks that are required to serve as a pilot in command or flight engineer, as applicable, in operations under this part;

(4) Has satisfactorily completed the applicable training requirements of §121.413; and

(5) Has been approved by the Administrator for the check pilot or check flight engineer duties involved.

(c) Completion of the requirements in paragraphs (b)(2), (3), and (4) of this section, as applicable, shall be entered in the individual's training record maintained by the certificate holder.

(d) A check pilot (FSTD) and check flight engineer (FSTD) must accomplish the following—

(1) Fly at least two flight segments as a required crewmember for the type airplane involved within the 12-month period preceding the performance of any check pilot or check flight engineer duty in an FSTD; or

(2) Satisfactorily complete an approved line-observation program within the period prescribed by that program and that must precede the performance of any check pilot or check flight engineer duty in an FSTD.

(e) The flight segments or line-observation program required in paragraph (d) of this section are considered to be completed in the month required if completed in the calendar month before or in the calendar month after the month in which it is due.

(f) A person who serves as a required flightcrew member while performing check pilot or check flight engineer duties must also meet the requirements of this chapter for the duty position in which they are serving.

Revise §121.412 to read as follows:

### **§121.412 Qualifications: Flight instructors.**

(a) For the purposes of this part:

(1) A flight instructor (airplane) is a person who is qualified to instruct in an airplane for a particular type airplane.

(2) A flight instructor (FSTD) is a person who is qualified to instruct only in an FSTD for a particular type airplane.

(3) Flight instructors are those instructors who perform the functions described in §121.401(a)(4).

(b) No certificate holder may use a person nor may any person serve as a flight instructor in a training program established under this subpart unless, with respect to the airplane type involved, that person—

(1) Holds the pilot certificates and rating required to serve as a pilot in command or a flight engineer certificate, as applicable, in operations under this part;

(2) Has satisfactorily completed the appropriate training phases for the airplane, including recurrent training, that are required to serve as a pilot in command or flight engineer, as applicable, in operations under this part;

(3) Has satisfactorily completed the appropriate proficiency or flight checks that are required to serve as a pilot in command or flight engineer, as applicable, in operations under this part;

(4) Has satisfactorily completed the applicable training requirements of §121.414.

(c) Completion of the requirements in paragraphs (b) (2), (3), and (4) of this section, as applicable, shall be entered in the individual's training record maintained by the certificate holder.

(d) A flight instructor (FSTD) must accomplish the following—

(1) Fly at least two flight segments as a required crewmember for the type of airplane within the 12-month period preceding the performance of any flight instructor duty in an FSTD; or

(2) Satisfactorily complete an approved line-observation program within the period prescribed by that program preceding the performance of any flight instructor duty in an FSTD.

(e) The flight segments or line-observation program required in paragraph (d) of this section is considered completed in the month required if completed in the calendar month before, or the calendar month after the month in which it is due.

(f) A person who serves as a required flightcrew member while performing flight instructor duties must also meet the requirements of this chapter for the duty position in which they are serving.

Revise §121.413 to read as follows:

### **§121.413 Initial, transition and recurrent training and checking requirements: Check pilots and check flight engineers.**

(a) No certificate holder may use a person nor may any person serve as a check pilot or check flight engineer unless—

(1) That person has satisfactorily completed initial or transition check pilot or check flight engineer training, as applicable; and

(2) Within the preceding 24 calendar months, that person satisfactorily conducts a check or supervises operating experience under the observation of an FAA inspector or an aircrew designated examiner employed by the operator. The observation check may be accomplished in part or in full in an airplane and in an FSTD.

(b) The observation check required by paragraph (a)(2) of this section is considered to have been completed in the month required if completed in the calendar month before, or the calendar month after, the month in which it is due.

(c) The initial ground training for check pilots or check flight engineers must include the following, as applicable:

(1) Check pilot or check flight engineer duties, functions, and responsibilities.

(2) The applicable Code of Federal Regulations and the certificate holder's policies and procedures.

(3) The appropriate methods, procedures, and techniques for conducting the required checks.

(4) Proper evaluation of student performance, including the detection of—

(i) Improper and insufficient training; and

(ii) Personal characteristics of an applicant that could adversely affect safety.

(5) The appropriate corrective action in the case of unsatisfactory checks.

(6) The approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures in the airplane.

(7) For check pilots or check flight engineers who conduct training or checking in an FSTD, the following subjects specific to the device(s) for the airplane type:

(i) Proper operation of the controls and systems;

(ii) Proper operation of environmental and fault panels;

(iii) Data and motion limitations of simulation; and

(iv) The minimum airplane simulator equipment required by this part or part 60 of this chapter for each maneuver and procedure completed in an FSTD.

(d) The transition ground training for check pilots or check flight engineers must include the following:

(1) The approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures applicable to the airplane to which the check pilot or check flight engineer is transitioning.

(2) For check pilots or check flight engineers who conduct training or checking in an FSTD, the following subjects specific to the device(s) for the airplane type to which the check pilot or check flight engineer is transitioning:

(i) Proper operation of the controls and systems;

(ii) Proper operation of environmental and fault panels;

(iii) Data and motion limitations of simulation; and

(iv) The minimum airplane simulator equipment required by this part or part 60 of this chapter for each maneuver and procedure completed in an FSTD.

(e) The initial and transition flight training for check pilots (airplane) and check flight engineers (airplane) must include the following:

(1) The safety measures for emergency situations that are likely to develop during a check.

(2) The potential results of improper, untimely, or non-execution of safety measures during a check.

(3) For check pilots (airplane)—

(i) Training and practice in conducting flight checks from the left and right pilot seats in the required normal, abnormal, and emergency procedures to ensure competence to conduct the pilot flight checks required by this part; and

(ii) The safety measures to be taken from either pilot seat for emergency situations that are likely to develop during a check.

(4) For check flight engineers (airplane), training to ensure competence to perform assigned duties.

(f) The requirements of paragraph (e) of this section may be accomplished in full or in part inflight and in an FSTD, as appropriate.

(g) The initial and transition flight training for check pilots or check flight engineers who conduct training or checking in an FSTD must include the following:

(1) Training and practice in conducting flight checks in the required normal, abnormal, and emergency procedures to ensure competence to conduct the flight checks required by this part. This training and practice must be accomplished in an FSTD.

(2) Training in the operation of FSTDs to ensure competence to conduct the flight checks required by this part.

(h) Recurrent ground training for check pilots or check flight engineers who conduct training or checking in an FSTD must be completed every 12 calendar months and must include the subjects required in paragraph (c)(7) of this section.

Amend §121.414 by:

- a. Revising the section heading;
- b. Revising paragraphs (a)(2), (c)(8) introductory text and (c)(8)(iv), (d)(2) introductory text and (d)(2)(iv), (f), (g), and (h), and
- c. Removing paragraph (i).

The revisions read as follows:

**§121.414 Initial, transition and recurrent training and checking requirements: Flight instructors.**

(a) \* \* \*

(2) Within the preceding 24 calendar months, that person satisfactorily conducts instruction under the observation of an FAA inspector, an operator check pilot, a check flight engineer, or an aircrew designated examiner employed by the operator, as appropriate. The observation check may be accomplished in part or in full in an airplane and an FSTD.

\* \* \* \* \*

(c) \* \* \*

(8) For flight instructors who conduct training in an FSTD, the following subjects specific to the device(s) for the airplane type:

\* \* \* \* \*

(iv) The minimum airplane simulator equipment required by this part 121 or part 60 of this chapter for each maneuver and procedure completed in an FSTD.

(d) \* \* \*

(2) For flight instructors who conduct training in an FSTD, the following subjects specific to the device(s) for the airplane type to which the flight instructor is transitioning:

\* \* \* \* \*

(iv) The minimum airplane simulator equipment required by this part or part 60 of this chapter for each maneuver and procedure completed in an FSTD.

\* \* \* \* \*

(f) The requirements of paragraph (e) of this section may be accomplished in full or in part inflight and in an FSTD, as appropriate.

(g) The initial and transition flight training for flight instructors who conduct training in an FSTD must include the following:

(1) Training and practice in the required normal, abnormal, and emergency procedures to ensure competence to conduct the flight instruction required by this part. This training and practice must be accomplished in full or in part in an FSTD.

(2) Training in the operation of FSTDs to ensure competence to conduct the flight instruction required by this part.

(h) Recurrent flight instructor ground training for flight instructors who conduct training in an FSTD must be completed every 12 calendar months and must include the subjects required in paragraph (c)(8) of this section.

Amend §121.415 by:

- a. Revising paragraph (e), and
- b. Removing paragraph (k).

The revision reads as follows:

**§121.415 Crewmember and dispatcher training program requirements.**

\* \* \* \* \*

(e) Upgrade training as specified in §§121.420 and 121.426 for a particular type airplane may be included in the training program for flightcrew members who have qualified and served as second in command pilot on that airplane.

\* \* \* \* \*

► **Change Date:** June 18, 2024; July 16, 2024

► **Effective Date:** July 18, 2024

► **Source:** Amdt. 121–392, 89 FR 51425; Amdt. 121–392A, 89 FR 57730

Amend §121.419 by:

- a. Revising paragraphs (c) introductory text and (f); and
- b. Removing paragraph (g).

The revisions read as follows:

**§121.419 Pilots and flight engineers: Initial, transition, conversion and upgrade ground training.**

\* \* \* \* \*

(c) In addition to the requirements in paragraph (a) or (b) of this section, as applicable, initial ground training for pilots in command must include instruction and facilitated discussion on the following:

\* \* \* \* \*

(f) Initial programmed hours applicable to pilots as specified in paragraphs (d) and (e) of this section must include 2 additional hours to meet the requirements in paragraphs (a)(2)(xi) and (xii) of this section.

► **Change Date:** June 18, 2024

► **Effective Date:** July 18, 2024

► **Source:** Amdt. 121–392, 89 FR 51425

Amend §121.420 by removing paragraph (c).

Amend §121.423 by removing paragraph (f).

Amend §121.424 by:

- a. Revising paragraph (b), and
- b. Removing paragraphs (f) and (g).

The revision reads as follows:

**§121.424 Pilots: Initial, transition, conversion, and upgrade flight training.**

\*\*\*\*\*

(b) In addition to the requirements in paragraph (a) of this section, initial flight training for pilots in command must include sufficient scenario-based training incorporating CRM and leadership and command skills to ensure the pilot's proficiency as pilot in command. The training required by this paragraph (b) may be completed inflight or in an FSTD.

\*\*\*\*\*

Amend §121.426 by removing paragraph (d).

Amend §121.427 by revising paragraphs (e)(1)(ii)(B) and (f) to read as follows:

**§121.427 Recurrent training.**

\*\*\*\*\*

(e) \*\*\*

(1) \*\*\*

(ii) \*\*\*

(B) Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in §121.433(c) and (d).

\*\*\*\*\*

(f) Recurrent programmed hours applicable to pilots as specified in paragraph (c)(1) of this section must include 30 additional minutes to meet the requirements in paragraph (e)(1)(i) of this section.

Amend §121.429 by revising the introductory text of paragraph (a) to read as follows:

**§121.429 Pilots in command: Leadership and command and mentoring training.**

(a) No certificate holder may use a pilot as pilot in command in an operation under this part unless the pilot has completed the following ground training in accordance with the certificate holder's approved training program:

\*\*\*\*\*

Amend §121.433 by revising paragraph (d) and removing paragraph (e) to read as follows:

**§121.433 Training required.**

\*\*\*\*\*

(d) Notwithstanding paragraph (c)(2) of this section, a proficiency check as provided in §121.441 may not be substituted for the extended envelope training required by §121.423 or training in those maneuvers and procedures set forth in a certificate holder's approved low-altitude windshear flight training program when that program is included in a recurrent flight training course as required by §121.409(d).

Amend §121.434 by revising the introductory text of paragraph (d) to read as follows:

**§121.434 Operating experience, operating cycles, and consolidation of knowledge and skills.**

\*\*\*\*\*

(d) A flight engineer must perform the duties of a flight engineer under the supervision of a check flight engineer or a qualified flight engineer for at least the following number of hours:

\*\*\*\*\*

Amend §121.439 by revising paragraphs (b)(1) and (e) to read as follows:

**§121.439 Pilot qualification: Recent experience.**

\*\*\*\*\*

(b) \*\*\*

(1) Under the supervision of a check pilot, make at least three takeoffs and landings in the type airplane in which that person is to serve or in a Level B or higher FFS.

\*\*\*\*\*

(e) A check pilot who observes the takeoffs and landings prescribed in paragraph (b)(1) of this section shall certify that the person being observed is proficient and qualified to perform flight duty in operations under this part and may require any additional maneuvers that are determined necessary to make this certifying statement.

\*\*\*\*\*

Amend §121.440 by revising paragraphs (b)(1) and (c)(1) to read as follows:

**§121.440 Line checks.**

\*\*\*\*\*

(b) \*\*\*

(1) Be given by a check pilot who is currently qualified on both the route and the airplane; and

\*\*\*\*\*

(c) \*\*\*

(1) Be given by a check pilot who is currently qualified on the airplane; and

\*\*\*\*\*

Amend §121.441 by revising paragraphs (a)(1)(i) and (ii) and (b)(2) to read as follows:

**§121.441 Proficiency checks.**

(a) \*\*\*

(1) \*\*\*

(i) A proficiency check within the preceding 12 calendar months in the aircraft type in which the person is to serve and,

(ii) In addition, within the preceding 6 calendar months, either a proficiency check or the approved FFS course of training.

\*\*\*\*\*

(b) \*\*\*

(2) It must be given by the Administrator or a check pilot.

\*\*\*\*\*

Amend §121.445 by revising paragraph (d)(2) to read as follows:

**§121.445 Pilot in command airport qualification: Special areas and airports.**

\*\*\*\*\*

(d) \*\*\*

(2) By flying over a route or area as pilot in command under the supervision of a check pilot using the special type of navigation system.

\*\*\*\*\*

in command, second in command, or flight engineer for that flight must be individually evaluated to determine whether the person remains adequately trained and currently proficient with respect to the particular aircraft, crew position, and type of operation in which he or she serves; and the person has sufficient knowledge and skills to operate effectively as part of a crew. The evaluator must be a check pilot, check flight engineer, an APD, or an FAA inspector and must hold the certificates and ratings required of the pilot in command.

\*\*\*\*\*

Revise §121.544 to read as follows:

**§121.544 Pilot monitoring.**

Each pilot who is seated at the pilot controls of the aircraft while not flying the aircraft must accomplish pilot monitoring duties as appropriate in accordance with the certificate holder's procedures contained in the manual required by §121.133.

Amend §121.915 by revising paragraph (b)(2)(iii) to read as follows:

**§121.915 Continuing qualification curriculum.**

\*\*\*\*\*

(b) \*\*\*

(2) \*\*\*

(iii) During the line checks required under paragraph (b)(2)(i) and (ii) of this section, each person performing duties as a pilot

Amend §121.919 by revising paragraph (e) to read as follows:

**§121.919 Certification.**

\*\*\*\*\*

(e) The applicant has been trained to proficiency on the certificate holder's approved AQP Qualification Standards as witnessed by an instructor, check pilot, check flight engineer, or APD and has passed an LOE administered by an APD or the FAA.

Amend Appendix E to Part 121 by:

- a. Revising paragraphs I.(c) and (d) in the table;
- b. Revising paragraphs II.(c) and (f) in the table; and
- c. Revising paragraphs IV.(d) and (j) in the table.

The revisions read as follows:

**APPENDIX E TO PART 121—  
FLIGHT TRAINING REQUIREMENTS**

\*\*\*\*\*

Maneuvers/Procedures	Inflight	Static Airplane	FFS	FTD
*****				
<b>I. ***</b>				
<b>(c)</b> Taxiing. This maneuver includes the following:				
(1) Taxiing, sailing, and docking procedures in compliance with instructions issued by ATC or by the person conducting the training.	I, T, U, C			
(2) Use of airport diagram (surface movement chart)	I, T, U, C			
(3) Obtaining appropriate clearance before crossing or entering active runways.	I, T, U, C			
(4) Observation of all surface movement guidance control markings and lighting.	I, T, U, C			
<b>(d)</b> Pre-takeoff procedures that include powerplant checks, receipt of takeoff clearance and confirmation of aircraft location, and FMS entry (if appropriate) for departure runway prior to crossing hold short line for takeoff.			I, T, U, C	
*****				
<b>II. ***</b>				
<b>(c)</b> Crosswind takeoffs, including crosswind takeoffs with gusts if practicable under the existing meteorological, airport, and traffic conditions.	I, T, U, C			
*****				
<b>(f)</b> Night takeoffs. For pilots in transition training, this requirement may be met during the operating experience required under §121.434 by performing a normal takeoff at night when a check pilot serving as PIC is occupying a pilot station.	I, T, U, C			
*****				
<b>IV. ***</b>				
<b>(d)</b> Crosswind landing, including crosswind landings with gusts if practicable under the existing meteorological, airport, and traffic conditions.	I, T, U, C			
*****				
<b>(j)</b> Night landings. For pilots in transition training, this requirement may be met during the operating experience required under §121.434 by performing a normal landing at night when a check pilot serving as PIC is occupying a pilot station.	I, T, U, C			
*****				



- **Change Date:** June 18, 2024; July 16, 2024
- **Effective Date:** July 18, 2024
- **Source:** Amdt. 121–392, 89 FR 51429; Amdt. 121–392A, 89 FR 57730

Amend Appendix F to Part 121 by:

- a. Revising paragraph I.(c) and (d) in the table;
- b. Revising paragraph II.(c) in the table;
- c. Revising paragraph V.(c) and the text in the row beneath paragraph V.(d)(2) in the table.

The revisions read as follows:

## APPENDIX F TO PART 121— PROFICIENCY CHECK REQUIREMENTS

\* \* \* \* \*

Maneuvers/Procedures	Required		Permitted		
	Simulated instrument conditions	Inflight	FFS	FTD	Waiver provisions of §121.441(d)
* * * * *					
<b>I. * * *</b>					
(c) Taxiing. This maneuver includes the following: (1) Taxiing, sailing, or docking procedures in compliance with instructions issued by ATC or by the person conducting the check. (2) Use of airport diagram (surface movement chart). (3) Obtaining appropriate clearance before crossing or entering active runways. (4) Observation of all surface movement guidance control markings and lighting. SIC proficiency checks for a type rating must include taxiing. However, other SIC proficiency checks need only include taxiing to the extent practical from the seat position assigned to the SIC.		B			
(d) Pre-takeoff procedures that include powerplant checks, receipt of takeoff clearance and confirmation of aircraft location, and FMS entry (if appropriate), for departure runway prior to crossing hold short line for takeoff.			B		
* * * * *					
<b>II. * * *</b>					
(c) Crosswind. One crosswind takeoff with gusts, if practicable, under the existing meteorological, airport, and traffic conditions.		B*			
* * * * *					
<b>V. * * *</b>					
(c) Crosswind landing with gusts, if practicable under existing meteorological, airport, and traffic conditions.		B*			
(d) * * *					
Notwithstanding the requirements of subparagraphs (d)(1) and (2) of this paragraph, for an SIC proficiency check, except for an SIC proficiency check for a type rating, the simulated loss of power may be only the most critical powerplant. In addition, a PIC may omit the maneuver required by subparagraph (d)(1) or (d)(2) of this paragraph during a required proficiency check or FFS course of training if the PIC satisfactorily performed that maneuver during the preceding proficiency check, or during the preceding approved FFS course of training under the observation of a check pilot, whichever was completed later.					
* * * * *					

- **Change Date:** June 18, 2024
- **Effective Date:** July 18, 2024
- **Source:** Amdt. 121–392, 89 FR 51430

In appendix H to Part 121 amend the section Advanced Simulation Training Program by revising the introductory text and paragraphs 3., 4., 5., and 6. o read as follows:

### APPENDIX H TO PART 121—ADVANCED SIMULATION

#### ADVANCED SIMULATION TRAINING PROGRAM

For a certificate holder to conduct Level C or D training under this appendix, all required FFS instruction and checks must be conducted under an advanced simulation training program approved by the Administrator for the certificate holder. This program

must also ensure that all instructors, check pilots, and check flight engineers used in Appendix H training and checking are highly qualified to provide the training required in the training program. The advanced simulation training program must include the following:

\* \* \* \* \*

3. Documentation that each instructor and check pilot has served for at least 1 year in that capacity in a certificate holder's approved program or has served for at least 1 year as a pilot in command or second in command in an airplane of the group in which that pilot is instructing or checking.

4. A procedure to ensure that each instructor, check pilot, and check flight engineer-actively participates in either an approved regularly scheduled line flying program as a flightcrew member or an approved line observation program in the same airplane type for which that person is instructing or checking.

5. A procedure to ensure that each instructor, check pilot, and check flight engineer-is given a minimum of 4 hours of training each year to become familiar with the certificate holder's advanced simulation training program, or changes to it, and to emphasize their respective roles in the program. Training for instructors, check pilots, and check flight engineers must include training policies and procedures, instruction methods and techniques, operation of FFS controls (including environmental and trouble panels), limitations of the FFS, and minimum equipment required for each course of training.

6. A special Line-Oriented Flight Training (LOFT) program to facilitate the transition from the FFS to line flying. This LOFT program must consist of at least a 4-hour course of training for each flightcrew. It also must contain at least two representative flight segments of the certificate holder's operations. One of the flight segments must contain strictly normal operating procedures from pushback at one airport to arrival at another. Another flight segment must contain training in appropriate abnormal and emergency flight operations. The LOFT must provide an opportunity for the pilot to demonstrate workload management and pilot monitoring skills.

\*\*\*\*\*

## PART 135

### OPERATING REQUIREMENTS: COMMUTER AND ON DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

- **Change Date:** August 22, 2024
- **Effective Date:** October 21, 2024
- **Source:** Amdt. 135-146, 89 FR 67850

The authority citation for Part 135 is revised to read as follows:

**Authority:** 49 U.S.C. 106(f), 40113, 41706, 44701-44702, 44705, 44709, 44711-44713, 44715-44717, 44722, 44730, 45101-45105; Pub. L. 112-95, 126 Stat. 58 (49 U.S.C. 44730).

- **Change Date:** June 18, 2024
- **Effective Date:** July 18, 2024
- **Source:** Amdt. 135-145, 89 FR 51430

Amend §135.3 by revising paragraphs (d)(1) and (2) to read as follows:

#### §135.3 Rules applicable to operations subject to this part.

\*\*\*\*\*

(d) \*\*\*

(1) *Upgrade training.*

(i) Each certificate holder must include in upgrade ground training for pilots, instruction in at least the subjects identified in §121.419(a) of this chapter, as applicable to their assigned duties; and, for pilots serving in crews of two or more pilots, instruction and facilitated discussion in the subjects identified in §121.419(c) of this chapter.

(ii) Each certificate holder must include in upgrade flight training for pilots, flight training for the maneuvers and procedures required in §121.424(a), (c), (e), and (f) of this chapter; and, for pilots serving in crews of two or more pilots, the flight training required in §121.424(b) of this chapter.

(2) *Initial and recurrent leadership and command and mentoring training.* Certificate holders are not required to include leadership and command training in §§121.409(b)(2)(ii)(F), 121.419(c)(1), 121.424(b) and 121.427(d)(1) of this chapter and mentoring training

in §§121.419(c)(2) and 121.427(d)(1) of this chapter in initial and recurrent training for pilots in command who serve in operations that use only one pilot.

\*\*\*\*\*

Revise §135.113 to read as follows:

#### §135.113 Passenger occupancy of pilot seat.

No certificate holder may operate an aircraft type certificated after October 15, 1971, that has a passenger seating configuration, excluding any pilot seat, of more than eight seats if any person other than the pilot in command, a second in command, a company check pilot, or an authorized representative of the Administrator, the National Transportation Safety Board, or the United States Postal Service occupies a pilot seat.

- **Change Date:** August 22, 2024
- **Effective Date:** October 21, 2024
- **Source:** Amdt. 135-146, 89 FR 67850

Amend §135.117 by adding paragraph (g) to read as follows:

#### §135.117 Briefing of passengers before flight.

\*\*\*\*\*

(g) If any passengers on board a flight conducted under this part are secured with a supplemental restraint system, the pilot in command of that flight must ensure those passengers are briefed in accordance with §91.108(g) of this chapter.

Amend §135.128 by revising paragraph (a)(1) to read as follows:

#### §135.128 Use of safety belts and child restraint systems.

(a) \*\*\*

(1) Be held by an adult, except as outlined in §91.108(j) of this chapter, who is occupying an approved seat or berth, provided the child has not reached his or her second birthday and the child does not occupy or use any restraining device; or

\*\*\*\*\*

- **Change Date:** June 18, 2024
- **Effective Date:** July 18, 2024
- **Source:** Amdt. 135-145, 89 FR 51430

Amend §135.297 by revising paragraph (c)(2) to read as follows:

#### §135.297 Pilot in command: Instrument proficiency check requirements.

\*\*\*\*\*

(c) \*\*\*

(2) The instrument proficiency check must be given by an authorized check pilot or by the Administrator.

\*\*\*\*\*

Amend §135.321 by revising paragraph (a)(2) to read as follows:

#### §135.321 Applicability and terms used.

(a) \*\*\*

(2) Each certificate holder for establishing and maintaining an approved training program for crewmembers, check pilots and instructors, and other operations personnel employed or used by that certificate holder; and

\*\*\*\*\*

Amend §135.323 by revising paragraphs (a)(1) and (4), and (c) to read as follows:

**§135.323 Training program: General.**

(a) \* \* \*

(1) Establish and implement a training program that satisfies the requirements of this subpart and that ensures that each crewmember, aircraft dispatcher, flight instructor, and check pilot is adequately trained to perform his or her assigned duties. Prior to implementation, the certificate holder must obtain initial and final FAA approval of the training program.

\* \* \* \* \*

(4) Provide enough flight instructors, check pilots, and FSTD instructors to conduct required flight training and flight checks and FSTD training courses allowed under this subpart.

\* \* \* \* \*

(c) Each instructor, supervisor, or check pilot who is responsible for a particular ground training subject, segment of flight training, course of training, flight check, or competence check under this part shall certify as to the proficiency and knowledge of the crewmember, flight instructor, or check pilot concerned upon completion of that training or check. That certification shall be made a part of the crewmember's record. When the certification required by this paragraph is made by an entry in a computerized record-keeping system, the certifying instructor, supervisor, or check pilot, must be identified with that entry. However, the signature of the certifying instructor, supervisor, or check pilot is not required for computerized entries.

\* \* \* \* \*

Amend §135.324 by revising paragraph (b)(4) to read as follows:

**§135.324 Training program: Special rules.**

\* \* \* \* \*

(b) \* \* \*

(4) Has sufficient instructor and check pilots qualified under the applicable requirements of §§135.337 through 135.340 to provide training, testing, and checking to persons subject to the requirements of this subpart.

Revise §135.337 to read as follows:

**§135.337 Qualifications: Check pilots.**

(a) For the purposes of this part:

(1) A check pilot (aircraft) is a person who is qualified to conduct flight checks in an aircraft for a particular type aircraft.

(2) A check-pilot (FSTD) is a person who is qualified to conduct flight checks only in an FSTD for a particular type aircraft.

(3) Check pilots are those persons who perform the functions described in §§135.321(a) and 135.323(a)(4) and (c).

(b) No certificate holder may use a person, nor may any person serve as a check pilot in a training program established under this subpart unless, with respect to the aircraft type involved, that person—

(1) Holds the pilot certificates and ratings required to serve as a pilot in command in operations under this part;

(2) Has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a pilot in command in operations under this part;

(3) Has satisfactorily completed the proficiency or competency checks that are required to serve as a pilot in command in operations under this part;

(4) Has satisfactorily completed the applicable training requirements of §135.339;

(5) Has been approved by the Administrator for the check pilot duties involved.

(c) Completion of the requirements in paragraphs (b)(2), (3), and (4) of this section, as applicable, shall be entered in the individual's training record maintained by the certificate holder.

(d) A check pilot (FSTD) must accomplish the following—

(1) Fly at least two flight segments as a required crewmember for the type, class, or category aircraft involved within the 12-month period preceding the performance of any check-pilot duty in an FSTD; or

(2) Satisfactorily complete an approved line-observation program within the period prescribed by that program and that must precede the performance of any check pilot duty in an FSTD.

(e) The flight segments or line-observation program required in paragraph (d) of this section are considered to be completed in the month required if completed in the calendar month before or the calendar month after the month in which they are due.

(f) A person who serves as a required flightcrew member while performing check pilot duties must also meet the requirements of this chapter for the duty position in which they are serving.

Revise §135.338 to read as follows:

**§135.338 Qualifications: Flight instructors.**

(a) For the purposes of this part:

(1) A flight instructor (aircraft) is a person who is qualified to instruct in an aircraft for a particular type, class, or category aircraft.

(2) A flight instructor (FSTD) is a person who is qualified to instruct only in an FSTD for a particular type, class, or category aircraft.

(3) Flight instructors are those instructors who perform the functions described in §§135.321(a) and 135.323(a)(4) and (c).

(b) No certificate holder may use a person, nor may any person serve as a flight instructor in a training program established under this subpart unless, with respect to the type, class, or category aircraft involved, that person—

(1) Holds the pilot certificates and ratings required to serve as a pilot in command in operations under this part;

(2) Has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a pilot in command in operations under this part;

(3) Has satisfactorily completed the proficiency or competency checks that are required to serve as a pilot in command in operations under this part;

(4) Has satisfactorily completed the applicable training requirements of §135.340.

(c) Completion of the requirements in paragraphs (b)(2), (3), and (4) of this section shall be entered in the individual's training record maintained by the certificate holder.

(d) A flight instructor (FSTD) must accomplish the following—

(1) Fly at least two flight segments as a required crewmember for the type, class, or category aircraft involved within the 12-month period preceding the performance of any flight instructor duty in an FSTD; or

(2) Satisfactorily complete an approved line-observation program within the period prescribed by that program preceding the performance of any flight instructor duty in an FSTD.

(e) The flight segments or line-observation program required in paragraph (d) of this section are considered completed in the month required if completed in the calendar month before, or in the calendar month after, the month in which they are due.

(f) A person who serves as a required flightcrew member while performing flight instructor duties must also meet the requirements of this chapter for the duty position in which they are serving.

Amend §135.339 by revising paragraphs (a) introductory text, (a)(1), (c) introductory text, (c)(1), (d), (e) introductory text and (g) introductory text to read as follows:

**§135.339 Initial and transition training and checking: Check pilots.**

(a) No certificate holder may use a person nor may any person serve as a check pilot unless—

(1) That person has satisfactorily completed initial or transition check pilot training; and

\*\*\*\*\*

(c) The initial ground training for check pilots must include the following:

(1) Check pilot duties, functions, and responsibilities.

\*\*\*\*\*

(d) The transition ground training for check pilots must include the approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures applicable to the aircraft to which the check pilot is in transition.

(e) The initial and transition flight training for check pilots (aircraft) must include the following—

\*\*\*\*\*

(g) The initial and transition flight training for check pilots (FSTD) must include the following:

\*\*\*\*\*

Amend §135.340 by revising paragraph (a)(2) and paragraph (g) introductory text to read as follows:

**§135.340 Initial and transition training and checking: Flight instructors.**

(a) \*\*\*

(2) Within the preceding 24 calendar months, that person satisfactorily conducts instruction under the observation of an FAA inspector, an operator check pilot, or an aircrew designated examiner employed by the operator. The observation check may be accomplished in part or in full in an aircraft, in a flight simulator, or in a flight training device.

\*\*\*\*\*

(g) The initial and transition flight training for a flight instructor (FSTD) must include the following:

\*\*\*\*\*