

# ASA's 2025 FAR-FC Update

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ASA's 2025 FAR for Flight Crew book is current through June 7, 2024. With this Update, information is current through **July 17, 2024**.



## TITLE 14: AERONAUTICS AND SPACE

### PART 91

#### GENERAL OPERATING AND FLIGHT RULES

- **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 121

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

- **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, including 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.  
\*\*\*\*\*

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 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.  
\*\*\*\*\*

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>				
(c) 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			
(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.			I, T, U, C	
*****				
<b>II. ***</b>				
(c) Crosswind takeoffs, including crosswind takeoffs with gusts if practicable under the existing meteorological, airport, and traffic conditions.	I, T, U, C			
*****				

(continued)

Maneuvers/Procedures	Inflight	Static Airplane	FFS	FTD
(f) 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>				
(d) Crosswind landing, including crosswind landings with gusts if practicable under the existing meteorological, airport, and traffic conditions.	I, T, U, C			
*****				
(j) 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 51425; 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 51425

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.

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## PART 135

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

- **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.

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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.

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

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

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(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

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(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—

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(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.

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

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