APPENDIX K

EXCERPTS FAA INSPECTOR'S HANDBOOK 8400.10

- Whether the equipment is in an adequate state of repair
- Whether the equipment operates properly

NOTE: Equipment malfunctions that have an affect on the outcome of the check should be recorded in the comment section on the same PTRS. The inspection of simulators and/or training devices, however, is a separate surveillance activity (activity code 1630) from a check airman observation. If a comment on the equipment is required as the result of a check airman surveillance, inspectors should not generate another PTRS entry.

(g) *Effectiveness of an Operator's Trend Analysis, Standardization, and Quality Control Program.* Operators should collect, record, and analyze the results from proficiency and competency checks to detect and correct deficiencies in training programs, procedures, and checklists. POI's shall encourage operators with more than 10 crewmembers in any duty position to establish trend analysis. POI's shall evaluate the effectiveness of these programs. Inspectors conducting a series of proficiency and competency checks will, over time, observe changes being made by the operator. Through the PTRS system, the POI has a direct measure of the effectiveness of these changes and the operator's quality control program.

259. INSPECTOR RESPONSIBILITIES DURING CHECK AIRMAN OBSERVATIONS. When a proficiency check or competency check is conducted by a company check airman and observed by an inspector, the inspector should evaluate both the airman being checked and the competency of the check airman administering the check. The check airman is responsible for completing all required checking events, for providing suitable briefings before and after the session, and for fairly and objectively evaluating the airman being checked. After the check is completed, the inspector is responsible for debriefing the check airman and the airman being checked (should the check airman's debriefing be inadequate).

A. The inspector's primary responsibility is to observe and evaluate the overall conduct of the check. The inspector must refrain from: asking questions of the airman being checked, attempting to control the type or sequence of checking events, and from interfering in any way with the manner in which the check airman conducts the check.

B. It is the check airman's responsibility to conduct a complete and proper check. The inspector's responsibility is to evaluate the performance of both the airman being checked and the check airman and to properly record the inspection results. Should the check airman's performance be unsatisfactory, the inspector shall inform the POI using the most expeditious means available. Should the check airman fail to complete all required items on a check (which has been satisfactory to that point), the inspector shall bring this fact to the attention of the check airman and ensure that all events are completed.

261. DEFICIENCIES. While certain training benefits are gained during proficiency or competency checks, the purpose of a check is to have the airman's state of proficiency evaluated and to ensure that the last training conducted was sufficient to ensure the airman's proficiency throughout the interim period. If the check airman conducting the check observes minor deficiencies (and believes that minor instruction may correct the situation) the check airman may suspend the check temporarily, conduct remedial training, and then resume the check.

A. *Repeating Events.* FAR 121.441(e) and FAR 135.301(b) authorize check airmen to give additional training to an airman who fails to satisfactorily complete an event on a check. The additional training must be given prior to repeating the event. Problems have occurred in instances where check airmen have merely repeated events until the airman performed those events within tolerances. This practice is not acceptable and is an abuse of training to proficiency. In one case, FAA inspectors discovered that an operator's check airman routinely continued checks for several sessions without a record being made of the airman's unsatisfactory performance. As a result, important data about the effectiveness of the training program and the need for additional training was lost. When a proficiency or competency check is interrupted to conduct training, that check must still be completed within the timeframe the operator originally scheduled for the check. If training is so extensive that the check cannot be completed in the allotted

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event is conducted. If it is more practical, the failed event may be repeated at the end of a logical sequence. For example, training on a stall might be conducted at altitude after all other air work has been completed, but before returning to the traffic pattern.

(5) If, after having received training, the airman fails an event again, the failure shall be recorded and the crewmember entered into requalification training.

NOTE: If for mechanical or other reasons the check cannot be completed after the failure of an event and before training and retesting can be accomplished, the check is considered terminated; however, the crewmember may not serve in revenue operations until the check is successfully completed.

547. USE OF FLIGHT TRAINING DEVICES AND SIMULATORS FOR PROFICIENCY AND COMPETENCY CHECKS. The guidance of this paragraph applies to the use of flight training devices and simulators in conducting either Part 121 proficiency checks or Part 135 competency and instrument-proficiency checks. The level of flight training device or flight simulator that can be used for any particular flight test event in these checks depends on the crewmember's duty position and on the category of training. The maneuvers and procedures tables along with the introductory information in paragraphs 499 through 511 of this chapter specify the minimum level of flight training device or simulator that can be used for a particular training event. This minimum level is also the level that can be used to test the event during a proficiency or competency check. Before beginning a proficiency or competency check, inspectors and check airmen must determine which flight test events can be conducted in the flight training device or simulator to be used.

549. THE "OPERATING EXPERIENCE" (OE) QUALIFICATION MODULE. PIC's and SIC's in Part 121 operations who have been trained under an initial new-hire, initial equipment, transition, or upgrade category of training, must acquire OE. Part 135 specifies that before a pilot may be assigned as a PIC in a commuter passenger-carrying operation, that pilot must acquire OE in each make and basic model of aircraft in which the pilot is to serve as a PIC. The qualification curriculum segment outline that is applicable to these flight crewmember positions must list the appropriate requirements for each duty position. Both Parts 121 and 135 specify the minimum flight hour requirements for these duty positions. An operator may elect to specify a greater flight hour requirement than the regulatory minimum. Inspectors shall not approve any qualification curriculum segment that lists a flight hour requirement that is less than that specified by the appropriate regulation. When a pilot is actually acquiring OE, however, both FAR 121.434(f) and FAR 135.244(b)(4) provide for a reduction in the minimum flight hours. These regulations specify that the minimum hours may be reduced to 50% of the total required flight hours by the substitution of 1 takeoff and landing for 1 hour of flight.

A. *Part 121 Minimum OE Flight Hours.*

(1) The minimum OE flight hours for pilots who have been trained under an initial new-hire or an initial equipment curriculum or a PIC transition curriculum which includes training in a flight simulator under FAR 121.409, are as follows:

- Group I reciprocating - 15 hours
- Group I turbopropeller - 20 hours
- Group II turbojet - 25 hours

(2) FAR 121.434(c)(3)(ii) specifies the minimum flight hours for pilots who have been trained under a transition curriculum which does not include an approved course of training in a flight simulator, are as follows:

- Group I reciprocating - 10 hours
- Group I turbopropeller - 12 hours
- Group II turbojet - 15 hours

(3) Although Part 121 requires OE for pilots who have been trained under an upgrade curriculum, the minimum flight hours are not specified. The following minimum flight hours are recommended, however, for an SIC upgrading to PIC, and for a FE upgrading to SIC, regardless of whether or not the upgrade curriculum includes training in a flight simulator:

- Group I reciprocating - SIC to PIC - 8 hours

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