



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

---

## Standardized Curriculum

---

Revision: Original

Date: 02/06/23

### Instructor and Check Pilot Qualification Master Curriculum

**Approved by the Federal Aviation Administration (FAA)**  
Air Transportation Division's  
Training & Simulation Group  
800 Independence Avenue, S.W.  
Washington, DC 20591

## Record of Revisions

Include a brief description of the change and effective date of the revision.

<b>Revision</b>	<b>Description of Change</b>	<b>Effective Date</b>
Original	Original Issue	02/06/2023
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		

# Table of Contents

<b>1. General.....</b>	<b>5</b>
1.1. Purpose.....	5
1.2. Regulatory Requirements.....	5
1.3. Applicability. ....	5
<b>2. Curriculum Overview.....</b>	<b>6</b>
2.1. General.....	6
2.2. Curriculum Completion Matrix..	6
2.3. Curriculum Objective.....	7
2.4. Completion Standards.....	7
2.5. Documents and Records. ....	8
2.6. Courseware and Equipment. ....	8
2.7. Instructional Delivery Methods .....	8
2.8. Prerequisites.....	9
<b>3. Ground Instructor, Flight Instructor, and Check Pilot Curriculum Outline.....</b>	<b>10</b>
<b>4. Basic Indoctrination Training .....</b>	<b>12</b>
4.1. Objective.....	12
4.2. Prerequisites.....	12
4.3. Completion Standards.....	12
4.4. Course Outline. ....	12
<b>5. Initial Instructor/Check Pilot Fundamentals Training.....</b>	<b>24</b>
5.1. Objective.....	24
5.2. Prerequisites.....	24
5.3. Completion Standards.....	24
5.4. Courseware and Equipment.....	24
5.5. Course Outline.....	24
<b>6. Ground Instructor Practical Application Course.....</b>	<b>28</b>
6.1. Objective.....	28
6.2. Prerequisites.....	28
6.3. Qualification Standards.....	28
6.4. Courseware and Equipment.....	28
6.5. Course Outline.....	28
<b>7. Flight Instructor Simulator Initial Training Course.....</b>	<b>29</b>
7.1. Objective.....	29

7.2. Prerequisites.....	29
7.3. Completion Standards.....	29
7.4. Course Outline.....	29
<b>8. Check Pilot Simulator Initial Training Course.....</b>	<b>34</b>
8.1. Objective.....	34
8.2. Prerequisites.....	34
8.3. Completion Standards.....	34
8.4. Course Outline.....	35
<b>9. Check Pilot Aircraft Initial Training Course.....</b>	<b>36</b>
9.1. Objective.....	36
9.2. Prerequisites.....	36
9.3. Completion Standards.....	36
9.4. Course Outline.....	36
<b>1. Appendix A. Qualification Standards.....</b>	<b>39</b>
1.1. Purpose.....	39
1.2. Tasks.....	39

## 1. GENERAL

**1.1. Purpose.** This document provides guidance to Title 14 of the Code of Federal Regulations (14 CFR) Part 142 training centers on the development of a standardized non-aircraft specific training curriculum. This curriculum (including suggested modules, tasks, and elements) may be used to qualify training center instructors/evaluators (check pilots) to deliver a part 135 standardized curriculum, which includes training, testing and checking intended to satisfy part 135 requirements.

### 1.2. Regulatory Requirements.

**A. General.** While this document proposes one means to satisfy the regulatory requirements of §§ 135.337(b)(4), (c)(4), and (f); 135.338(b)(4), (c)(4) and (f); 135.339; and 135.340, the training center is ultimately responsible for developing a syllabus that ensures the applicable requirements are satisfied.

**B. Training.** To satisfy the regulatory requirements of §§ 135.337(b)-(c), (f), and 135.338(b)-(c), (f), the proposed training must be completed in the aircraft type that the instructor or check pilot seeks to become qualified in to provide training and checking. In addition, §§ 135.337(f) and 135.338(f) requires that the check pilot or flight instructor fly in the “type, class, or category aircraft” for which they seek to gain qualification to serve as a flight instructor or check pilot.

### 1.3. Applicability.

**A. Standardized Curriculum Package (SCP).** The part 142 instructor and check pilot curriculum is intended to qualify instructors and check pilots at training centers to perform their duties as they deliver approved curriculums in a part 135 air carriers’ training program. This master curriculum applies to and should be used by training centers to create a SCP to qualify instructors and check pilots.

**B. Applicable Requirements.** Instructors and check pilots must be knowledgeable in the applicable requirements of 14 CFR parts 61, 91, 110, 119, and 135; other applicable FAA policies; safe operating practices; and the policies and procedures associated with the curriculum they will instruct or check.

## 2. CURRICULUM OVERVIEW

**2.1. General.** The role of the instructor and check pilot is to ensure that the flight crewmember meets competency standards and that the flight crewmember maintains those standards while remaining in line-service. Effective training and use of instructors and check pilots by a certificate holder ensures that flight crewmembers are standardized in their job performance.

**A. Standardization.** This standardized instructor and check pilot curriculum is designed to be utilized by Title 14 of the Code of Federal Regulations (14 CFR) part 135 air carriers using a part 142 training center for part 135 training. It outlines the instruction required to become qualified as an instructor and/or check pilot in order to administer training and checking required under part 135 § 135.324(b)(4). The goal of standardization is consistent evaluation of tasks and consistent grading outcomes when check pilots are evaluating pilot performance.  
Standardization:

- Is necessary to establish uniform grading criteria, address reliability between instructors/evaluators, and develop consistent remediation procedures;
- Is multi-faceted, including initial training, data analysis, and recurring 24-month observation; and
- Contributes to data reliability and usability to facilitate continuous program improvement.

**B. Structure.** This curriculum utilizes a modular approach to allow greater flexibility in the program development and reduce the administrative workload during the development and approval of these programs. The course provides for a progressive qualification structure that is dependent upon previous training module completion to qualify for additional functions. This curriculum is comprised of six training segments:

- Basic Indoctrination
- Initial Instructor/Check Pilot Fundamentals
- Ground Instructor
- Flight Instructor Simulator Initial Training
- Check Pilot Simulator Initial Training
- Check Pilot Aircraft Initial Training

**NOTE:** Basic Indoctrination is for pilots who have not operated under part 135. Also, it should be considered for those pilots who have previous experience but have not operated under Part 135 in the past 36 months. The goal is to provide instructors and check pilots a basic understanding of part 135 operations.

**2.2. Curriculum Completion Matrix.** The following matrix shows courses required for specific functions. See Table 1, Functions and Completion Requirements.

**Table 1. Functions and Completion Requirements (X=Required)**

#	Segments	Ground Instructor	Flight Instructor Simulator	Flight Instructor Aircraft	Check Pilot Simulator	Check Pilot Aircraft
1.	Basic Indoctrination	X	X	X	X	X
2.	Initial Instructor/ Check Pilot Fundamentals	X	X	X	X	X
3.	Ground Instructor	X				
4.	Flight Instructor Simulator Initial Training		X		X	
5.	Check Pilot Simulator Initial Training				X	
6.	Check Pilot Aircraft Initial Aircraft Training					X

**2.3. Curriculum Objective.** Upon completion of this curriculum, the instructor or check pilot is qualified to provide training, checking, and testing under part 135.

**2.4. Completion Standards.** A specific training curriculum is complete when the applicant has successfully completed the required training segments identified in the completion requirements. Failure to successfully complete the qualification section of any course may result in additional training and a subsequent re-check or removal from the course. Remedial training will be conducted according to the training curriculum’s identified policies and procedures.

**A. Course Completion.** Each candidate will complete all required training for each course and demonstrate his or her knowledge, skills, and ability.

**B. Planned Hours.** Times developed for each module are considered planned hours. Planned hours estimate the number of hours anticipated to complete each module and may differ from the actual hours.

**C. Examination.** All candidates should successfully pass oral or written exams associated with each module. A minimum grade of 80 percent (corrected to 100 percent) is the recommended standard for all ground school sections that contain written or oral exams.

**D. Practical Demonstration.** In addition, a practical demonstration of instructional or check pilot ability may be required in accordance with §§ 135.339(a)(2) or 135.340(a)(2). Upon successful completion, training records should be updated accordingly and the candidate’s functions defined in his or her records.

## **2.5. Documents and Records.**

**A. General Documents.** All training and qualification should be documented and maintained for each instructor/ check pilot applicant. The documentation should be in accordance with the training center's recordkeeping procedures and fulfill the requirements of §§ 142.73, 135.63, 135.337, and 135.338.

**B. Certificate Letter of Authority (CLOA).** Training Center Evaluators (TCE) approved as check pilots under a standardized curriculum will have the TCE-CP authority added to the TCE's CLOA in the Designee Management System (DMS) along with the list of standardized curricula for which the TCE is approved as a check pilot listed in the limitations section.

**2.6. Courseware and Equipment.** Below is a recommended list of courseware and equipment. This is not a mandatory list and not inclusive of all possible items that can be used. Part 142 training centers are encouraged to use all appropriate courseware and equipment that best suits their facility.

- FAA – H-8083-9 Aviation Instructor's Handbook
- Training Manual
- Maneuver and Procedures "Flight Profiles"
- General Operations Manual
- Current FAA ATP/Type Rating Practical Test Standards, or Airman Certification Standards as applicable
- FAA-approved Flight Simulator Training Devices (FSTDs) with appropriate certification levels
- FAA – H- 8083-15A Instrument Flying Handbook
- Program lesson plans

**2.7. Instructional Delivery Methods.** Methods to convey information to the candidates depend upon modules and may vary depending on the tasking. The methods utilized are identified in each module of training and could include:

- Briefings
- Audio/visual presentations
- Demonstrations
- Drills
- FSTD demonstration and practice
- Distance Learning



**2.8. Prerequisites.** All candidates must possess the appropriate aptitudes to interface effectively with crewmembers in training or checking environments. All instructor and check pilot candidates should be recommended by the training center. Each course has defined entry prerequisites that are based on regulatory and currency requirements for the position to be held by the candidate. The Instructor and Check Pilot curriculum each have the following three options for enrollment:

- **Initial:** This course is designed to provide a pathway for a candidate with no prior part 135 experience to be qualified in either position at a training center.
- **Transition-A:** This course is designed for a candidate who meets the requirements of § 135.337(c)(1)-(3) and § 135.338(c)(1)-(3), having completed a part 135 initial qualification curriculum previously.
- **Transition-B:** This course is designed for a candidate who meets the requirements of § 135.337(c)(1)-(5) and § 135.338(c)(1)-(4) and has been previously designated as a flight instructor or check pilot under part 135.

### 3. GROUND INSTRUCTOR, FLIGHT INSTRUCTOR, AND CHECK PILOT CURRICULUM OUTLINE

**NOTE:** Planned hours are estimated ranges. Planned hours may be exceeded until candidate demonstrates proficiency in all applicable maneuvers.

**Table 2. Ground Instructor, Flight Instructor, and Check Pilot Curriculum Outline**

#	Type	Planned Hours
<b>1.</b>	<b>Basic Indoctrination Training</b>	
	<ul style="list-style-type: none"> <li>Initial indoctrination training to Title 14 of the Code of Federal Regulations (14 CFR) part 135 operations (includes risk management, emergency equipment and Hazardous Materials)</li> </ul>	46.0 / 8.0/ 4.0
<b>2.</b>	<b>Initial Instructor/Check Pilot Fundamentals §§ 135.340(c), 135.339(c)(4) &amp; (6)</b>	
	<ul style="list-style-type: none"> <li>Initial ground training</li> </ul>	10.0 / 4.0/ 2.0
<b>3.</b>	<b>Ground Instructor Practical Application (§§ 135.323(a)(2) &amp; 135.324(b)(3))</b>	
	<ul style="list-style-type: none"> <li>Company training requirements. Training to prepare ground instructors to perform his or her assigned duties.</li> </ul>	As required, topic dependent
<b>4.</b>	<b>Flight Instructor Simulator Initial/Transition Training §§ 135.340(g)(1) &amp; (2)</b>	
	<ul style="list-style-type: none"> <li>Ground Training in preparation for FSTD training</li> </ul>	3.0 / 2.0/ 1.0
	<ul style="list-style-type: none"> <li>FSTD Training. Observe, practice, and demonstrate (as needed) until candidate demonstrates proficiency in all applicable maneuvers.</li> </ul>	3.0 / 2.0/ 2.0
	<ul style="list-style-type: none"> <li>Qualification Event</li> </ul>	2.5
<b>5.</b>	<b>Check Pilot Simulator Initial/Transition Training §§ 135.339(c)(1), (c)(2), (c)(3), (c)(5), (g)(1), &amp; (g)(2)</b>	
	<ul style="list-style-type: none"> <li>Ground Training</li> </ul>	4.0 / 2.0/ 1.0
	<ul style="list-style-type: none"> <li>Aircraft Training. Observe, practice, and demonstrate (as needed) until candidate demonstrates proficiency in all applicable maneuvers.</li> </ul>	5.0 / 4.0/ 4.0
	<ul style="list-style-type: none"> <li>Qualification Event</li> </ul>	2.5

#	Type	Planned Hours
6.	<b>Check Pilot Aircraft Initial/Transition Training §§ 135.339(c)(1), (c)(2), (c)(3), (c)(5), (d), &amp; (e)(1)-(e)(4)</b>	
	<ul style="list-style-type: none"> <li>• Ground Training</li> </ul>	4.0 / 2.0/ 1.0
	<ul style="list-style-type: none"> <li>• Aircraft Training. Observe, practice, and demonstrate (as needed) until candidate demonstrates proficiency in all applicable maneuvers.</li> </ul>	5.0 / 4.0/ 4.0
	<ul style="list-style-type: none"> <li>• Qualification Event</li> </ul>	2.5

## 4. BASIC INDOCTRINATION TRAINING

**4.1. Objective.** The objective of the basic indoctrination training is to introduce the training center instructor or check pilot candidate to Title 14 of the Code of Federal Regulations (14 CFR) part 135 operations. With the introduction of standardized curriculum, the training center will have an increased responsibility for part 135 training, and with it, an increased need for training center personnel to be more knowledgeable about part 135 operations.

**A. Subjects.** This curriculum more thoroughly familiarizes the training center personnel with applicable 14 CFR parts and common part 135 operator policies, procedures, and organizational practices. The basic indoctrination course consists of training modules that contain information applicable to the pilot’s specific duty position. The training includes two general subject areas: general part 135 operations and airman-specific training.

**B. Limitations.** The general part 135 operations training focuses on subjects that are not specific to any one operator. Part 135 operators may not use the basic indoctrination training course as credit for any operator-specific training.

**4.2. Prerequisites.** All candidates should be recommended by the training center.

**4.3. Completion Standards.** Upon completion of the basic indoctrination training, the candidate should be capable of completing a written examination with a passing score of at least 80 percent (corrected to 100 percent), failure of which will result in remedial training and the administration of a new written examination.

### 4.4. Course Outline.

**A. General Part 135 Operations Training.** This training will introduce the training center instructor or check pilot candidate to the duties and responsibilities required of the operator and crewmember when conducting operations under part 135. This training is planned for 8.5 hours and is designed to provide one acceptable means to satisfy §§ 135.329(a)(1)(i)-(a)(1)(iii). Reference Table 3: General Part 135 Operations Training.

**Table 3. General Part 135 Operations Training**

#	General Part 135 Operations Training
1.	<b>Duties and Responsibilities (§ 135.329(a)(1)(i)):</b>
	<ul style="list-style-type: none"> <li>• Part 135 operational concepts, policies and kinds of operations</li> </ul>
	<ul style="list-style-type: none"> <li>• Authority and responsibilities of duty positions                             <ul style="list-style-type: none"> <li>○ Pilot in Command (PIC)</li> <li>○ Second in Command (SIC)</li> <li>○ Flight Instructor</li> <li>○ Check Pilot</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Part 135 operator manual organization, revisions, and employee responsibilities concerning manuals</li> </ul>

#	<b>General Part 135 Operations Training</b>
	<ul style="list-style-type: none"> <li>• Part 135 operator-required equipment (type of equipment that might be required by the operator)</li> </ul>
	<ul style="list-style-type: none"> <li>• Part 135 operator documents (manuals, aircraft publications, other technical documents)</li> </ul>
	<ul style="list-style-type: none"> <li>• General Operations Manual (GOM) (organization, revisions and responsibilities concerning manuals) (§ 135.23)</li> </ul>
<b>2.</b>	<b>Provisions of Title 49 CFR and Title 14 CFR Part 135 §135.329(a)(1)(ii):</b>
	<ul style="list-style-type: none"> <li>• Pilot certification, training and qualification requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Medical certificates, physical examination, and fitness for duty requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Operational control requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Flight duty and rest requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Recordkeeping requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Operational rules in 14 CFR parts 91 and 135</li> </ul>
	<ul style="list-style-type: none"> <li>• Regulatory requirements for operator manuals</li> </ul>
	<ul style="list-style-type: none"> <li>• Pilot in command emergency authority (§ 135.19), interference with crewmembers (§ 135.120) and reporting requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Transportation Security Regulations (49 CFR part 1542, Airport Security and 49 CFR part 1544, Aircraft Operator Security: Air Carriers and Commercial Operators)</li> </ul>
	<ul style="list-style-type: none"> <li>• National Transportation Safety Board (NTSB) Regulations (49 CFR part 830, Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records)</li> </ul>
<b>3.</b>	<b>Part 119 Certificate, Requirements for Operations Under Part 135, and Operations Specifications (§ 135.329(a)(1)(iii)):</b>
	<ul style="list-style-type: none"> <li>• Historical basis in 14 CFR part 119 and part 135 and Title 49 of the United States Code (49 U.S.C.)</li> </ul>
	<ul style="list-style-type: none"> <li>• Part 135 vs. Part 91</li> </ul>
	<ul style="list-style-type: none"> <li>• Definitions, descriptions and organization of OpSpecs</li> </ul>
	<ul style="list-style-type: none"> <li>• Limitations and authorizations of OpSpecs</li> </ul>
	<ul style="list-style-type: none"> <li>• Description of the certificate</li> </ul>
	<ul style="list-style-type: none"> <li>• Description of the Certificate Management Office (CMO)/Flight Standards District Office (FSDO) and responsibilities of FAA principal inspectors</li> </ul>

**B. Airman-Specific Training.** The objective of this training is to provide the training center instructor or check pilot candidate with an overview of airman-specific topics that are typically included in part 135 operations. This training is planned for 23.5 hours and designed to provide one acceptable means to satisfy §§ 135.345(a)(1)-(a)(7). See Table 4: Airman-Specific Training.

**Table 4. Airman-Specific Training**

#	Airman-Specific Training
<b>1.</b>	<b>Operational Control (OpSpec A008):</b>
	<ul style="list-style-type: none"> <li>• Typical part 135 operator operational control organizations (duties and responsibilities)</li> </ul>
	<ul style="list-style-type: none"> <li>• Flight locating systems and procedures based on types of operations (§ 135.345(a)(1))</li> </ul>
	<ul style="list-style-type: none"> <li>• Weather and Notices to Air Mission (NOTAM) information</li> </ul>
	<ul style="list-style-type: none"> <li>• Typical part 135 operator communications</li> </ul>
<b>2.</b>	<b>Principles of Weight and Balance (W&amp;B) (§ 135.345(a)(2)):</b>
	<ul style="list-style-type: none"> <li>• Definitions (zero-fuel weight, moments, inches of datum, etc.)</li> </ul>
	<ul style="list-style-type: none"> <li>• General loading procedures and center of gravity (CG) computations</li> </ul>
	<ul style="list-style-type: none"> <li>• Effects of fuel burn and load shifts in flight</li> </ul>
	<ul style="list-style-type: none"> <li>• Typical W&amp;B forms, load manifests, fuel slips and other applicable documents used by part 135 operators</li> </ul>
<b>3.</b>	<b>Principles of Meteorology (§ 135.345(a)(3)):</b>
	<ul style="list-style-type: none"> <li>• Basic weather definitions (forecasts, reports, symbols, etc.)</li> </ul>
	<ul style="list-style-type: none"> <li>• Temperature, pressure, and winds</li> </ul>
	<ul style="list-style-type: none"> <li>• Atmosphere, moisture, and clouds</li> </ul>
	<ul style="list-style-type: none"> <li>• Air masses and frontal systems</li> </ul>
	<ul style="list-style-type: none"> <li>• Thunderstorms</li> </ul>
	<ul style="list-style-type: none"> <li>• Icing</li> </ul>
	<ul style="list-style-type: none"> <li>• Wind shear</li> </ul>
	<ul style="list-style-type: none"> <li>• Fog</li> </ul>
	<ul style="list-style-type: none"> <li>• High altitude weather and the jet stream</li> </ul>

#	<b>Airman-Specific Training</b>
<b>4.</b>	<b>Airspace and Air Traffic Control (ATC) systems, procedures, and phraseology (§ 135.345(a)(4)):</b>
	<ul style="list-style-type: none"> <li>• Definitions (precision approaches, airways, automated terminal information service (ATIS), etc.)</li> </ul>
	<ul style="list-style-type: none"> <li>• Description of airspace</li> </ul>
	<ul style="list-style-type: none"> <li>• Navigation performance and separation standards</li> </ul>
	<ul style="list-style-type: none"> <li>• Controller and pilot responsibilities</li> </ul>
	<ul style="list-style-type: none"> <li>• ATC communications</li> </ul>
	<ul style="list-style-type: none"> <li>• Wake turbulence recognition and avoidance (Aeronautical Information Manual (AIM) Chapter 7, Section 4; AC 90-23 (current edition))</li> </ul>
	<ul style="list-style-type: none"> <li>• NextGen concepts (ADS-B, data link communications, Network Enabled Weather (NNEW), NAS voice switch (NVS), etc.)</li> </ul>
<b>5.</b>	<b>Principles of Navigation (§ 135.345(a)(5)):</b>
	<ul style="list-style-type: none"> <li>• Definitions (Class I, Class II navigation, etc.)</li> </ul>
	<ul style="list-style-type: none"> <li>• Basic navigational instruments</li> </ul>
	<ul style="list-style-type: none"> <li>• Dead reckoning and pilotage concepts and procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• Navigational Aids (NAVAID)</li> </ul>
	<ul style="list-style-type: none"> <li>• Area Navigation (RNAV)</li> </ul>
	<ul style="list-style-type: none"> <li>• Required Navigation Performance (RNP)</li> </ul>
<b>6.</b>	<b>Instrument Procedures (§ 135.345(a)(5)):</b>
	<ul style="list-style-type: none"> <li>• Definitions (minimum descent altitude (MDA), height above airport (HAA), height above touchdown (HAT), decision height (DH), Category II (CAT II) instrument landing system (ILS), no procedure turn required (NOPT), etc.)</li> </ul>
	<ul style="list-style-type: none"> <li>• Holding patterns, procedure turns</li> </ul>
	<ul style="list-style-type: none"> <li>• Precision approaches</li> </ul>
	<ul style="list-style-type: none"> <li>• Non-precision approaches without vertical guidance (OpSpec C052)</li> </ul>
	<ul style="list-style-type: none"> <li>• Approaches with vertical guidance (APV) (OpSpec C052 and C073)</li> </ul>
	<ul style="list-style-type: none"> <li>• Circling (OpSpec C075) and visual approaches</li> </ul>

#	<b>Airman-Specific Training</b>
7.	<b>Normal and Emergency Communication Procedures (§ 135.345(a)(6)): AIM procedures</b>
	<ul style="list-style-type: none"> <li>• Flight Information Handbook (FIH) guidance</li> </ul>
	<ul style="list-style-type: none"> <li>• Jeppesen and International Civil Aviation Organization (ICAO) references</li> </ul>
8.	<b>Visual Cues Before and During Descent below DA/DH or MDA (§ 135.345(a)(7)): Visual Glide Slope Indicators (VGSI) (VASI, PAPI, etc.)</b>
	<ul style="list-style-type: none"> <li>• Runway environment lighting and runway markings</li> </ul>
9.	<b>Aircraft Performance and Airport Analysis:</b>
	<ul style="list-style-type: none"> <li>• Definitions (balanced field, visual meteorological conditions (VMC), obstruction planes, maximum endurance, etc.)</li> </ul>
	<ul style="list-style-type: none"> <li>• Runway limitations for takeoff and landing (§ 135.345(a)(2))</li> </ul>
	<ul style="list-style-type: none"> <li>• Effects of temperature and pressure altitude</li> </ul>
	<ul style="list-style-type: none"> <li>• Airport analysis systems</li> </ul>
	<ul style="list-style-type: none"> <li>• Effects of contaminated runways</li> </ul>
10.	<b>Reduced Vertical Separation Minimum Airspace (RVSM):</b>
	<ul style="list-style-type: none"> <li>• Background</li> </ul>
	<ul style="list-style-type: none"> <li>• Definitions</li> </ul>
	<ul style="list-style-type: none"> <li>• Equipment for RVSM operations</li> </ul>
	<ul style="list-style-type: none"> <li>• Conditions for approval, removal and verification/monitoring</li> </ul>
	<ul style="list-style-type: none"> <li>• Flight planning</li> </ul>
	<ul style="list-style-type: none"> <li>• Preflight procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• Procedures prior to RVSM airspace entry</li> </ul>
	<ul style="list-style-type: none"> <li>• Inflight procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• Post-flight procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• Inflight contingencies</li> </ul>
	<ul style="list-style-type: none"> <li>• Use of Traffic Collision Awareness System (TCAS) in RVSM airspace</li> </ul>



**C. Emergency Training.** The objective is to allow the training center instructor or check pilot candidate to understand the procedures to be followed when general (non-aircraft specific) emergency situations occur such as passenger evacuation, ditching, rapid decompression, aircraft fire, and persons needing first aid (Emergency Situation Training). Crewmembers will also familiarize themselves and become accomplished in the actual use of certain items of emergency equipment on the specific aircraft type such as fire extinguishers, life vests, oxygen bottles and first aid equipment (Emergency Drill Training). Emergency Drill training is conducted hands-on and is planned for 4.0 hours. This segment is designed to provide one acceptable means to satisfy § 135.331(b)(1)-(b)(4) and (c)(1)-(c)(7). See Table 5: Emergency Training.

**NOTE: 1:** Demonstration in lieu of Emergency Drills – The FAA determined that emergency drill training for instructors and check pilots within the Standardized Curriculum can be adequately trained by demonstration. Video demonstration in lieu of emergency drills is considered an acceptable option to meet the requirements of §§ 135.331(c)(1)-(c)(7) for Standardized Curriculum instructors and check pilots. These video demonstrations can be developed and approved under the aircraft specific standardized curriculum approval process, and published on the Dynamic Regulatory System (DRS) for use by training centers.

**NOTE: 2:** If a candidate is enrolled in Transition A or B courses, emergency drill demonstrations are not required.

**Table 5. Emergency Training**

#	Emergency Training
1.	<b>Emergency Situation Training (Non-Aircraft Specific). Duties and Responsibilities (§ 135.331(b)(1)):</b>
	<ul style="list-style-type: none"> <li>• Emergency assignments</li> </ul>
	<ul style="list-style-type: none"> <li>• PIC emergency authority</li> </ul>
	<ul style="list-style-type: none"> <li>• Reporting incidents and accidents</li> </ul>
	<ul style="list-style-type: none"> <li>• Emergency briefings (keeping passengers calm, relocating passengers when applicable and reviewing brace positions)</li> </ul>
	<ul style="list-style-type: none"> <li>• Crew coordination and typical company communication               <ul style="list-style-type: none"> <li>○ Crew and passenger notifications</li> <li>○ Ground agency notification procedures (ATC/airport authority)</li> <li>○ Typical part 135 operator communication procedures</li> </ul> </li> </ul>

#	<b>Emergency Training</b>
<b>2.</b>	<b>Emergency Equipment (§ 135.331(b)(2)): Instruction in the location, function, and operation of emergency equipment including:</b>
	<ul style="list-style-type: none"> <li>• Equipment used in ditching and evacuation               <ul style="list-style-type: none"> <li>○ Actual donning, use, and inflation of individual flotation means (life preservers)</li> <li>○ Instruction on life raft removal from the aircraft and inflation of each type of life raft, if applicable</li> <li>○ Instruction on the use of lifelines, if applicable</li> <li>○ Actual boarding of a life raft or slide raft, if applicable</li> <li>○ Instruction on survival equipment</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• First aid equipment               <ul style="list-style-type: none"> <li>○ Contents of first aid kits</li> <li>○ Responsibility for kit integrity and inventory (e.g., minimum equipment list (MEL))</li> <li>○ Use of individual items</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Portable fire extinguishers               <ul style="list-style-type: none"> <li>○ Type of extinguisher to be used on different classes of fires</li> </ul> </li> </ul>
<b>3.</b>	<b>Handling Emergency Situations (§ 135.331(b)(3)):</b>
	<ul style="list-style-type: none"> <li>• Rapid decompression               <ul style="list-style-type: none"> <li>○ Respiration</li> <li>○ Hypoxia and hyperventilation</li> <li>○ Time of useful consciousness</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Aircraft fires               <ul style="list-style-type: none"> <li>○ Fire in flight, or on the surface                   <ul style="list-style-type: none"> <li>○ Smoke control procedures</li> <li>○ Electrical equipment and related circuit breakers found in cabin areas</li> </ul> </li> <li>○ Principles of combustion and classes of fire</li> <li>○ Toxic fumes and chemical irritants</li> <li>○ Use of appropriate hand-held extinguishers</li> <li>○ Lavatory fires</li> <li>○ Protective Breathing Equipment (PBE), oxygen masks, smoke goggles</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Ditching procedures               <ul style="list-style-type: none"> <li>○ Passenger briefing</li> <li>○ Crew coordination</li> <li>○ Ditching technique</li> <li>○ Ditching at night</li> </ul> </li> </ul>

#	<b>Emergency Training</b>
	<ul style="list-style-type: none"> <li>• Illness, injury and basic first aid               <ul style="list-style-type: none"> <li>○ Seeking medical assistance (In-flight medical services, ATC, etc.)</li> <li>○ Ear and sinus blocks</li> <li>○ Cuts, bumps, bruises, and burns</li> <li>○ Heart attack situations and Cardiopulmonary Resuscitation (CPR)</li> <li>○ Automated External Defibrillator (AED)</li> <li>○ Treatment of shock</li> <li>○ Pregnancy situations</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Incapacitation               <ul style="list-style-type: none"> <li>○ Differing procedures for PIC, SIC, other crew and passenger incapacitation</li> <li>○ Reporting requirements (NTSB and other)</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Abnormal situations involving passenger or crewmembers               <ul style="list-style-type: none"> <li>○ Passenger abuse of crewmembers</li> <li>○ Passengers who appear to be under the influence of intoxicating substances</li> <li>○ Passengers who may jeopardize aircraft or passenger safety</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Unusual situations               <ul style="list-style-type: none"> <li>○ Anti-terrorist security</li> <li>○ Hijack procedures</li> <li>○ Bomb threats</li> <li>○ Inflight intercept signals and procedures</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Previous accidents and incidents (§ 135.331(b)(4)):               <ul style="list-style-type: none"> <li>○ Review of accidents and incidents in aircraft type involving actual emergency situations</li> <li>○ NTSB accident report reviews</li> <li>○ Human factors/considerations</li> <li>○ National Aeronautics and Space Administration (NASA) reporting system</li> </ul> </li> </ul>
<b>4.</b>	<b>Aircraft-Specific Emergency Drill Training</b>
	<ul style="list-style-type: none"> <li>• Ditching, if applicable (§ 135.331(c)(1)):               <ul style="list-style-type: none"> <li>○ Cockpit preparation and crew coordination</li> <li>○ Passenger briefing and cabin preparation</li> <li>○ Ditching procedures</li> <li>○ Exit procedures</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Hand-held fire extinguishers (§ 135.331(b)(2)(iii)):               <ul style="list-style-type: none"> <li>○ Inspection tags, dates, and proper charge levels</li> <li>○ Removal and stowage of extinguishers</li> <li>○ Actual discharge of each type of extinguisher</li> <li>○ Maintenance procedures and MEL</li> <li>○ Inspection and use of protective breathing equipment (PBE), oxygen masks and smoke goggles</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Emergency Evacuation (§ 135.331(c)(2))</li> </ul>

#	Emergency Training
	<ul style="list-style-type: none"> <li>• Fire Extinguishing and Smoke Control (§ 135.331(c)(3))</li> </ul>
	<ul style="list-style-type: none"> <li>• Normal and Emergency Exits (§ 135.331(c)(4)):               <ul style="list-style-type: none"> <li>○ Actual operation (open and close) of each exit in the normal and emergency modes</li> <li>○ Instruction on slide or slide raft deployment, transfer from one door to another, and detachment from the aircraft or training device of each type of slide or slide raft (if applicable)</li> <li>○ Actual use of slide or slide raft (this requirement needs to be accomplished only once during initial new hire or initial equipment training)</li> <li>○ Procedures for egress</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Use of Crew and Passenger Oxygen Systems (§ 135.331(c)(5)):               <ul style="list-style-type: none"> <li>○ Type</li> <li>○ Location</li> <li>○ Purpose</li> <li>○ Inspection tags, seals, dates and pressures</li> <li>○ Removal and stowage of oxygen bottles</li> <li>○ Procedures for use</li> <li>○ Actual operation of each type of bottle and each type of mask</li> <li>○ Emergency oxygen system –PBE                   <ul style="list-style-type: none"> <li>▪ Inspection tags, dates and pressures</li> <li>▪ Removal and stowage</li> <li>▪ Donning and operation</li> </ul> </li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Life Rafts (§ 135.331(c)(6)):               <ul style="list-style-type: none"> <li>○ Life raft removal and inflation</li> <li>○ Use of lifelines</li> <li>○ Boarding of passengers and crew into life raft</li> <li>○ Instruction on survival equipment in the life raft</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Life Preservers (§ 135.331(c)(7)):               <ul style="list-style-type: none"> <li>○ Donning and demonstration on inflation of life vest</li> <li>○ Other individual flotation devices</li> </ul> </li> </ul>

**D. Risk Management Training.** The objective is that the training center instructor or check pilot candidate understands the risk management concepts and is able to apply them to part 135 operations. This training encompasses Crew Resource Management (CRM) (§ 135.330), Threat and Error Management (TEM), and Standard Operating Procedures (SOP). This segment of training is designed to provide one acceptable means to satisfy §135.330(a)(1)-(a)(8). For planned training hours for Risk Management Training, refer to Table 2: Ground Instructor, Flight Instructor and Check Pilot Curriculum Outline. See Table 6: Risk Management Training for course details.

**Table 6. Risk Management Training**

#	Risk Management Training
1.	<b>Authority of the PIC (§ 135.330(a)(1))</b>
2.	<b>Communication Processes, Decisions and Coordination (§ 135.330(a)(2)):</b>
	<ul style="list-style-type: none"> <li>• Communication with ATC</li> </ul>
	<ul style="list-style-type: none"> <li>• Communication with personnel performing flight locating and other operational functions</li> </ul>
	<ul style="list-style-type: none"> <li>• Communication with passengers</li> </ul>
	<ul style="list-style-type: none"> <li>• Cockpit-Cabin situational awareness</li> </ul>
3.	<b>Building and Maintenance of a Flight Team (§ 135.330(a)(3)):</b>
	<ul style="list-style-type: none"> <li>• TCAS Teamwork               <ul style="list-style-type: none"> <li>○ Preflight briefing on handling TCAS Advisories</li> <li>○ Proper crew reaction to a traffic advisory/resolution advisory (TA/RA) by PF and PM</li> </ul> </li> </ul>
4.	<b>Workload and Time Management (§ 135.330(a)(4))</b>
5.	<b>Situational Awareness (§ 135.330(a)(5))</b>
6.	<b>Effects of Fatigue on Performance (§ 135.330(a)(6)):</b>
	<ul style="list-style-type: none"> <li>• Avoidance strategies</li> </ul>
	<ul style="list-style-type: none"> <li>• Countermeasures</li> </ul>
7.	<b>Effects of Stress and Stress Reduction Strategies (§ 135.330(a)(7))</b>
8.	<b>Aeronautical Decision-Making and Judgment (§ 135.330(a)(8))</b>
9.	<b>Threat and Error Management</b>
10.	<b>Standard Operating Procedures:</b>
	<ul style="list-style-type: none"> <li>•Automation Integration</li> </ul>

**E. Hazardous Material/Dangerous Goods (HAZMAT/DG).** The objective is to ensure the training center instructor or check pilot candidate understands the requirements for recognition of HAZMAT/DG. The training is aligned with the requirements of a Will-Not-Carry certificate holder (§ 135.503). For planned training hours for HAZMAT/DG Training, refer to Table 2: Ground Instructor, Flight Instructor and Check Pilot Curriculum Outline. See Table 7: HAZMAT/DG Training for course details.

**NOTE:** If a candidate is enrolled in Transition A or B courses, HAZMAT/DG training is not required.

**Table 7. HAZMAT/DG Training**

#	HAZMAT/DG Training
<b>1.</b>	<b>General Philosophy:</b>
	<ul style="list-style-type: none"> <li>• HAZMAT/DG Training Program (14 CFR part 121 subpart Z)</li> </ul>
	<ul style="list-style-type: none"> <li>• Applicable regulatory materials</li> </ul>
	<ul style="list-style-type: none"> <li>• Overview of 49 CFR parts 105-180</li> </ul>
	<ul style="list-style-type: none"> <li>• Use of ICAO Technical Instructions (49 CFR 171.22)</li> </ul>
	<ul style="list-style-type: none"> <li>• Use of International Air Transport Association (IATA) Dangerous Goods Regulations</li> </ul>
	<ul style="list-style-type: none"> <li>• Definitions used in air transportation of HAZMAT/DG (49 CFR 171.8)</li> </ul>
	<ul style="list-style-type: none"> <li>• General transportation requirements (49 CFR 171.2)</li> </ul>
	<ul style="list-style-type: none"> <li>• Transport by aircraft (49 CFR part 175)</li> </ul>
	<ul style="list-style-type: none"> <li>• Training requirements and recordkeeping (49 CFR 172.700)</li> </ul>
	<ul style="list-style-type: none"> <li>• Enforcement</li> </ul>
	<ul style="list-style-type: none"> <li>• HAZMAT/DG security</li> </ul>
	<b>2. Limitations:</b>
	<ul style="list-style-type: none"> <li>• HAZMAT/DG forbidden on aircraft under any circumstances</li> </ul>
	<ul style="list-style-type: none"> <li>• HAZMAT/DG forbidden unless exempted</li> </ul>
	<ul style="list-style-type: none"> <li>• Hidden HAZMAT/DG</li> </ul>
	<ul style="list-style-type: none"> <li>• HAZMAT/DG carried by passengers or crew</li> </ul>

## 5. INITIAL INSTRUCTOR/CHECK PILOT FUNDAMENTALS TRAINING

**5.1. Objective.** The Initial Instructor/Check Pilot Fundamentals training course prepares all instructors and check pilots candidates with the fundamental knowledge, skills, and ability associated with instruction and evaluation of pilots. Completion of the training course satisfies the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 135 §§ 135.337 and 135.339 as applicable.

**5.2. Prerequisites.** All candidates should be recommended by the training center.

**5.3. Completion Standards.** Upon completion of this training, the candidate should be capable of completing a written examination with a passing score of at least 80 percent (corrected to 100 percent), failure of which will result in remedial training and the administration of a new written examination.

**5.4. Courseware and Equipment.** The training center should identify the courseware and equipment to be utilized. The courseware and equipment will be appropriate for the curriculum that the candidate is trained and competent to deliver.

**5.5. Course Outline.** For planned training hours for Initial Instructor/Check Pilot Fundamentals Training, refer to Table 2: Ground Instructor, Flight Instructor and Check Pilot Curriculum Outline. See Table 8: Initial Instructor/Check Pilot Fundamentals Course for course details.

**Table 8. Initial Instructor/Check Pilot Fundamentals Course**

#	Initial Instructor/Check Pilot Fundamentals Course §§ 135.340 (c) and 135.339 (c)(4) and (6)
1.	<b>Flight Instructor Duties, Functions, Responsibilities and Limitations:</b>
	<ul style="list-style-type: none"> <li>• Safety Culture</li> </ul>
	<ul style="list-style-type: none"> <li>• Pilot training.</li> </ul>
	<ul style="list-style-type: none"> <li>• Evaluating pilot performance of maneuvers and procedures.</li> </ul>
	<ul style="list-style-type: none"> <li>• Training documents.</li> </ul>
	<ul style="list-style-type: none"> <li>• Duty day time limits and considerations</li> </ul>
	<ul style="list-style-type: none"> <li>• Instructor Qualifications and Currency</li> </ul>
	<ul style="list-style-type: none"> <li>• Training limitations and FSTD discrepancy reporting</li> </ul>
	<ul style="list-style-type: none"> <li>• Course revisions</li> </ul>



#	<p style="text-align: center;"><b>Initial Instructor/Check Pilot Fundamentals Course</b> <b>§§ 135.340 (c) and 135.339 (c)(4) and (6)</b></p>
2.	<p><b>The applicable Code of Federal Regulations and the certificate holder’s policies and procedures and operation specifications:</b></p>
	<ul style="list-style-type: none"> <li>• Part 91: General Operating and Flight Rules</li> </ul>
	<ul style="list-style-type: none"> <li>• Part 135: Training/checking and currency requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Dynamic Regulatory System: FAA Order 8900.1 orientation</li> </ul>
	<ul style="list-style-type: none"> <li>• AIM: Standard practices and procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• PTS/ACS</li> </ul>
3.	<p><b>The approved methods, procedures, and techniques for conducting ground and flight instruction:</b></p>
	<ul style="list-style-type: none"> <li>• Managing the learning environment</li> </ul>
	<ul style="list-style-type: none"> <li>• Purpose of oral questions</li> </ul>
	<ul style="list-style-type: none"> <li>• Standard Operation Procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• Types of oral questions</li> </ul>
	<ul style="list-style-type: none"> <li>• Use of training aids and FSTD device to assist in training or checking requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• Achieving training and checking objectives: The building block approach</li> </ul>
	<ul style="list-style-type: none"> <li>• Combining tasks</li> </ul>
	<ul style="list-style-type: none"> <li>• Multiple emergencies</li> </ul>
	<ul style="list-style-type: none"> <li>• Training and checking standards</li> </ul>
	<ul style="list-style-type: none"> <li>• Briefings</li> </ul>
	<ul style="list-style-type: none"> <li>• Debriefings</li> </ul>
	<ul style="list-style-type: none"> <li>• Use of lesson plans</li> </ul>
	<ul style="list-style-type: none"> <li>• Delivery methods and options</li> </ul>
	<ul style="list-style-type: none"> <li>• Equipment usage and preparation</li> </ul>

#	<b>Initial Instructor/Check Pilot Fundamentals Course §§ 135.340 (c) and 135.339 (c)(4) and (6)</b>
<b>4.</b>	<b>Proper evaluation of student performance:</b>
	<ul style="list-style-type: none"> <li>• The detection of:               <ul style="list-style-type: none"> <li>○ Improper and insufficient training</li> <li>○ Personal characteristics of an applicant that could adversely affect safety</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Teaching policies and training objectives</li> </ul>
	<ul style="list-style-type: none"> <li>• Instructor preparation and proficiency</li> </ul>
	<ul style="list-style-type: none"> <li>• Feedback on student progress</li> </ul>
	<ul style="list-style-type: none"> <li>• Evaluating CRM performance objectives               <ul style="list-style-type: none"> <li>○ Crew Resource Management and crew coordination</li> <li>○ Communication processes and decisions</li> <li>○ Building and maintenance of a flight team.</li> <li>○ Workload management and situational awareness</li> <li>○ Threat and error management</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Evaluating pilot performance of maneuvers and procedures               <ul style="list-style-type: none"> <li>○ Grade scale usage and reason codes</li> <li>○ An overview of standardization and calibration process</li> <li>○ The nature of crew assessment, grading components, rating scales, administrative considerations, and examples of the criteria</li> <li>○ Data usage and benefits</li> <li>○ Data consistency challenges</li> <li>○ Practice exercises</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Training documents</li> </ul>
	<ul style="list-style-type: none"> <li>• Training schedule changes</li> </ul>
<b>5.</b>	<b>Unsatisfactory training progress:</b>
	<ul style="list-style-type: none"> <li>• Evaluation of Student Performance</li> </ul>
	<ul style="list-style-type: none"> <li>• Written tests</li> </ul>
	<ul style="list-style-type: none"> <li>• Performance evaluations</li> </ul>
	<ul style="list-style-type: none"> <li>• Identifying improper or insufficient training</li> </ul>
	<ul style="list-style-type: none"> <li>• Appropriate action in event of unsatisfactory progress</li> </ul>

#	<b>Initial Instructor/Check Pilot Fundamentals Course §§ 135.340 (c) and 135.339 (c)(4) and (6)</b>
<b>6.</b>	<b>Safe Instructional Practices:</b>
	<ul style="list-style-type: none"> <li>• The approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures in the aircraft</li> </ul>
	<ul style="list-style-type: none"> <li>• Company policy, philosophy, and safety procedures</li> </ul>
<b>7.</b>	<b>Except for holders of a flight instructor certificate:</b>
	<ul style="list-style-type: none"> <li>• Elements of learning</li> </ul>
	<ul style="list-style-type: none"> <li>• Laws of learning</li> </ul>
	<ul style="list-style-type: none"> <li>• Learning and age</li> </ul>
	<ul style="list-style-type: none"> <li>• Learning and the time of day</li> </ul>
	<ul style="list-style-type: none"> <li>• Length of training period</li> </ul>
	<ul style="list-style-type: none"> <li>• Teaching methods and procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• The instructor-student relationship</li> </ul>
	<ul style="list-style-type: none"> <li>• Human needs</li> </ul>
	<ul style="list-style-type: none"> <li>• The instructor's role</li> </ul>
	<ul style="list-style-type: none"> <li>• Proper learning environment</li> </ul>
	<ul style="list-style-type: none"> <li>• Training challenges</li> </ul>
	<ul style="list-style-type: none"> <li>• Contracting air carrier interface</li> </ul>
<b>8.</b>	<b>Written Exam Question Review</b>

## 6. GROUND INSTRUCTOR PRACTICAL APPLICATION COURSE

**6.1. Objective.** This training course provides the candidate the opportunity to observe and practice as well as the validation of candidate’s instructional ability for the delivery of ground training modules. Ground school instructors who conduct systems integration sessions in flight training devices (FTD) should also receive training in the applicable portions of the flight training module to ensure an adequate level of knowledge and skill are obtained to support the assigned curriculum. The observation training and demonstration quantity is proportionally based on the candidate’s previous experience. At a minimum, the candidate should complete an observation of all material to be taught and be provided instructional practice and be observed instructing at least one subject. Upon completion of this course, candidates should demonstrate the necessary competence to instruct approved ground training within the confines of Title 14 of the Code of Federal Regulations (14 CFR) part 135.

**6.2. Prerequisites.** All candidates should be recommended by the training center.

**6.3. Qualification Standards.** Upon completion of the basic indoctrination training, the candidate should be capable of completing a written examination with a passing score of at least 80 percent (corrected to 100 percent), failure of which will result in remedial training and the administration of a new written examination.

**6.4. Courseware and Equipment.** The training center should identify the courseware and equipment to be utilized. The courseware and equipment will be appropriate for the curriculum that the candidate is trained and competent to deliver.

**6.5. Course Outline.** See Table 9: Ground Instructor Training Events, Observation, Training and Demonstration for course details.

**Table 9. Ground Instructor Training Events, Observation, Training and Demonstration.**

#	Ground Instructor Training Events, Observation, Training and Demonstration (§ 135.323(a)(2) and § 135.324(b)(3))	Requirements
1.	Observation of ground training module(s) that the candidate will be authorized to instruct.	All subjects
2.	Instructional practice and delivery of training material and performance of all ground instructor duties under the observation of a qualified ground instructor.	All subjects
3.	Demonstration of instructional ability under the observation of authorized training center personnel.	As required

## 7. FLIGHT INSTRUCTOR SIMULATOR INITIAL TRAINING COURSE

**7.1. Objective.** The Flight Instructor Simulator Initial training course provides candidates with the required training and observation to provide Title 14 of the Code of Federal Regulations (14 CFR) part 135 training in a simulator as required by §§ 135.338 and 135.340. Upon completion of this training, candidates should demonstrate the necessary knowledge and skill to be qualified to deliver approved flight instruction in an FSTD within the confines of part 135. This course provides the candidate an environment to understand and execute standardized operating procedures and training procedures and is designed to provide one acceptable means to satisfy §§ 135.340(a)(2) and (g)(1)-(g)(2), and 135.338(f).

**7.2. Prerequisites.** All candidates should be recommended by the training center.

**7.3. Completion Standards.** The Flight Instructor Simulator Initial training course will be complete when the candidate:

- Successfully completes practical training modules and elements of the Flight Instructor Simulator (FSTD) Initial course.
- Demonstrates proficiency in ground subjects and flight maneuvers from a representative module of an approved pilot training curriculum to an FAA inspector, check pilot, or aircrew designated examiner. The qualification standards (Appendix A) will be used to determine competency for course completion and validation during the qualification event.
- Accomplishes one of the following (§ 135.338(f)):
  - 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 a flight simulator
  - Satisfactorily complete an approved line-observation program within the period prescribed by that program preceding the performance of any flight instructor duty in a flight simulator.

**NOTE:** Failure to successfully complete any of the above elements will result in remedial training. Remedial training will be conducted according to the training center's policies and procedures outlined in their Standardized Curriculum Package (SCP).

**7.4. Course Outline.** This module should be conducted in the approved FSTD(s) and associated preflight briefing rooms. For planned training hours for Flight Instructor Simulator Initial Ground Training, refer to Table 2: Ground Instructor, Flight Instructor and Check Pilot Curriculum Outline. For course details, see Table 10: Flight Instructor Simulator (FSTD) Initial Ground Training, Table 11: Flight Instructor Simulator (FSTD) Initial Flight Module Outline, Table 12: Flight Instructor Simulator (FSTD) Qualification Requirement, and Table 13: Qualification Event – § 135.340(a)(2) Observation.

**Table 10. Flight Instructor Simulator Initial Ground Training Module Outline**

#	Flight Instructor Simulator Initial Ground Training Module Outline (§ 135.340 (g)(1)-(2))
1.	<b>Briefing/Debriefing:</b>
	<ul style="list-style-type: none"> <li>• Preflight safety briefings               <ul style="list-style-type: none"> <li>○ Realistic training consideration</li> <li>○ Utilization of SOPs</li> <li>○ ATC phraseology</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Measure performance and standards</li> </ul>
	<ul style="list-style-type: none"> <li>• Monitoring Priorities</li> </ul>
	<ul style="list-style-type: none"> <li>• Discontinuance of unsafe simulator actions</li> </ul>
	<ul style="list-style-type: none"> <li>• Post Flight Debriefing techniques               <ul style="list-style-type: none"> <li>○ Active listening</li> <li>○ Constructive debriefing methods</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Training in the operation of flight simulators, flight training devices, or both, to ensure competence to conduct the flight instruction required by part 135.</li> </ul>
2.	<b>Operation of Flight Simulator and Flight Training Device Controls and Systems for all approved devices:</b>
	<ul style="list-style-type: none"> <li>• FSTD Initialization</li> </ul>
	<ul style="list-style-type: none"> <li>• Aircraft Configuration</li> </ul>
	<ul style="list-style-type: none"> <li>• Environmental Conditions</li> </ul>
	<ul style="list-style-type: none"> <li>• Airport Selection</li> </ul>
	<ul style="list-style-type: none"> <li>• Aircraft positioning/repositioning</li> </ul>
	<ul style="list-style-type: none"> <li>• Wind shear selections and activation</li> </ul>
	<ul style="list-style-type: none"> <li>• System malfunction selection, presets, indications, and clearing procedures</li> </ul>
	<ul style="list-style-type: none"> <li>• Area and approach map tracking and clearing</li> </ul>
	<ul style="list-style-type: none"> <li>• ATC vectoring methods</li> </ul>
	<ul style="list-style-type: none"> <li>• Initialization and termination of control loading and motion base</li> </ul>
	<ul style="list-style-type: none"> <li>• Operation of Environmental and Fault Panels</li> </ul>

#	<b>Flight Instructor Simulator Initial Ground Training Module Outline (§ 135.340 (g)(1)-(2))</b>
	<ul style="list-style-type: none"> <li>● Simulator Safety and Emergency Procedures               <ul style="list-style-type: none"> <li>○ Crash Override</li> <li>○ Automatic safety devices</li> <li>○ Emergency shutoff switches</li> <li>○ Fire procedures</li> <li>○ Emergency evacuation capabilities</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>● Maintenance communications</li> </ul>
	<ul style="list-style-type: none"> <li>● Simulator documents:               <ul style="list-style-type: none"> <li>○ Statement of Qualification</li> <li>○ Approval method</li> <li>○ Discrepancy logs</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>● Limitations of simulation – simulator worthiness determination</li> </ul>
	<ul style="list-style-type: none"> <li>● Missing, malfunctioning, or inoperative FSTD components:               <ul style="list-style-type: none"> <li>○ Discrepancy reporting</li> <li>○ Discrepancy evaluation</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>● Briefing/debriefing techniques</li> </ul>

**Table 11. Flight Instructor Simulator Initial Flight Module Outline**

#	<b>Flight Instructor Simulator Initial Flight Module Outline (§ 135.340 (g)(1)-(2))</b>
<b>1.</b>	<b>Training and Practice:</b>
	<ul style="list-style-type: none"> <li>● FSTD worthiness determination</li> </ul>
	<ul style="list-style-type: none"> <li>● Time Workload Management</li> </ul>
	<ul style="list-style-type: none"> <li>● Assessing student performance</li> </ul>
	<ul style="list-style-type: none"> <li>● ATC simulation and standard practices</li> </ul>
	<ul style="list-style-type: none"> <li>● Preflight safety briefings:               <ul style="list-style-type: none"> <li>○ Conduct of simulated operations</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>● FSTD setup and operation</li> </ul>

#	<b>Flight Instructor Simulator Initial Flight Module Outline (§ 135.340 (g)(1)-(2))</b>
	<ul style="list-style-type: none"> <li>• Simulator safety and emergency procedures:               <ul style="list-style-type: none"> <li>○ Crash override</li> <li>○ Automatic safety devices</li> <li>○ Emergency shutoff switches</li> <li>○ Fire procedures</li> <li>○ Emergency evacuation capabilities</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Training and practice in:               <ul style="list-style-type: none"> <li>○ Normal</li> <li>○ Abnormal</li> <li>○ Emergency procedures</li> <li>○ Combining tasking and objectives</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Operation of flight simulator and flight training device controls and systems for all approved devices</li> </ul>
	<ul style="list-style-type: none"> <li>• Debriefings</li> </ul>
	<ul style="list-style-type: none"> <li>• Training should consist of instructional practice and delivery of training material and performance of all flight instructor duties under the observation of a qualified flight instructor.</li> </ul>
	<ul style="list-style-type: none"> <li>• Training should consist of observation via demonstration and then practice under instructional supervision for all abnormal and emergency training events. Normal flight operational events may be taught without previous demonstration.</li> </ul>

**Table 12. Flight Instructor Simulator Qualification Requirement**

#	<b>Flight Instructor Simulator Qualification Requirement § 135.338(f)</b>
1.	<b>A flight instructor simulator must accomplish one of the following:</b>
	<ul style="list-style-type: none"> <li>• 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 a flight simulator.</li> </ul>
	<ul style="list-style-type: none"> <li>• Satisfactorily complete an approved line-observation program within the period prescribed by that program preceding the performance of any flight instructor duty in a flight simulator.</li> </ul>



**Table 13. Qualification Event- § 135.340(a)(2) Observation**

#	Qualification Event
<b>1.</b>	<b>FAA Observation § 135.340(a)(2)</b>
	<p>Within the preceding 24 calendar months, the candidate satisfactorily conducts instruction under the observation of an FAA inspector, an air carrier check pilot, or an aircrew designated examiner employed by the air carrier.</p> <p>The observation check may be accomplished in part or in full in an aircraft, in a flight simulator, or in a flight training device.</p>

## 8. CHECK PILOT SIMULATOR INITIAL TRAINING COURSE

**8.1. Objective.** The Check Pilot Simulator (FSTD) Initial Training Course provides check pilot candidates the required initial training and observation requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 135. This training is designed to ensure that all check pilots are adequately trained and proficient from both the left and right seats and have the ability to avoid potentially unsafe situations that may arise during check rides. Upon completion of this training course, the candidate should be eligible to be designated as a check pilot in the aircraft under part 135. Training Center Evaluators (TCE) approved as check pilots under a standardized curriculum will have the TCE-CP authority added to their Certificate Letter of Authority (CLOA) in the DMS along with the list of standardized curricula for which they are approved as a check pilot listed in the limitations section. This training is designed to provide one acceptable means to satisfy §§ 135.339(a)(2), (b)(1)-(b)(3), (b)(5), (c)(3), and (e)(1)-(e)(4).

**8.2. Prerequisites.** All candidates should be recommended by the training center.

**8.3. Completion Standards.** The Check Pilot Simulator Initial course is complete when the candidate:

- Successfully completes practical training elements of the Check Pilot Simulator Initial course.
- Demonstrates to a check pilot instructor proficiency in the duties of a simulator check pilot and the knowledge of and proficiency in conducting checking events. The demonstration must be performed in a qualified and approved flight simulator while adhering to all established safety practices and qualification standards. The qualification standards (Appendix A) will be used to determine competency for course completion and validation during the qualification event.
- Demonstrates proficiency and satisfactorily conducts a proficiency or competency check under the observation of an FAA inspector or aircrew program designee. This observation may be accomplished in part or in full in a flight simulator or in a flight training device (§ 135.339(a)(2)).
- Accomplishes one of the following:
  - 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 a flight simulator.
  - Satisfactorily complete an approved line-observation program within the period prescribed by that program preceding the performance of any check pilot duty in a flight simulator.

**NOTE:** Failure to successfully complete of any of the above elements will result in remedial training. Remedial training will be conducted according to the training center's policies and procedures outlined in their Standardized Curriculum Package (SCP).

**8.4. Course Outline.** For planned training hours for Check Pilot Simulator Initial Training, refer to Table 2: Ground Instructor, Flight Instructor and Check Pilot Curriculum Outline. For course details, see Table 14: Check Pilot Simulator Training, Table 15: Check Pilot Simulator Qualification Requirement, and Table 16: Qualification Event – § 135.339(a)(2) Observation.

**Table 14. Check Pilot Simulator Initial Ground Training**

#	Check Pilot Simulator Initial Ground Training § 135.339 (c)(1,2,3,5) and 135.339(g)(1&2)
1.	<b>Check Pilot duties, functions and responsibilities:</b>
	<ul style="list-style-type: none"> <li>• Types of Checks:               <ul style="list-style-type: none"> <li>○ §§ 135.293, 135.297, and 135.299</li> <li>○ Application of standards                   <ul style="list-style-type: none"> <li>▪ Check pilot standardization exercises</li> </ul> </li> <li>○ Elements to be evaluated –                   <ul style="list-style-type: none"> <li>▪ Grade scale usage and reason codes</li> <li>▪ The nature of crew assessment, grading components, rating scales, administrative considerations and examples of the criteria</li> </ul> </li> <li>○ Plans of Action</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• The corrective action in the case of unsatisfactory checks:</li> </ul>
2.	<b>Written or oral evaluation</b>

**Table 15. Check Pilot Simulator Qualification Requirement**

#	Check Pilot Simulator Qualification Requirement § 135.337(f)
1.	A check pilot simulator must accomplish one of the following:
	<ul style="list-style-type: none"> <li>• Fly at least two flight segments as a required crewmember for the type, class, or category aircraft involved within the 12-month preceding the performance of any check airman duty in a flight simulator</li> </ul>
	<ul style="list-style-type: none"> <li>• Satisfactorily complete an approved line-observation program within the period prescribed by that program and that must precede the performance of any check airman duty in a flight simulator</li> </ul>

**Table 16. Qualification Event – § 135.339(a)(2) Observation**

#	Qualification Event
1.	<b>FAA Observation § 135.339(a)(2)</b>
	<p>Within the preceding 24 calendar months, the candidate satisfactorily conducts the type of check for which approval is sought under the observation of an FAA inspector or an aircrew designated examiner employed by the operator.</p> <p>The observation check may be accomplished in part or in full in an aircraft, in a flight simulator, or in a flight training device.</p> <p>Qualification standards will be used by the personnel conducting the observation in the determination of proficiency.</p>

## 9. CHECK PILOT AIRCRAFT INITIAL TRAINING COURSE

**9.1. Objective.** The Check Pilot Aircraft Initial Training Course provides check pilot candidates the required initial training and observation requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 135. This training is designed to ensure that all check pilots are adequately trained and proficient from both the left and right seats and have the ability to avoid potentially unsafe situations that may arise during check rides. Upon completion of this training course, the candidate should be eligible to be designated as a check pilot in the aircraft under part 135. TCEs approved as check pilots under a standardized curriculum will have the TCE-CP authority added to their CLOA in the DMS along with the list of standardized curricula for which they are approved as a check pilot listed in the limitations section. This training is designed to provide one acceptable means to satisfy §§ 135.339(a)(2), (b)(1)-(b)(3), (b)(5), (c)(3), and (e)(1)-(e)(4).

**9.2. Prerequisites.** All candidates should be recommended by the training center.

**9.3. Completion Standards.** The Check Pilot Aircraft Initial training course is complete when the candidate:

- Successfully completes practical training elements of the Check Pilot Aircraft Training course.
- Demonstrates to a check pilot instructor proficiency in the duties of an aircraft check pilot and the knowledge of and proficiency in evaluating checking events. The demonstration must be performed in the aircraft or in a qualified and approved FSTD while adhering to all established safety practices and qualification standards. The qualification standards (Appendix E) will be used to determine competency for course completion and validation during the qualification event.
- Demonstrates proficiency and satisfactorily conducts a proficiency or competency check under the observation of an FAA inspector or aircrew program designee. This observation may be accomplished in part or in full in an aircraft, in a flight simulator, or in a flight training device (§ 135.339(a)(2)).

**NOTE:** Failure to successfully complete of any of the above elements will result in remedial training. Remedial training will be conducted according to the training center's policies and procedures outlined in their Standardized Curriculum Package (SCP).

**9.4. Course Outline.** For planned training hours for Check Pilot Aircraft Initial Training, refer to Table 2: Ground Instructor, Flight Instructor and Check Pilot Curriculum Outline. For course details see Table 17: Check Pilot Aircraft Initial Ground Training Module Outline, Table 18: Check Pilot Aircraft Initial Flight Training, and Table 19: Qualification Event – § 135.339(a)(2) Observation.

**Table 17. Check Pilot Aircraft Initial Ground Training Module Outline**

#	<p align="center"><b>Check Pilot Aircraft Initial Ground Training Module Outline</b>  <b>§ 135.339 (b)(1), (2), (3), (5) and 135.339(e)(1)-(4)</b></p>
<b>1.</b>	<b>Check Pilot duties, functions and responsibilities:</b>
	<ul style="list-style-type: none"> <li>• Safe checking practices:               <ul style="list-style-type: none"> <li>○ The approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures in the aircraft.</li> <li>○ Preparation for initial/transition check pilot flight training</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Types of checks:               <ul style="list-style-type: none"> <li>○ §§ 135.293, 135.297, and 135.299</li> <li>○ Application of standards:                   <ul style="list-style-type: none"> <li>▪ Check pilot standardization exercises</li> </ul> </li> <li>○ Elements to be evaluated:                   <ul style="list-style-type: none"> <li>▪ Grade scale usage and reason codes</li> <li>▪ The nature of crew assessment, grading components, rating scales, administrative considerations and examples of the criteria</li> </ul> </li> </ul> </li> <li>○ Plans of Action</li> </ul>
<b>2.</b>	<b>The corrective action in the case of unsatisfactory checks:</b>
	<ul style="list-style-type: none"> <li>• Termination of check</li> </ul>
	<ul style="list-style-type: none"> <li>• Retraining and checking during period</li> </ul>
	<ul style="list-style-type: none"> <li>• Administrative requirements</li> </ul>
<b>3.</b>	<b>Written or Oral Evaluation</b>

**Table 18. Check Pilot Aircraft Initial Flight Training**

#	<p align="center"><b>Check Pilot Aircraft Initial Flight Training</b>  <b>§§ 135.339 (c)(3) and 135.339(e)(1)-(4)</b></p>
	<p><b>Note:</b> The requirements of § 135.339(e) may be accomplished in full or in part in flight, in a flight simulator, or in a flight training device, as appropriate.</p>
<b>1.</b>	<b>Observation and Practice:</b>
	<ul style="list-style-type: none"> <li>• Preflight safety briefings:               <ul style="list-style-type: none"> <li>○ Candidate actions</li> <li>○ Check pilot actions</li> <li>○ Transfer of controls</li> <li>○ Conduct of simulated operations</li> </ul> </li> </ul>

#	<b>Check Pilot Aircraft Initial Flight Training §§ 135.339 (c)(3) and 135.339(e)(1)-(4)</b>
	<ul style="list-style-type: none"> <li>• The safety measures for emergency situations that are likely to develop during checking:               <ul style="list-style-type: none"> <li>○ Safety envelop operations</li> <li>○ Utilization of SOPs</li> <li>○ Positive aircraft control</li> <li>○ Monitoring priorities</li> <li>○ Discontinuance of a maneuver</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• The potential results of improper or untimely safety measures during checking:               <ul style="list-style-type: none"> <li>○ Outcomes of safety measure deviations</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Training and practice from the left and right pilot seats in the required normal, abnormal, and emergency maneuvers to ensure competence to conduct the checking required by this part</li> </ul>
	<ul style="list-style-type: none"> <li>• The safety measures to be taken from either the left or right pilot seat for emergency situations that are likely to develop during check:               <ul style="list-style-type: none"> <li>○ Seat-dependent considerations</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• The applicable methods, procedures, and techniques for conducting the required checks</li> </ul>
	<ul style="list-style-type: none"> <li>• Briefing/debriefing techniques</li> </ul>
<b>2.</b>	<b>Check pilot practice in conducting a check</b>

**Table 19. Qualification Event – § 135.339(a)(2) Observation**

#	<b>Qualification Event</b>
<b>1.</b>	<b>FAA Observation § 135.339(a)(2)</b>
	<p>Within the preceding 24 calendar months, the candidate satisfactorily conducts the type of check for which approval is sought under the observation of an FAA inspector or an aircrew designated examiner employed by the operator.</p> <p>The observation check may be accomplished in part or in full in an aircraft, in a flight simulator, or in a flight training device.</p> <p>Qualification standards will be used by the personnel conducting the observation in the determination of proficiency.</p>

## 1. APPENDIX A. QUALIFICATION STANDARDS

### 1.1. Purpose

The purpose of Appendix A is to provide qualification standards to support the standardized curriculum for Training Center Instructor and Check Pilot Qualification. Each task has performance standards that fall into three categories:

- Knowledge (K);
- Skill (S) and;
- Risk Management (R).

### 1.2. Tasks

**A. Instructional Planning and Management.** See tables A1, Task 1.1; and A2, Task 1.2.

**Table A1. Task 1.1, Instructional Module Preparation**

#	Task 1.1	Instructional Module Preparation
1.	<b>Applicability</b>	Ground and Flight Instructors
2.	<b>Regulatory References</b>	Title 14 of the Code of Federal Regulations (14 CFR) part 135, §§ 135.323, 135.327, and 135.340; and part 142, § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor will demonstrate the ability to effectively plan and prepare for the lesson. Prior to delivery of instruction, the instructor will understand the learning objectives, and be knowledgeable about the daily lesson plan and training media.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	KSR	Validates training materials are accurate and current.
	R	Confirms that the required training aids, classroom and equipment are available.
	K	Verifies that the lesson plans for the scheduled module are available.
	K	Understands all the training objectives and standards.

**Table A2. Task 1.2, Manages the Learning Environment**

#	Task 1.2	Manages the Learning Environment
1.	<b>Applicability</b>	Ground and flight instructors
2.	<b>Regulatory References</b>	14 CFR part 135, § 135.327, and part 142, § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor will demonstrate the ability to manage the learning environment by recognizing and responding to individual learning characteristics, applying teaching principles, methods, instructional techniques, and effectively managing time to accomplish training objectives.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	KSR	Understands the learning process.
	K	Identifies potential challenges to the learning process.
	R	Summarizes the learning objectives.
	KSR	Relates new tasks to common experience levels and backgrounds.
	K	Provides a clear relationship between the module rationale and training objectives.
	KS	Adjusts instruction to meet the students' needs.
	K	Relates new tasks to those previously learned.
	KS	Validates knowledge and comprehension through effective questioning techniques.
	KS	Effectively utilizes training device time by using freezes, snapshots, and slewing when applicable.
	S	Provides an opportunity for individual demonstration of competency.
	S	Demonstrates complex or challenging tasks.
	KS	Engages students through reflective listening.

**B. Operation of Instructional Media.** See tables A3 Task 2.1 and A4 Task 1.2.



**Table A3. Task 2.1, Ground Training Instructional Media**

#	Task 2.1	Ground Training Instructional Media
1.	<b>Applicability</b>	Ground and flight instructors and check pilots
2.	<b>Regulatory References</b>	14 CFR part 135, §§ 135.339, 135.340, and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor will demonstrate the ability to prepare for the delivery of required materials and to become familiar with the daily lesson plan and training schedule.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	KR	Determines the impact of inoperative components on the lesson objectives.
	KS	Checks equipment for proper operation.
	KS	Operates audio/video equipment effectively.
	KS	Operates automated equipment effectively
	R	Determines the impact of inoperative components on the lesson objectives.

**Table A4. Task 2.2, Operation of a Flight Simulator Training Device (FSTD)**

#	Task 2.2	Operation of an Flight Simulator Training Device (FSTD)
1.	<b>Applicability</b>	Ground and flight instructors and check pilots
2.	<b>Regulatory References</b>	14 CFR part 135, §§ 135.339, 135.340 and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor/check pilot will demonstrate the ability to configure and operate the FSTD for each module.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	KR	Reviews discrepancy logs and assesses training restrictions and impact of malfunctioning, missing or inoperative components on the training objectives.
	KS	Modifies the training objectives to effectively use a degraded device, if required.
	KS	Demonstrates knowledge of FSTD emergency procedures.
	KS	Informs students of the any safety procedures.
	KS	Programs the instructor station for the scheduled module.
	KS	Operates the FSTD to establish the required environmental conditions and aircraft configurations.

#	Task 2.2	Operation of an Flight Simulator Training Device (FSTD)
	S	Effectively manages time within lesson objective.
	S	Effectively manages attention between device operation and instructional or checking observations.
	KS	Modifies the training objectives to effectively use a degraded device, if required.
	K	Demonstrates knowledge of FSTD emergency procedures.
	R	Informs students of the any safety procedures.
	KS	Programs the instructor station for the scheduled module.
	KS	Effectively uses the malfunction keys and automatic/manual reset features.
	KS	Demonstrates the ability to use slewing, snapshots, and NAV facilities and knows when to use these functions.
	KS	Makes appropriate FSTD logbook entries.

**C. Instructional Skills.** See tables A5 Task 3.1, A6 Task 3.2 and A7 Task 3.3.

**Table A5. Task 3.1, Ground Instruction**

#	Task 3.1	Ground Instruction
<b>1.</b>	<b>Applicability</b>	Ground and flight instructors
<b>2.</b>	<b>Regulatory References</b>	14 CFR part 135, §§ 135.323(a)(2), 135.340 and part 142 § 142.53(a)(2), (d)
<b>3.</b>	<b>Objective</b>	The instructor will demonstrate the ability to conduct academic instruction by delivering the presentation and using communication skills appropriate for the subject. The instructor shall assess and determine the students' level of comprehension, provide performance based feedback, determine successful completion of learning objectives, and ensure remediation when necessary.
<b>4.</b>	<b>Performance Standards</b>	<b>Tasks</b>
	KS	Employs the appropriate skills necessary to deliver the lesson objectives.
	K	Uses appropriate communications skills to support the learning experience.
	S	Asks objective based questions to determine the level of student learning.
	KS	Provides performance-based feedback to facilitate learning.
	KSR	Evaluates the successful completion of objectives at the end of the module.

#	Task 3.1	Ground Instruction
	K	Exhibits detailed knowledge of the subject matter content.

**Table A6. Task 3.2, System Integration and Flight Training**

#	Task 3.2	System Integration and Flight Training
1.	<b>Applicability</b>	Flight instructors
2.	<b>Regulatory References</b>	14 CFR part 135, §135.340 and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor will demonstrate the ability to deliver instruction utilizing appropriate training methods.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	KS	Briefs the objectives and standards.
	KS	Briefs the CRM skills and technical objectives for the associated tasks.
	S	Exhibits the ability to act as a facilitator while fulfilling other roles.
	S	Exhibits the proper use of ATC terminology.
	K	Recognizes CRM performance marker integrated with tasks in the module.
	K	Evaluates student proficiency to complete training objectives and remediates when necessary.
	KS	Asks questions based on the objectives to determine the student level of comprehension
	K	Briefs the objectives and standards
	K	Briefs the CRM skills and technical objectives for the associated tasks.

**Table A7. Task 3.3, Line Orientated Flight Training (LOFT)**

#	Task 3.3	Line Orientated Flight Training (LOFT)
1.	<b>Applicability</b>	Flight instructors
2.	<b>Regulatory References</b>	14 CFR part 135, §135.340 and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor will demonstrate the ability to conduct Line Operational Simulation (LOS) training utilizing the Line Oriented Flight Training (LOFT) methodology.

#	Task 3.3	Line Orientated Flight Training (LOFT)
4.	<b>Performance Standards</b>	<b>Tasks</b>
	KS	Briefs the LOFT objectives and standards.
	KS	Briefs the CRM skills and technical objectives for the LOFT.
	S	Exhibits the ability to act as a facilitator while fulfilling other roles.
	S	Recognizes CRM performance markers integrated with tasks in the module.
	K	Observes and evaluates student proficiency to complete LOFT objectives.
	K	Demonstrates knowledge of the basic elements of the LOFT methodology.
	KS	Adheres to operating procedures within the Flight Operations Manual and Training Manual
	KS	Identifies CRM performance associated with tasks in the module.
	K	Exhibits knowledge of procedures and maneuvers standards.
	KS	Demonstrates knowledge and use of the grading scale criteria.
	K	Follows the LOFT briefing guide.
	K	Adheres to the LOFT script.

**D. Administrative Function.** See Table A8, Task 4.1.

**Table A8. Task 4.1, Records and Certification of Proficiency**

#	Task 4.1	Records and Certification of Proficiency
1.	<b>Applicability</b>	Ground and flight instructors, check pilots
2.	<b>Regulatory References</b>	14 CFR part 135, §§135.323(a)(2), 135.327 and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor/evaluator will demonstrate/e proper knowledge in the use of training tracking forms, computer generated forms, and end of course summary reports.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	K	Exhibits knowledge of the appropriate training forms.
	KS	Demonstrates the ability to fill out the required forms correctly and completely.

#	Task 4.1	Records and Certification of Proficiency
	KS	Demonstrates the ability to enter the required electronic forms correctly and completely.
	KS	Exhibits knowledge for documenting unsatisfactory pilot performance and required follow-up action.
	K	Exhibits knowledge of proper certification of proficiency when applicable.
	K	Identifies deficiency in devices or training procedures that require correction.

**E. Briefings and Debriefings.** See tables A9, Task 5.1; A10, Task 5.2; A11, Task 5.3; and A12, Task 5.4.

**Table A9. Task 5.1, Conduct Training Pre-Briefing**

#	Task 5.1	Conduct Training Pre-Briefing
<b>1.</b>	<b>Applicability</b>	Ground and Flight Instructors
<b>2.</b>	<b>Regulatory References</b>	14 CFR part 135, §§ 135.323(a)(2), 135.340; and part 142 § 142.53(a)(2), (d)
<b>3.</b>	<b>Objective</b>	The instructor will demonstrate the ability to conduct facilitated briefings through open and interactive communications, use appropriate teaching aids to brief module objectives, conditions and standards, and discuss CRM performance markers.
<b>4.</b>	<b>Performance Standards</b>	<b>Tasks</b>
	S	Demonstrates effective communication and interpersonal skills.
	KS	Briefs the subject matter in logical sequence or uses the briefing tool.
	KS	Uses teaching aids effectively during briefing presentations.
	KS	Discusses observable CRM performance goals.
	KS	Asks questions to determine the students' level of comprehension of the procedural knowledge and skills.
	KS	Relates new materials to previous modules.
	K	Exhibits knowledge of the subject matter content.
	KS	Reviews the training objectives with students.
	KS	Briefs the training standard for each objective.

#	Task 5.1	Conduct Training Pre-Briefing
	KS	Briefs the conditions under which the students will perform.
	R	Emphasizes proper safety/operational procedures and techniques for the module.
	S	Encourages open and interactive discussions.
	S	Emphasizes the importance of questions and comments during the training period.

**Table A10. Task 5.2, Conduct Training De-Briefing**

#	Task 5.2	Conduct Training De-Briefing
1.	<b>Applicability</b>	Ground and Flight Instructors
2.	<b>Regulatory References</b>	14 CFR part 135, §§ 135.323(a)(2), 135.340; and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The instructor will demonstrate the ability to conduct facilitated debriefings by using open and reflective listening techniques, while comparing actual performance to the learning objectives. The debrief will summarize student progress and future expectations, and then the instructor/evaluator will apply consistent grading criteria.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	S	Evaluates individual and crew performance with the objectives and qualification standards.
	KS	Effectively includes both technical and CRM feedback.
	KS	Summarizes individual performance and progress in the course.
	KS	Suggests areas for individual and crew preparation for the next task.
	KS	Demonstrates knowledge and correct use of the grade criteria.
	KS	Applies consistent standards and performance expectations to all students.
	K	Exhibits knowledge of the procedures to follow for failures or required corrective actions.
	KS	Creates open communication environment for the debriefing.
	KS	Encourages participation of all crewmembers in the debriefing.
	KS	Demonstrates the ability to critique in a positive manner.

#	Task 5.2	Conduct Training De-Briefing
	R	Encourages student feedback through reflective listening techniques.
	S	Evaluates individual and crew performance with the objectives and qualification standards.
	S	Effectively includes both technical and CRM feedback.

**Table A11. Task 5.3, Conduct Competency/Proficiency Check Briefing**

#	Task 5.3	Conduct Competency/Proficiency Check Briefing
1.	<b>Applicability</b>	Check Pilots
2.	<b>Regulatory References</b>	14 CFR part 135, §§ 135.293(a), 135.297(c), 135.337; and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The check pilot will demonstrate the ability to conduct debriefings by establishing open and interactive communications, setting a positive atmosphere for the checking event. Check pilot validates the applicant’s eligibility for check.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	K	Determines eligibility of applicant.
	KS	Exhibits knowledge of the procedures to follow when problems occur with certificates, documents or publications.
	K	Briefs evaluation guidelines.
	K	Briefs the evaluator’s role during the evaluation.
	K	Accomplishes publications and license checks according to company policy.
	KS	Briefs safety and special training procedures, normal, simulated abnormal, emergency procedures and company requirements.

**Table A12. Task 5.4, Conduct Competency/Proficiency Check De-Briefing**

#	Task 5.4	Conduct Competency/Proficiency Check De-Briefing
1.	<b>Applicability</b>	Check Pilots
2.	<b>Regulatory References</b>	14 CFR part 135, §§ 135.293(a), 135.297(c), 135.337; and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The check pilot will demonstrate the ability to conduct debriefings by establishing open and interactive communications, setting a positive atmosphere for the checking event. Check pilot validates the applicant’s eligibility for check.

#	Task 5.4	Conduct Competency/Proficiency Check De-Briefing
4.	<b>Performance Standards</b>	<b>Tasks</b>
	KS	Evaluates individual and crew performance with appropriate standards.
	KS	Debriefs both technical and non-technical behavioral standards effectively.
	K	Exhibits knowledge of the grading standards.
	KS	Applies consistent standards and performance expectations to all individuals.
	K	Exhibits knowledge of the procedures to follow for failures or required follow-up actions.
	S	Establishes open communications for the debriefing critique event.

**F. Checking Events.** See tables A13, Task 6.1; and A14, Task 6.2.

**Table A13. Task 6.1, Conduct Oral or Knowledge Check**

#	Task 6.1	Conduct Oral or Knowledge Check
1.	<b>Applicability</b>	Check Pilots
2.	<b>Regulatory References</b>	14 CFR part 135, §§ 135.293(a), 135.297(c), 135.337; and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The check pilot will demonstrate the ability to administer oral evaluation by establishing open and interactive communications, and evaluating the student’s mastery of curriculum objectives. Utilizes the appropriate evaluation aids and determines the level of applicant’s knowledge to the established standards.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	K	Limits questions to check areas of tasking.
	KS	Covers subject matter in logical sequence.
	K	Asks clear and concise questions.
	K	Does not lead questions with potential answers.
	K	Identifies deviations from appropriate standards.
	KS	Exhibits knowledge of company operations.



**Table A14. Task 6.2, Conduct Aircraft Proficiency Check in FSTD**

#	Task 6.2	Conduct Aircraft Proficiency Check in FSTD
1.	<b>Applicability</b>	Check Pilots
2.	<b>Regulatory References</b>	14 CFR part 135, §§ 135.293(b), 135.297(c), 135.337; and part 142 § 142.53(a)(2), (d)
3.	<b>Objective</b>	The check pilot will demonstrate the ability to conduct a flight check in an approved FSTD based using the appropriate evaluation procedures appropriate for the evaluation event; and also completing the applicable company forms.
4.	<b>Performance Standards</b>	<b>Tasks</b>
	K	Briefs check pilot's role during event.
	KS	Demonstrates effective communications skills.
	KS	Demonstrates knowledge of the checking objectives.
	KS	Evaluates pilot proficiency compared to established standards.
	K	Validates or evaluates pilot's performance based on both technical and CRM performance standards.
	K	Exhibits ability to time management and efficient sequencing of events.
	KS	Evaluates pilot's handling skills.
	KS	Exhibits proper use of ATC terminology.
	K	Exhibits knowledge of procedures and maneuvers standards. Evaluates normal, non-normal, and emergency procedures.
	K	Evaluate pilot's navigation knowledge/skill using the aircraft's automation features.
	KS	Check pilot recognizes and correctly assesses CRM performance.
	KS	Exhibits the ability to evaluate while operating FSTD and planning for next event.
	K	Debriefs the validation or evaluation.
	KS	Ensures all required paperwork is accurate and completed in a timely manner.