

Section 2 Inspector Qualifications and Status

1. INSPECTOR STATUS DURING PRACTICAL TESTS.

A. Pilot-in-Command Status. An inspector conducts a practical test to observe and evaluate an applicant's ability to perform the procedures and maneuvers required for the pilot certificate or rating.

(1) The inspector is not pilot-in-command (PIC) of the aircraft during the practical test unless acting in that capacity for the flight, or a portion of the flight, by prior arrangement with the applicant or other PIC.

(2) Regardless of the type of aircraft used during a practical test, the applicant and the inspector are not, with respect to each other (or other occupants authorized by the inspector), subject to the requirements or limitations for the carriage of passengers specified in FAR Part 61.

B. Advice and Assistance. The inspector conducting a practical test may occasionally find it necessary to give advice or assistance to an applicant during the test. However, should the inspector assist the applicant in the manipulation of the flight controls in other than a situation when life or property may be endangered, such action would be disqualifying. Providing advice or assistance does not change the status of the inspector. Before beginning the practical test, the inspector should discuss these issues with the applicant as part of the overall practical test briefing described in Section 3, paragraph 3 of this chapter.

C. Physical Location of Inspector.

(1) With certain exceptions, an inspector accompanies an applicant in the aircraft during the practical test. However, the inspector may observe from the ground an applicant's performance of autorotations to touchdown during airline transport pilot (ATP) or flight instructor certification practical tests in helicopters if the applicant is the sole occupant of the aircraft. Similarly, the inspector may observe from the ground or another airplane the performance of aerial maneuvers by an applicant flying a single-control aircraft (for example, a gyroplane).

(2) During practical tests given on aircraft requiring a flightcrew of two or more, the inspector should give the practical test from a designated jump seat or place in the cabin from which the flight can be adequately observed. An industry pilot who is qualified to act as PIC in that type aircraft must then occupy the other seat.

(a) This arrangement allows the inspector to devote full attention to the practical test rather than being involved with performing the duties of a flightcrew member. It also allows the inspector to assess the command ability of the applicant, as well as to observe flightcrew coordination.

(b) This is not intended, however, to preclude an inspector from exercising discretion in deciding which seat to occupy during the practical test. Such factors as aircraft seating configuration, the inspector's personal knowledge of the person proposing to occupy the pilot seat, and the inspector's skills, limitations, recent experience, and qualifications should be considered.

(c) When operators request that one of their qualified pilots occupy the pilot seat during the test for valid reasons; i.e., for insurance purposes, that request should be honored unless the inspector has reason to believe the pilot furnished by the operator lacks the experience and skill to conduct the test prescribed by the inspector. Any disagreement over the conduct of the test should be referred to the regional office for final decision.

(3) Inspectors or examiners may observe free balloon flight tests from the ground, regardless of whether it is a single or multiplace balloon.

3. GENERAL QUALIFICATIONS FOR PRACTICAL TESTS.

Inspectors must possess the pilot and flight instructor certificates in the category and class for which they conduct certification tests.

A. ATP Certificates. Practical tests for the issuance of ATP certificates shall be given only by inspectors who possess an ATP certificate with appropriate category, class, and type ratings. However, an inspector conducting an ATP practical test in a small helicopter need not have a type

rating in that helicopter on his or her ATP certificate, but must only possess ATP privileges for rotorcraft helicopter category and class ratings. An inspector holding an ATP with multiengine land or sea ratings may give ATP practical tests for single-engine land or sea ratings, as appropriate, provided the inspector holds that rating at the commercial level.

B. Required Crewmember. Inspectors conducting practical tests must meet the recency of experience requirements of FAR §§ 61.57 and 61.58 only if they are acting as a required crewmember for the duration of this practical test. To act as a required crewmember during a practical test, an inspector must possess at least a valid third-class medical certificate. When acting as a required pilot flight crewmember on an ATP practical test, including tests for added ratings, inspectors must observe the requirements of FAR § 91.109(c). Before performing duties as PIC or required crewmember during a practical test, an inspector shall meet the requirements of Order 4040.9, Aircraft Management Program.

C. Flight Instructor Tests. Inspectors hired after January 1986 may not conduct practical tests for flight instructor applicants before successfully completing the Pilot Certification Testing Procedures Course (21100).

D. Safety Pilot. Before an inspector may act as a PIC, safety pilot, or required crewmember in any airplane or rotorcraft, the inspector must first be current according to FAR §§ 61.57 and 61.58. Managers are discouraged from allowing inspectors to act as PIC or safety pilot while conducting a flight check in any aircraft (airplane or helicopter) that requires a type rating or in any aircraft that requires two pilots.

5. TURBOPROP AIRPLANE INITIAL QUALIFICATIONS. No inspector shall conduct a practical test (initial certification, pilot examiner, proficiency check, etc.) in a turboprop airplane unless one of the following qualifications is met.

A. Type Ratings. The inspector must hold a type rating in a large turboprop airplane. In addition, the inspector must receive a briefing on the subjects specified in paragraph 11G of this section.

B. 4040-2 Checkout. The inspector must have received an official flight check recorded on

Form 4040-2, Pilot Flight Record and Application for Check Flight. This flight check can be taken in any type of small (less than 12,500 pounds) turboprop airplane. The checkout must be conducted by a qualified inspector, a qualified industry instructor, or a qualified instructor from the FAA Academy. The initial checkout must comply with the provisions of paragraph 11G of this section.

C. Academy Course. The inspector must have completed an FAA Academy (including out-of-agency training) course in which small turboprop airplanes have been used in all or part of the instructional process. An academy or contract instructor must have acknowledged the checkout on Form 4040-2.

7. TURBOJET AND TYPE RATING INITIAL QUALIFICATIONS.

A. Qualifications. No inspector shall conduct a practical test in a turbojet aircraft or an aircraft requiring a type rating unless *all* the following qualifications are met.

(1) The inspector must hold a type rating for that aircraft.

(2) The inspector must have received initial turbojet qualification training conducted by the FAA at the Aeronautical Center or from an out-of-agency training course. If the initial turbojet training was conducted out-of-agency, the inspector must have had in-agency recurrent training.

(3) The inspector must successfully complete a turbojet or type rating recurrent training course, arranged by the FAA, in that type of aircraft, regardless of pre-employment qualification.

(4) In all cases, the course must include, or the inspector must be briefed on, the provisions of paragraph 11G of this section.

B. Additional Type Ratings. Inspectors who have met the above requirements for initial qualification, and who subsequently obtain additional type ratings through other than FAA-arranged courses, may conduct type rating tests in the appropriate aircraft, provided the recurrent training requirements of paragraph 11 are met.

9. PRIORITY OF TRAINING. Managers should categorize each inspector as a "line" inspector or

a "staff" inspector for the purpose of recurrent training priorities.

A. Line Inspector. A line inspector is an inspector assigned to a FSDO or CMO in a work program involving airman certification and surveillance events. Managers should ensure that any line inspectors who are on waivers receive recurrent flight training and a proficiency check in one aircraft every 12 calendar months.

(1) If recurrent flight training and proficiency checks are accomplished in the month before they are due or in the month after they are due, they are considered to have been accomplished in the month they were due. This 3-month period is the "eligibility period." Managers should ensure that line inspectors currently in an eligibility period are given first priority for the available training quotas.

(2) Managers must plan on using programmed training quotas as it is unlikely that funds will be available for special flight requests.

(3) Line inspectors should be scheduled for recurrent flight training every 12 months as resources permit. When current, line inspectors may perform airman certification duties. Line inspectors may also perform en route surveillance while traveling. See Order 8400.10, Volume 6, Chapter 2, Section 4 for guidance for inspectors performing en route inspections.

B. Staff Inspectors. A staff inspector is an inspector assigned to regional headquarters, national headquarters, or to management or supervisory duties at the FSDO level. Staff inspectors should be scheduled for recurrent flight training every 12 months as resources permit.

(1) When current, staff inspectors may perform airman certification duties. Staff inspectors may and should perform en route surveillance while traveling. See Order 8400.10, Volume 6, Chapter 2, section 4 for guidance for inspectors performing en route inspections.

(2) Staff inspectors should be given second priority for available training quotas. A staff inspector should not be scheduled for flight training until all line inspectors in an eligibility period have been scheduled.

C. Initial Qualification. Managers should ensure that initial aircraft qualification training is allocated to those line inspectors who require specific type ratings to complete their work programs.

(1) Inspectors should not be scheduled to attend a type rating course until that inspector is selected to fill a position for which that type rating is required.

(2) A staff inspector who does not possess a type rating should be scheduled for a course only when there are no line inspectors available for the course.

(3) Both line and staff inspectors may be scheduled for type rating courses in conjunction with Flight Standardization Board requirements with the concurrence of AFS-800.

11. RECURRENT TRAINING. Inspectors must receive recurrent training as specified below in order to conduct practical tests or job functions involving actual aircraft flight.

A. All Aircraft. An inspector must have at least one course every 12 months. The course must include flight time in an aircraft. In order to perform checks in an aircraft category, an inspector must also be current as PIC according to Order 4040.9, FAA Aircraft Management Program, in each category of aircraft listed in Table 1 of this section, notwithstanding the flight time requirements of Order 4040.9.

B. Qualification in One Turbojet or Aircraft Requiring a Type Rating. For qualification in a SINGLE aircraft requiring a type rating, the inspector must have a course that includes aircraft and simulator time every 12 months.

C. More than One Type Rating

(1) To qualify in more than one turbojet aircraft or aircraft requiring a type rating, an inspector must have a recurrent course that includes aircraft and simulator time in at least one of the aircraft every 12 months. Training should be scheduled so that aircraft types are rotated. For alternating annual intervals, an all-simulator course is acceptable. Refer to Tables 1 and 2 of this section.

(2) For each aircraft requiring a type rating, the inspector must have a recurrent training course every 24 months in order to perform job functions requiring flight.

D. Turbojets. For each turbojet airplane, the inspector must have a recurrent training course every 24 months in order to perform job functions requiring flight.

E. Simulators Unavailable. When simulators are not available for a specific aircraft, training shall be conducted in that aircraft.

F. Training Source. In order to meet the requirements of this paragraph, a training course must meet one of the following requirements:

(1) a formal course at the FAA Academy;

(2) an out-of-agency course with a specified FAA course number;

(3) a formal course sponsored by the regional Flight Standards Division, with a specified FAA course number; or

(4) with regional approval, a 4040-2 checkout is acceptable in lieu of formal training described above under the following circumstances.

(a) For non-turbojet aircraft only, a 4040-2 checkout is acceptable for alternating annual periods. However, if this option is exercised, the next required recurrent training must be in accordance with paragraph F(1).

(b) For gliders, gyroplanes, and balloons only, a 4040-2 checkout conducted by a qualified inspector or industry pilot within the preceding 12 months is acceptable.

(5) For training courses not meeting the requirements specified above, written approval is required from Field Programs Division, AFS-500.

G. Training Content. FAA Academy courses and 4040-2 checkouts must cover the following subjects. Out-of-agency courses will be modified, whenever possible, to emphasize the following topics:

(1) practical test procedures, including use of practical test standards, the provisions of this handbook, and other relevant guidance such as the practical test briefing specified in Section 3 of this chapter;

(2) issues and special emphasis items such as legal cases affecting the administration of practi-

cal tests, safety issues, and new equipment and procedures; and

(3) conducting practical tests while occupying a pilot station and serving or not serving as a required flight crewmember.

H. Aircraft Applicability. The following guidelines must be observed when scheduling required recurrent training:

(1) Performance of job functions involving flight in turbojets or airplanes requiring a type rating requires recurrent training in such aircraft.

(2) Performance of job functions involving flight in small turboprop aircraft requires recurrent training in such aircraft or, at alternating annual intervals, turbojet or large turboprop airplanes. The training need not be in the make or model in order to conduct job functions in that make and model.

(3) Performance of job functions involving flight in small piston-powered airplanes requires recurrent training in such aircraft or, at alternating annual intervals, in turbine-powered airplanes.

(4) Performance of job functions involving flight in helicopters or gyroplanes requires recurrent training in such aircraft, as appropriate.

(5) Performance of job functions involving flights in gliders or lighter-than-air aircraft requires at least a 4040-2 checkout within the preceding 12 months in the category and, if appropriate, class.

(6) For aircraft training combinations not meeting the requirements specified above, written approval is required from the Field Programs Division, AFS-500.

I. Special Currency Requirements. Notwithstanding the other provisions of this section, an inspector who conducts a practical test in a small aircraft while occupying a pilot station, regardless of the inspector's status as required flight crewmember, must have made at least three takeoffs and landings in that category and class of aircraft within the preceding 90 days. If the practical test is in a tailwheel airplane, the takeoffs and landings must have been in a tailwheel airplane unless rental is impractical. If rental of such aircraft is impractical, a qualified inspector ap-

proved by the regional Flight Standards Division may conduct practical tests in tailwheel aircraft under the provisions of paragraph 15B of this section.

J. Inspectors Performing Job Functions Not Requiring Flight. Because of the need to keep all operations inspectors familiar with current flight test policies, advances in technology, the operating environment, and other areas crucial to the credibility of the Flight Standards inspection force, the recurrent training provisions of this paragraph should be observed by general aviation operations inspectors assigned to regional offices, headquarters, and other administrative positions. Such inspectors must receive at least one recurrent training course every 24 months unless otherwise approved by the Director, Flight Standards Service, AFS-1.

13 WAIVER AUTHORITY. Each region may authorize inspectors who do not meet the training requirements of this section to conduct flight tests. The waiver can only be issued when the training has been requested but the courses were not available, an inspector was unable to attend the courses because of illness, or a current and qualified inspector is not available. The waiver is valid for a maximum of 6 months and may not be reissued. Waivers are strongly discouraged, and should only be issued after all efforts to obtain the required training have been exhausted. The waiver provisions of this paragraph apply to ALL aircraft categories. However, the provisions of paragraph 11 may not be waived.

A. Overdue Training. Managers should limit waivers of training to a period of no longer than 12 months since the last training. Inspector's managers should schedule an inspector who has not completed recurrent flight training in the past 12 months for recurrent training as soon as practical.

B. Retirement or Termination. Inspectors who have indicated an intention to retire or terminate their service within the 6 calendar months after the month in which their recurrent training is due should not be sent to recurrent training. Inspectors in this category may be placed on a waiver to this requirement for up to 6 months.

15. INSPECTOR AVAILABILITY.

A. Regional Coordination. When it becomes necessary to provide type rating service for an airman within the United States, the region with an assigned qualified inspector shall provide the services. When a region requests the services of a type rating inspector from another region, the division manager (or designated representative) shall request the services of the type rating inspector through the regional Flight Standards Division manager.

B. Letter of Authorization. If an application is received for a practical test in an aircraft for which a rated and current inspector is not available, the regional office may issue a letter of authorization (LOA) in lieu of a type rating to an inspector who is best qualified in an aircraft with similar characteristics. This provision is limited to those cases in which an appropriately rated inspector does not exist. The LOA must name the applicant to be checked.

(1) Blanket authorizations to individual inspectors shall not be issued. Each flight test must be handled on a case-by-case basis.

(2) Inspectors issued such an LOA shall conduct the practical test from an approved jump seat unless circumstances such as those described in paragraph 1C preclude it. In such cases, specific permission to conduct the practical flight test from a pilot seat may be granted in the LOA issued by the regional office.

(3) The LOA shall not be used as a means to circumvent the recurrent training requirements of paragraph 11.

17. INSPECTOR QUALIFICATIONS TO PERFORM JOB FUNCTIONS.

A. Prerequisites. Throughout this order, Section 2 of each job function chapter normally describes inspectors' qualification prerequisites in subparagraph 1A. In many cases, a prerequisite noted is "qualification as an Aviation Safety Inspector (Operations)." Before performing pilot certification or in-flight surveillance tasks without supervision, inspectors must have a current 4040.9 PIC check in the applicable category and class of aircraft I(91). Inspectors must also have completed on-the-job training (OJT) in the task to the satisfaction of their supervisor. Inspectors hired

after January 1986 may not conduct practical tests for flight instructor applicants prior to their successful completion of the Pilot Certification Testing Procedures Course (21100). Unless otherwise specified in this order, one of the following conditions must be met in order for an Aviation Safety Inspector (Operations) to be considered qualified to perform specific job functions without supervision:

(1) satisfactory completion of an FAA Academy or out-of-agency course on that job function; or,

(2) satisfactory completion of all OJT requirements for that job function, in accordance with Order 3140.19; or,

(3) specific written authorization from the regional Flight Standards Division or Field Programs Division, AFS-500, as appropriate.

B. Training Applicability. Clarification of whether a specific job function is covered by a specific course or OJT training should be directed to the Field Programs Division, AFS-500.

TABLE 1 INSPECTOR RECURRENT TRAINING

Training Required If Appropriate	Airplane	Rotorcraft	Lighter than Air	One Type Rating	More than One Type Rating
Annual	X	X	X	X	X
6 Month Recurrent				X	X
Simulator Only Every 6 Months				X	X

TABLE 2 INSPECTOR RECURRENT TRAINING - MORE THAN ON TYPE RATING - AIRCRAFT/SIMULATOR 6-MONTH ROTATION

Aircraft Type Rating	Initial Trng Flight	<6 mo> SIM	<6 mo> FLT	<6 mo> SIM	<6 mo> FLT	<6 mo> SIM
#1	X			X		
#2	X	X			X	
#3	X		X			X