

during an approved simulator line operational flight training (LOFT) session. The recurrent CRM or DRM training requirements do not apply until a person has completed the applicable initial CRM or DRM training required by §§ 121.419, 121.421, or 121.422.

(c) Recurrent ground training for crewmembers and dispatchers must consist of at least the following programmed hours unless reduced under § 121.405:

- (1) For pilots and flight engineers—
  - (i) Group I, reciprocating powered airplanes, 16 hours;
  - (ii) Group I turbopropeller powered airplanes, 20 hours; and
  - (iii) Group II airplanes, 25 hours.

(2) For flight attendants—

- (i) Group I reciprocating powered airplanes, 4 hours;
  - (ii) Group I turbopropeller powered airplanes, 5 hours; and
  - (iii) Group II airplanes, 12 hours.
- (3) For aircraft dispatchers—
- (i) Group I reciprocating powered airplanes, 8 hours;
  - (ii) Group I turbopropeller powered airplanes, 10 hours; and
  - (iii) Group II airplanes, 20 hours.

(d) Recurrent flight training for flightcrew members must include at least the following:

- (1) For pilots—
  - (i) Extended envelope training as required by § 121.423 of this part; and
  - (ii) Flight training in an approved simulator in maneuvers and procedures set forth in the certificate holder's approved low-altitude windshear flight training program and flight training in maneuvers and procedures set forth in appendix F to this part, or in a flight training program approved by the Administrator, except as follows—

(A) The number of programmed inflight hours is not specified; and

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

(2) For flight engineers, flight training as provided by § 121.425(a) except as follows—

- (i) The specified number of inflight hours is not required; and
- (ii) The flight check, other than the preflight inspection, may be conducted in an airplane simulator or other training device.

The preflight inspection may be conducted in an airplane, or by using an approved pictorial means that realistically portrays the location and detail or preflight inspection items and provides for the portrayal of abnormal conditions. Satisfactory completion of an approved line-oriented simulator training program may be substituted for the flight check.

(e) Compliance and pilot programmed hours:

(1) Compliance with the requirements identified in paragraphs (d)(1)(i) of this section is required no later than March 12, 2019.

(2) After March 12, 2019, recurrent programmed hours applicable to pilots as specified in paragraph (c)(1) of this section must include 30 additional minutes.

[Doc. No. 9509, 35 FR 90, Jan. 30, 1970, as amended by Amdt. 121-80, 36 FR 19362, Oct. 5, 1971; Amdt. 121-144, 43 FR 22647, May 25, 1978; Amdt. 121-199, 53 FR 37697, Sept. 27, 1988; Amdt. 121-250, 60 FR 65949, Dec. 20, 1995; Amdt. 121-281, 66 FR 19043, Apr. 12, 2001; Amdt. 121-366, 78 FR 67840, Nov. 12, 2013]

#### § 121.429 [Reserved]

### Subpart O—Crewmember Qualifications

#### § 121.431 Applicability.

(a) This subpart:

(1) Prescribes crewmember qualifications for all certificate holders except where otherwise specified. The qualification requirements of this subpart also apply to each certificate holder that conducts commuter operations under part 135 of this chapter with airplanes for which two pilots are required by the aircraft type certification rules of this chapter. The Administrator may authorize any other certificate holder that conducts operations under part 135 of this chapter to comply with the training and qualification requirements of this subpart instead of subparts E, G, and H of part 135 of this chapter, except that these certificate holders may choose to comply with the operating experience requirements of § 135.244 of this chapter, instead of the requirements of § 121.434. Notwithstanding the requirements of this subpart, a pilot serving under part