

(3) Availability of terminal, gateway, area, and en route ground-based aids, if required, to support the self-contained system.

(4) Acceptability of cockpit workload.

(5) Adequacy of flight crew qualifications.

(6) Adequacy of maintenance training and availability of spare parts.

After successful completion of evaluation demonstrations, FAA approval is indicated by issuance of amended operations specifications and en route flight procedures defining the new operation. Approval is limited to those operations for which the adequacy of the equipment and the feasibility of cockpit navigation has been satisfactorily demonstrated.

[Doc. No. 10204, 37 FR 6464, Mar. 30, 1972, as amended by Amdt. 121-207, 54 FR 39293, Sept. 25, 1989; Docket FAA-2017-0733, Amdt. 121-379, 82 FR 34398, July 25, 2017; Docket FAA-2018-0119, Amdt. 121-380, 83 FR 9173, Mar. 5, 2018]

APPENDIX H TO PART 121—ADVANCED SIMULATION

This appendix provides guidelines and a means for achieving flightcrew training in advanced airplane simulators. The requirements in this appendix are in addition to the simulator approval requirements in §121.407. Each simulator used under this appendix must be approved as a Level B, C, or D simulator, as appropriate.

ADVANCED SIMULATION TRAINING PROGRAM

For an operator to conduct Level C or D training under this appendix all required simulator instruction and checks must be conducted under an advanced simulation training program approved by the Administrator for the operator. This program must also ensure that all instructors and check airmen used in appendix H training and checking are highly qualified to provide the training required in the training program. The advanced simulation training program must include the following:

1. The operator's initial, transition, upgrade, and recurrent simulator training programs and its procedures for re-establishing recency of experience in the simulator.
2. How the training program will integrate Level B, C, and D simulators with other simulators and training devices to maximize the total training, checking, and certification functions.
3. Documentation that each instructor and check airman has served for at least 1 year in that capacity in a certificate holder's approved program or has served for at least 1 year as a pilot in command or second in command in an airplane of the group in which that pilot is instructing or checking.
4. A procedure to ensure that each instructor and check airman actively participates

in either an approved regularly scheduled line flying program as a flight crewmember or an approved line observation program in the same airplane type for which that person is instructing or checking.

5. A procedure to ensure that each instructor and check airman is given a minimum of 4 hours of training each year to become familiar with the operator's advanced simulation training program, or changes to it, and to emphasize their respective roles in the program. Training for simulator instructors and check airmen must include training policies and procedures, instruction methods and techniques, operation of simulator controls (including environmental and trouble panels), limitations of the simulator, and minimum equipment required for each course of training.

6. A special Line Oriented Flight Training (LOFT) program to facilitate the transition from the simulator to line flying. This LOFT program must consist of at least a 4-hour course of training for each flightcrew. It also must contain at least two representative flight segments of the operator's route. One of the flight segments must contain strictly normal operating procedures from push back at one airport to arrival at another. Another flight segment must contain training in appropriate abnormal and emergency flight operations. After March 12, 2019, the LOFT must provide an opportunity for the pilot to demonstrate workload management and pilot monitoring skills.

LEVEL B

Training and Checking Permitted

1. Recency of experience (§121.439).
2. Night takeoffs and landings (Part 121, Appendix E).
3. Except for EFVS operations, landings in a proficiency check without the landing on the line requirements (§121.441).

LEVEL C

Training and Checking Permitted

1. For all pilots, transition training between airplanes in the same group, and for a pilot in command the certification check required by §61.153 of this chapter.
2. Upgrade to pilot-in-command training and the certification check when the pilot—
 - a. Has previously qualified as second in command in the equipment to which the pilot is upgrading;
 - b. Has at least 500 hours of actual flight time while serving as second in command in an airplane of the same group; and
 - c. Is currently serving as second in command in an airplane in this same group.
3. Initial pilot-in-command training and the certification check when the pilot—
 - a. Is currently serving as second in command in an airplane of the same group;