

Federal Aviation Agency

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PILOT SCHOOLS
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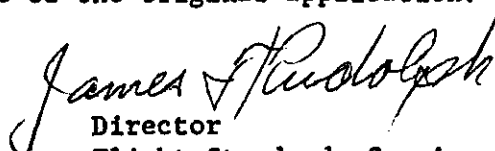
SUBJECT : APPROVAL OF PILOT TRAINING COURSES UNDER SUBPART D OF PART 141

1. **PURPOSE.** This circular advises operators of certificated pilot schools of the procedure for obtaining Federal Aviation Administration approval of pilot training courses of Subpart D of Part 141 of the Federal Aviation Regulations, adopted as Amendment 141-6, effective December 13, 1967.
2. **COURSES APPROVED.** Subpart D of Part 141 contains the rules for approval of pilot courses providing instruction for the following purposes:
 - a. The addition of an aircraft category or class rating, or an original or additional type rating, on a pilot certificate.
 - b. The addition of a rating on a flight instructor certificate.
 - c. The proficiency required of an applicant for an airline transport pilot certificate.
 - d. The proficiency required of an applicant for a rotorcraft external-load operator certificate or his designated chief pilot.
 - e. The proficiency required of an applicant for an agricultural aircraft operator certificate or his designated chief supervisor.

FAR 141.73(a) requires that such an approved course must be given under, and be appropriate to a rating or ratings held by the school. This means that a commercial flying school rating is necessary for a course which trains pilots for operations for which a commercial pilot certificate is required, and an instrument flying school rating is required for a course which includes instrument flight instruction (except that a commercial flying school may approve a course for the addition of an airplane category rating to a pilot certificate). The school must hold ratings appropriate to each category of aircraft used in the course.

3. Application for the approval of a pilot training course is made in writing to the FAA General Aviation District Office which supervises the school's operations, accompanied by duplicate copies of the curriculum for each course for which approval is sought.
4. CURRICULUM. The information required in the curriculum is listed in FAR 141.77. FAA evaluation of a course submitted for approval will be based on this curriculum. A "standard" curriculum for all schools is inappropriate, because each curriculum must be designed specifically for the facilities, training procedures, instructors, and aircraft used by the applicant. The following points should be considered in preparing a curriculum.
 - a. Each course (including its stated prerequisites) should be designed to prepare its graduates to meet the aeronautical knowledge and skill requirements for the rating or operating privilege which is its primary objective. A graduate of such a course will not be eligible for a pilot rating unless he also meets the flight experience requirement of the Regulations for that rating.
 - b. It is recommended, but not required, that stage checks at designated points in the curriculum be established, with stage completion standards prescribed in the curriculum.
 - c. The curriculum must include at least the hours included, the content of each lesson, and coverage of all progress checks; the facilities, equipment, and aircraft to be used; and the qualifications of the instructors to be used for each phase of instruction. It should include the standards for the completion of each lesson and each stage. Each lesson and each stage should be a measurable unit of accomplishment, and not merely a flight period or specified number of hours of training.
 - d. Each curriculum should contain prerequisites for enrollment, and the course should be appropriate in content and length for a pilot with the stated prerequisites. Thus, courses of different lengths may be submitted with different prerequisites; or the curriculum may provide that a pilot with stated background and ratings may enter at a specified stage if he passes the preceding stage checks before enrollment. For example, a multiengine rating course may require a new private pilot to begin with the first stage, but permit a commercial pilot with stated time in high performance airplanes to enter at the beginning of stage two, if he can pass the completion check prescribed for the first stage. The crediting of previous experience for 50 percent of an approved curriculum provided for by FAR 141.11(b) relates to flying time and is not appropriate to courses approved under Subpart D.

- e. No minimum flight time is prescribed for these pilot training courses, but graduates of rating courses will not be eligible for ratings unless they meet the experience requirements of FAR 61 for the rating concerned. A school should be prepared to show, by results achieved in training previously given, or otherwise, that the proposed course will provide adequate training for graduates to meet the appropriate knowledge and skill requirements.
 - f. The standard on quality of instruction provided in courses approved under Subpart D differs from that prescribed by Part 141 for other certificated pilot school curriculums in that it is based upon the student's first test or check. A pilot school should consider the revision of its approved curriculum at any time it becomes apparent that the quality of instruction requirement in FAR 141.11(a) may not be met.
5. APPROVAL. When a pilot training course is approved under Subpart D, the original copy of the curriculum submitted will be marked APPROVED, and returned to the school for the preparation of copies to be furnished each student with his certificate of enrollment, as required by FAR 141.79(a).
 6. FAILURE TO APPROVE. When approval is not effected for a course, the curriculum submitted will be returned to the applicant with a written statement of the reasons why approval was not granted.
 7. CURRICULUM CHANGES. When the holder of an approval for a pilot training course under Subpart D desires to revise his approved curriculum, he should submit copies of the revised pages for approval, just as in the case of the original application.


Director
Flight Standards Service