

From:
To:
Cc:
Subject: NTSB Request 19-022
Date: Friday, February 22, 2019 11:07:26

Hi Mike,

This is in response to NTSB Request 19-022. The answers to your questions are listed below.

1. Is FAA Order 8900.1 considered guidance or considered required procedures to follow for FAA Part 135 POIs?

Yes and yes: 8900 is guidance POI's are required to follow. This information is contained in 8900.1 V1 C1 S1 and V1 C1 S2. The OPR for those sections of guidance is AFB-140.

2. What initial training do FAA Part 135 POIs receive for identifying and analyzing operational control deficiencies with an operator?

Initial training on operational control is mandatory and provided to General Aviation Operations inspectors during their new-hire string training through formal courses:

Operational Control (27100053): This course describes the components of an operational control system and provides direction to inspectors on how to prepare to conduct surveillance on operator's operational control systems.

General Operations Practical Application Workshop (21000053): This course includes a lesson on the acceptance and approval of an operator's operational control system. Inspectors also complete On the Job (OJT) training on the following related tasks:

GA JTA 2.3.68 (OP) -- Conduct a 14 CFR Part 135 Cockpit En Route Inspection

GA JTA 2.3.87 (OP) -- Inspect a 14 CFR Part 135 Operator's Line/Station Facilities

GA JTA 2.3.91 (OP) -- Inspect a 14 CFR Part 135 Operator's Manual

GA JTA 2.3.97 (OP) -- Inspect a 14 CFR Part 135 Operator's Flight Following/Flight Locating Procedures

GA JTA 3.3.119 (OP) -- Conduct a Proficiency Check for a 14 CFR Part 135 Operator Pilot

GA JTA 3.3.123 (OP) -- Conduct a Competency Check for a 14 CFR Part 135 Operator Pilot

GA JTA 3.3.129 (OP) -- Evaluate a 14 CFR Part 135 Operator's Operations Manual

GA JTA 3.3.133 (OP) -- Evaluate a 14 CFR Part 135 Operator's Aeronautical Weather Data

GA JTA 3.3.142 (OP) -- Evaluate a 14 CFR Part 135 Operator's Flight Locating Procedures

GA JTA 3.3.157 (OP) -- Evaluate a 14 CFR Part 135 Operator's Main Operations Base
GA JTA 3.3.191 (OP) -- Evaluate a 14 CFR Part 135 Operator's Management Personnel
Qualifications

3. What recurrent training do FAA Part 135 POIs receive for identifying and analyzing operational control deficiencies with an operator?

Per AFX-002A, they are incorporating that into the 22104 recurrent course that is being revised. It is one of the two largest sections in that course.

4. Is there a maximum number of certificates/complexity points that can be assigned to a FAA Part 135 POI?

For positions that have certificate management as a primary responsibility a complexity point value system weighs the complexity of the certificate and measures against the numeric standard in determining the grade. Below are the grade assignments and complexity scores which encompass Principal Operations Inspectors for FAR Part 135 Commuter and Part 135 General Aviation.

- **FG-14** assignment scores a minimum of **2500**, but not more than 2700.
- **FG-13** scores a minimum of **500**, but **under 2,500**, on the complexity report.
- **FG-12** score **less than 500** on the complexity report.

Have a great weekend.

Anne

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