

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8700.38

3/10/05

Cancellation
Date: 3/10/06

SUBJ: FITS TRAINING UPDATE

1. PURPOSE. This notice updates information regarding the Federal Aviation Administration (FAA)/Industry Training Standards (FITS) program. Since its introduction, FITS has evolved into one of the most important safety initiatives undertaken by the general aviation community. This notice is designed to aid FAA aviation safety inspectors (ASI) in applying FITS philosophies to their training and evaluation duties.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices (FSDO); and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the FAA Web site at <http://www.faa.gov/avr/afs/notices/8700/N8700-38.doc>.

3. BACKGROUND. General Aviation (GA) can be defined as that portion of aviation that is not military or air carrier and is the largest and most diverse segment of civil aviation in the United States. GA operations range from business and personal transportation to flight training, to medical evacuation to agricultural operations. Because of the GA community's diversity and the rapid development of new aviation technologies and equipment, the FAA and industry recognize the need to develop and implement new training methods.

a. While working to meet the needs of the GA community, it became clear that the FAA needed to work collaboratively with industry to develop more time-effective, cost-effective, and innovative ways to train pilots. Previously, older, more traditional aircraft systems (e.g., very high frequency omnirange station (VOR) electronic navigation system) all looked and functioned in a similar manner. This is not the case today. Anyone who has tried to keep up with the changes introduced by the global positioning system (GPS) in the past 10 years knows that the units and their operating systems differ, as do their data inputting functions and techniques. These differences have created problems for pilots who operate these systems. Consequently, the traditional "one-size-fits-all" training approach is no longer adequate.

b. The FITS program was designed to address this challenge. As new technologies and aircraft are developed, the FAA will use FITS to quickly identify training needs and develop training products and guidelines appropriate for use throughout the GA community. Although the leading causes of GA fatal accidents still are related to weather and loss of control, the new technologies and the new technically advanced aircraft (TAA) pose their own unique operational considerations. Recent evaluations of accidents in TAAs and training accidents identified a lack of situational awareness, poor decisionmaking, and inadequate risk management as major causal

factors. GA training and testing will be changed to address these leading accident causes and further reduce the number of GA fatal accidents.

NOTE: TAAs are generally defined as new or legacy (older) aircraft that combine some or all of the following design features: advanced cockpit automation system (moving map/GPS/glass flight deck) for instrument flight rules/visual flight rules (IFR/VFR) flight operations, automated engine and systems management, and integrated autoflight/autopilot systems.

4. FITS. FITS are FAA/GA industry-developed training programs acceptable to the FAA. There are currently three categories of FITS products:

a. Generic FITS Programs. Generic FITS programs will be developed for a broad category of training functions for general GA usage such as the flight review, complex and high performance training, and other functions. Individual training entities (pilot schools, training centers, individual instructors, etc.) may adapt them for a particular aircraft or other desired training outcomes. Whenever possible, incentives will be incorporated into the standard.

b. Specific FITS Programs. Specific FITS programs have been, and will continue to be, developed as new aircraft and technologies are introduced to the marketplace. For example, Garmin has introduced a specific FITS program to train pilots on the use of their 430/530 family of avionics. Another specific FITS might be for one aircraft type. These training standards may be integrated with the generic standards described in paragraph 4a.

c. Mandatory FITS Standards in Accordance with 14 CFR Section 61.31(h). In rare instances, the FAA may elect to invoke Title 14 of the Code of Federal Regulations (14 CFR) part 61, section 61.31(h), to require aircraft type-specific training for aircraft with unusual operating characteristics, flight systems, or critical safety issues. Because of the regulatory implications of a mandatory FITS program, notice and/or public comment would normally be required through the Federal Register to implement this provision. Implementation could be through an amendment to the aircraft flight manual, with reference to the FITS standard directory.

5. VOLUNTARY USAGE. FAA is working with the GA industry to provide incentives for pilots and training operators to adopt and use FITS. The following are some possible incentives:

a. Lower insurance costs (or in some cases just the availability of insurance) if the pilot is trained under an accepted FITS program. One major GA-oriented insurance carrier has agreed to offer a 10-percent discount if a pilot accomplishes FITS recurrent training that includes aeronautical decisionmaking and risk management. This same insurance provider has made FITS-accepted training mandatory for its clients operating “glass” panel-equipped aircraft.

b. Other insurance-related cost saving incentives may result from the use of a FITS program. All insurance carriers require a certain amount of pilot experience in a particular make and model of aircraft to be insured. Typically, if the pilot has little or no experience in the make and model, an insurance carrier requires a certain amount of ground and/or flight training from a flight instructor that it approves. The FITS team will work with insurance carriers to demonstrate how FITS can substantially reduce the number of required flight training hours by providing 100 percent quality training. In other words, FITS may be able to reduce 25 hours of

required make and model training down to 5 hours, thus reducing the operator's overall instructional costs.

c. The FITS team developed a generic combined Private Pilot — Airplane and Instrument — Airplane rating course that an applicant may use to develop its own private/instrument curricula under 14 CFR part 141, section 141.57. In accordance with section 141.57, the rule provides for a pilot school or provisional pilot school to apply for a special course of airman training for which a curriculum is not prescribed in the appendixes of part 141. A training course approved under section 141.57 is not to be confused with a training course that may be applied for under section 141.55(d) or (e). A training course applied for under section 141.55(d) or (e) does not require specifying the minimum ground and flight training times of the appropriate appendixes of part 141. If a *pilot school* (emphasis added: *pilot school*, not provisional pilot school) applies for a training course with reduced training times, that pilot school must have complied with the provisions set forth in sections 141.55(d) and (e). A provisional pilot school may not apply for a special course of airman training with reduced training times under sections 141.55(d) and (e).

d. The FITS program is developing a new way to comply with the flight review requirements of section 61.56 (see paragraph 16). A preliminary cost analysis indicates that it would cost more than a standard flight review but less than the current FAA Pilot Proficiency Award (WINGS) Program. Continuing education modules containing updated information on new airspace, new airspace restrictions, or other requirements can be accomplished at the pilot's convenience. To meet the specific demands of a particular pilot, the program provider can develop customized modules.

6. FITS FOCUS. The FITS program focuses on small (12,500 pounds or less maximum gross takeoff weight) TAA, which are either reciprocating or jet-powered and which are professionally or owner-flown for personal or business transportation. Commercial operators (air carriers and charter operators) have stringent training requirements. Operators of two-pilot business jets already have a safety record nearly equal to that of air carriers. Sport and recreational pilots have their own training and certification standards, which restricts the airspace in which they can fly and the number of passengers they can carry. The FITS focus is to reduce exposure to risk. The GA community's businessman using a TAA as a transportation tool is an example of a situation in which FITS can produce the most significant safety gains.

7. GENERIC FITS PRODUCTS.

a. The four basic types of pilot training include:

(1) Initial — A pilot receives a certificate or rating (e.g., private, commercial, instrument, multiengine, ATP, etc.).

(2) Transition — A pilot goes from one make and model to another or receives an operating privilege (e.g., Cirrus SR-22, Lancair Colombia 400, high performance, complex, tailwheel, etc.).

(3) Recurrent (e.g., a flight review).

(4) Equipment-specific (e.g., Garmin 430/530, Avidyne Flight Max EX500, Bendix/King KLN 90B, etc.).

b. The FITS technical team is producing generic training syllabi for each of these types of pilot training. The completed syllabi are placed on the FITS Web site at <http://www.faa.gov/avr/afs/fits/>. These syllabi are considered “living documents” and will not be static; additionally, they will be part of a system safety approach. After collecting, validating, and analyzing implementation data, the team will modify the generic FITS syllabi as needed. The first generic products the FITS program produced are:

- (1) Transition-piston.
- (2) Instructor.
- (3) Recurrent-piston.
- (4) Private/instrument combined.

8. FITS USAGE. In general, the industry will use a generic FITS to develop specific training curriculums/programs. For example:

a. A new aircraft manufacturer, Fly it Ezee, LLC, has a new four-place, TAA single-engine airplane called the “Ezee TAA.” Since the company will be conducting its own factory transition training for its customers, it will need a transition-training syllabus. Fly it Ezee can go to the FITS Web site and download the FITS Generic Transition-Training Syllabus. Fly it Ezee can then use the FITS syllabus as a template or guide to develop the “Ezee TAA” Transition-Training Syllabus and submit it to the FITS technical team for review and acceptance as a FITS-compliant syllabus. In this case, there would be no FSDO or ASI involvement.

b. Acme Flight Training is a part 141 pilot school and wants to have a combined private/instrument training program under section 141.57 added to its pilot school certificate. Acme Flight Training could go to the FITS Web site and download the FITS Generic Private Instrument Syllabus. It would then use this syllabus to develop a training curriculum for its operation (taking into consideration its facilities, simulation devices, type aircraft, etc.). Acme Flight Training would then seek approval from its local FSDO for the addition of this curriculum, as it would for any curriculum. The FSDO would handle this request as it would any other approval request for an additional course.

c. Acme Flight Training is a wholly owned subsidiary of Acme Shares, LLC. Acme Shares is an owner-flown shared ownership company that gives the owner an equity position in a fleet of Ezee TAA model airplanes. Acme Flight Training conducts transition training for Acme Shares owners under part 141, appendix K, Special Preparation Courses. The procedure for the use of FITS products and approval of the courses is the same as the section 141.57 approval. Acme Flight Training could go to the FITS Web site and download the FITS Generic Transition-Training Syllabus. It would then use this syllabus to develop a transition-training curriculum tailored to the Ezee TAA and its operation. Acme Flight Training would then apply to its local FSDO for the addition of this curriculum, as the company would for any curriculum. The FSDO personnel would handle this request as it would any other request for an additional course.

9. FUTURE CHANGES TO ORDER 8700.1. See Appendix 1, 2, and 3 for guidance for evaluation and approval of requests for additional courses under section 141.57. Insert the appendix pages in Order 8700.1, General Aviation Operations Inspector’s Handbook, where indicated. The information will be incorporated in a future change to the handbook.

a. Appendix 1 contains revised guidance for Volume 2, Chapter 140, Introduction to Federal Aviation Regulations (FAR) Part 141 Related Tasks.

b. Appendix 2 contains revised guidance for Volume 2, Chapter 141, Conduct Initial Certification or Renewal of a Federal Aviation Regulations Part 141 Pilot School.

c. Appendix 3 contains revised guidance for Volume 2, Chapter 142, Approve Training Course Outlines (TCO) for a Federal Aviation Regulations (FAR) Part 141 Pilot School.

10. DIRECT INVOLVEMENT WITH THE FITS PROGRAM. Currently, three groups are involved in FITS. The FITS team includes the FAA, its industry partners, and members of the Air Transportation Center of Excellence for General Aviation. The members of the Air Transportation Center of Excellence for General Aviation actually develops the FITS materials.

a. An industry team has formed to provide guidance to FAA and its industry partners on the FITS Program Plan, team goals and methodology, and initial generic product evaluation. The industry team includes aviation associations, aircraft and avionics manufacturers, training providers, pilot schools, and representatives from aviation insurance agencies, among others.

b. The FITS workgroup members include the General Aviation and Commercial Division (AFS-800); Regulatory Support Division (AFS-600); Flight Standards Training Division (AFS-500); field inspector union representatives of Professional Airway Systems Specialists (PASS); and field inspector subject matter experts. The workgroup will evaluate the new products developed for the FITS program and the Flight Standards Service (AFS) Systems Safety Approach for General Aviation initiatives pertaining to ASIs in the national PASS bargaining unit in AFS. The workgroup will also develop and provide recommendations regarding these matters to AFS-500 and AFS-800.

11. ASI FAMILIARITY WITH THE FITS PROGRAM, TAAs, AND ADVANCED COCKPIT DISPLAYS. The FAA has contracted with Embry-Riddle Aeronautical University (ERAU) in Daytona Beach, Florida, to conduct the FAA's General Aviation Piston/Light Twin Instrument Refresher course (FAA course number 28244). The aircraft will be a TAA equipped with at least a GPS with a moving map display and autopilot. Additionally, ERAU has a Level 6 flight training device (FTD).

12. FITS PHILOSOPHY FOR FUTURE FAA DOCUMENTS. As mentioned in paragraph 3, main causal factors in recent TAA accidents are poor aeronautical decisionmaking, loss of situational awareness, and faulty risk management techniques. Stick and rudder skills were not a major factor. As a result, FAA policy guidance will reflect a greater emphasis on risk management, aeronautical decisionmaking, situational awareness, and single-pilot resource management. Changes consistent with this new focus will appear in Order 8700.1 (see paragraph 9); a future revision to Order 8710.3D, Designated Pilot and Flight Engineer Examiners' Handbook; and in other training materials and policy guidance. FAA-S-8081-4D, Instrument Rating Practical Test Standards for Airplane, Helicopter, Powered Lift, has also recently changed to incorporate some of the FITS philosophies. Other practical test standards (PTS) documents will undergo similar changes during the normal revision schedule. These changes are being instituted via Flight Standards policy rather than by regulatory changes. Both the FAA and industry plan to publish new training materials via the Internet. Inspectors are encouraged to review these FITS materials by visiting <http://www.faa.gov/avr/afs/FITS/training.cfm>.

13. APPLICANT DEMONSTRATION OF PROFICIENCY IN ADVANCED TECHNOLOGIES, INCLUDING GPS AND AUTOPILOTS.

The new instrument PTS requires applicants of appropriately equipped aircraft to demonstrate proficiency in the use of GPS, autopilot, and flight management systems if installed during an instrument rating practical test. Because such systems, particularly GPS, are becoming the norm in aircraft certified to operate in instrument meteorological conditions, operational knowledge of GPS is essential to the safety of flight. Due to the complexity of flying single-pilot instrument flight rules in today's environment (airspace, aircraft systems, etc.), and the sophistication and reliability of the new generation of autopilots today, operations without a functioning autopilot are viewed more as an abnormal situation than a normal operational practice. An applicant must be able to demonstrate competence operating both with and without the autopilot.

14. INSPECTOR FAMILIARITY WITH DIFFERENT GPS SYSTEMS. Until recent years, most of the cockpit systems found in GA aircraft looked and functioned in a similar manner. As a result, the time and training needed to transition from one aircraft to another was not significantly impacted by aircraft equipage. However, with new technology, systems that perform similar functions may not look alike and pilot interaction with these systems may be completely different. An inspector should be competent in the operation of all systems on an aircraft when performing a flight check. Some off-the-shelf training programs are available to help inspectors become familiar with different GPS systems. The FAA will work on procuring and distributing these training programs to the FSDOs. Inspectors are also encouraged to fly aircraft under the FAA Aircraft Management Program (the "4040" program) with the systems they will most often encounter. Over the past year, in association with the Flight Standards Service Flight Program Office (ASW-260), AFS-800 has provided many inspectors with an introduction to glass cockpit (Avidyne) aircraft at the Cirrus factory. AFS-800 is currently working to continue this program and add training in Garmin G1000-equipped aircraft.

15. DESIGNATED PILOT EXAMINERS (DPE). DPEs are required to receive recurrent training annually; one year at the FSDO and the next at the recurrent DPE seminar in Oklahoma City, Oklahoma. AFS-800 will put together an information package to go to all the FSDOs on changes to the PTS and how FITS will affect them. This information will also be integrated into the initial and recurrent DPE seminar. Also, AFS-600 has published a "Designee Update" that deals with conducting a practical test in a TAA.

16. SAFETY PROGRAM MANAGERS (SPM) INVOLVEMENT IN FITS. SPMs should start integrating FITS philosophies into their seminars. Also, AFS-800 is developing a new alternative to the WINGS program to satisfy the flight review requirements of section 61.56. Although the details have yet to be worked out, this option is directed toward pilots actively flying in the National Airspace System. If a pilot maintains a certain amount of "events-based" currency and completes periodic online or compact disc-based training modules, flight in an aircraft with an instructor might only be required every 4 years. Like the WINGS program, this program will be administered by the SPM. Before this program goes into effect, a notice will be sent to all FSDOs and the specifics will be placed on the FITS Web site.

17. INFORMATION AND TRAINING FOR FLIGHT INSTRUCTORS ON FITS. Every 2 years, certificated flight instructors must renew their flight instructor certificate. Most instructors renew their certificate by completing a flight instructor refresher clinic (FIRC). AFS-800 has recently mandated changes to the current FIRC approval criteria to include FITS. AFS-800 is developing an information package for the FSDOs to give to those instructors who

go to their local FSDOs to renew their certificate based on their flight instructor record/experience. Additionally, the inspector should sit down with the instructor and brief him or her on FITS.

18. AVAILABILITY. The FITS Web site, <http://www.faa.gov/avr/afs/fits/>, is the central repository for FITS information and documentation. AFS-800 is developing a catalog numbering system to assist in finding appropriate documentation and information. FAA inspectors are also encouraged to periodically visit the Web site to see what is new. The “What’s New” hyperlink will contain documents placed on the Web site within the past 6 months.

19. DISPOSITION. The information from this notice will be incorporated into Order 8700.1, Volume 2, Chapters 140, 141, and 142. Direct questions about the content of this notice to the General Aviation and Commercial Division, AFS-800, at (202) 267-8212.

/s/ John M. Allen for
James J. Ballough
Director, Flight Standards Service

**APPENDIX 1. CHANGES TO VOLUME 2, CHAPTER 140, INTRODUCTION TO
FEDERAL AVIATION REGULATIONS (FAR) PART 141 RELATED TASKS****Revision to Section 1, Paragraph 1B(4).** Insert after page 140-1:

(4) *Special curriculum.* A special curriculum course is a course of pilot training not listed in the appendixes of part 141. Under section 141.57, a pilot school and provisional pilot school may apply for a special course of airman training provided the course contains features that can be expected to achieve a level of pilot competency equivalent to the level achieved by the curriculum prescribed in the appendixes of part 141 or the requirements of part 61. Under section 141.57, a special course of airman training that provides an innovative approach for use of advanced training equipment technology (*e.g.*, flight simulators, flight training devices (FTD), aviation training devices (ATD), computer-based instruction, web-based instruction, etc.) may be approved. If a *pilot school* (emphasis added: *pilot school*, not a provisional pilot school) applies for a special course of airman training with reduced training times, then that pilot school must comply with the provisions set forth in part 141, sections 141.55(d) and (e). A provisional pilot school may not apply for a special course of airman training with reduced training times under sections 141.55(d) and (e). In accordance with sections 141.55(d)(3) and (e)(4), a pilot school may not be approved for examining authority for a special course of airman training that has been approved for reduced training times.

**APPENDIX 2. CHANGES TO VOLUME 2, CHAPTER 141, CONDUCT INITIAL
CERTIFICATION OR RENEWAL OF A FEDERAL AVIATION REGULATIONS
PART 141 PILOT SCHOOL**

(1) New Subparagraph (13) in Section 1, Paragraph 7A. Insert after page 141-2:

(13) The approval of a special curriculum course under section 141.57.

(2) Revision to Section 1, Paragraph 11C. Insert after page 141-3:

C. Special Curricula. A pilot school or provisional pilot school may apply for approval to conduct a special course of pilot training provided the training curriculum is not one that is prescribed in the appendixes of part 141. A special course of airman training must contain features that can be expected to achieve a level of pilot competency equivalent in scope and depth to that achieved by the curricula prescribed in the appendixes of part 141 or the requirements of part 61. A designated pilot examiner (DPE) may only conduct a practical test for pilot certification provided the applicant has completed the pilot school/provisional pilot school's training course requirements and has received a graduation certificate. A pilot school may not apply for examining authority unless the training course meets the requirements set forth in the appropriate appendixes of part 141. A pilot school may not apply for a training course under part 141, section 141.55(d) or (e) unless that pilot school has held a *pilot school certificate* (emphasis added: *pilot school certificate*) for at least 24 calendar-months. If a pilot school applies for a special course of airman training with reduced training times, then that pilot school must comply with the provisions set forth in sections 141.55(d) and (e). In accordance with sections 141.55(d)(3) and (e)(4), a pilot school may not be approved for examining authority for a special course of airman training that has been approved for reduced training times. A provisional pilot school may not apply for a special course of airman training with reduced training times under sections 141.55(d) and (e).

(3) Revision to Section 1, Paragraph 11E. Insert after page 141-4:

E. Part 61 Amendments. If ground or flight time requirements are amended in part 61, at the time of renewal of the part 141 pilot school certificate, affected training course outlines (TCO) must be amended to meet these new training time requirements.

(4) Revision to Section 1, Paragraph 15A. Insert after page 141-8:

A. Ratings. FAA Form 8000-4, Air Agency Certificate, must list the various training course ratings for which a pilot school/provisional pilot school qualifies for a special curriculum under sections 141.11 and 141.57, if applicable. These ratings do not specifically address each approved course of training that a school may be authorized to give. Under the broad listing of ratings found in sections 141.11 and 141.57, if applicable, a school could be authorized to conduct nearly a hundred different courses."

(5) Revision to Section 2, Paragraph 9A(4). Insert after page 141-16:

(4) Evaluate any commercially developed or FAA/Industry Training Standards-developed training syllabi:

(6) Revision to Section 2, Paragraph 9A(4)(a). Insert after page 141-16:

(a) Ensure that the school fully understands the objectives and standards of the commercially developed or FAA/Industry Training Standards-developed training syllabi.

(7) Revision to Section 2, Paragraph 9A(5)(a) thru (d). Insert after page 141-16:

(5) *Evaluate the special curricula.* Special curricula developed under section 141.57, must be evaluated with flexibility in mind. Special curricula may be used in experimental curricula under research and development. When approving special curricula, the inspector must ensure that the curricula covers the aeronautical knowledge areas and flight proficiency areas of operations listed in the appropriate appendixes of part 141. The inspector must determine that objectives, content, and completion standards are not less than those contained in the appropriate practical test standards.”

(8) New Line in Figure 141-4, Beneath “Rotorcraft External Load Operations.”

Insert after page 141-22:

Special Curricula (section 141.57)

- Rotorcraft External Load Operations
- Special Curricula (section 141.57)

**APPENDIX 3. CHANGES TO VOLUME 2, CHAPTER 142, APPROVE TRAINING
COURSE OUTLINES (TCO) FOR A FEDERAL AVIATION REGULATIONS (FAR)
PART 141 PILOT SCHOOL**

(1) Revision to Section 1, Paragraph 7G. Insert after page 142-3:

G. Commercially Developed Training Syllabus. Part 141 was amended to give full recognition to the ability of a certificated school to develop its own course of training. There are, however, commercially developed training syllabi available for use by part 141 pilot schools. A part 141 pilot school may elect to purchase a commercially developed syllabus and present it to the FSDO for approval. The FSDO completes the approval process in the same manner as it would for a syllabus developed and submitted by the school. When evaluating the school's commercially developed syllabus, the inspector must determine whether the school fully understands the objectives and standards of the commercially developed syllabus and if the school will be able to fully comply with it.

(1) Before approving a TCO that contains a commercially developed syllabus, the reviewing inspector will take whatever action is necessary to ensure such understanding, and recording these actions in the FSDO's school file.

(2) Carefully review the commercially developed training syllabus to determine whether the school is able to provide the training in the manner described in the syllabus, and whether the syllabus completely supports the curriculum.

(3) A pilot school may use a commercially developed syllabus once it is approved. Any subsequent modifications to the commercially developed syllabus must be approved by the FSDO before the school may use them. Pilot schools should be alert to changes in the course content by producers of commercial syllabi.

(4) The FSDO should understand that although the Certification and Flight Training Branch, AFS-840, has reviewed the content of the commercially developed syllabus to determine if it is generally acceptable, AFS-840 has not approved it for use in a part 141 pilot school. That approval rests solely with the FSDO.

(2) New Subparagraph (5) in Section 1, Paragraph 9A. Insert after page 142-3:

(5) A pilot school may submit a special curricula under section 141.57 that exceeds the permitted time usages for personal computer-based aviation training devices (PCATD), basic aviation training devices (BATD), advanced aviation training device (AATD), flight training devices (FTD), or flight simulators, as set forth in the appropriate appendixes of part 141 or by the letter of authorization/approval from the FAA General Aviation and Commercial Division, AFS-800, as appropriate. When a section 141.57 special curricula contains simulation time that exceeds the permitted time usages for PCATD, BATD, AATD, FTD, and flight simulators, only that time permitted by the appropriate appendix of part 141 or by AFS-800's letter of authorization/

approval, as appropriate, may be credited/logged for the furtherance of a pilot certificate.

(3) Revision to Section 2, Paragraph 5D(1). Insert after page 142-8:

(1) Mark each page of the original TCO and of the office copy “FAA-Approved.” Sign and date each page. If no changes have been made to the curriculum of a commercially developed syllabus, stamp the first page “FAA-Approved.”