

# FSB Checks

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**Date:** Thu, 30 Aug 2018 17:01:39 -0400  
**Attachments:** [REDACTED] OJT Tracking Tool.pdf (2.42 MB)

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In researching the issue pilot certification training issue brought up by Tim Wrigley, I have been surprised to find that many AEG OPS inspectors never received this training, at least to the extent that the GA folks have.

The issue is apparently widespread and does not only include our office but all AEG offices. In my view the discovery of this training lapse is a good thing that is fully correctible.

Consider this, from 1985 to 2005, the only folks eligible to become AEG Operations Inspectors (for transport aircraft) were from the air carrier side of the house. I suspect that none of them had formal training on conducting full certification checks in airplanes, yet many checks were given over the years. Impact to safety? In my opinion, little to none.

The "hole" in our training has been elevated to PASS. I may be in a position where I have to defend allowing you to do checking in the Gulfstream GVII. Not only am I not concerned, I would relish the opportunity to make my case. And to be honest, it may never even get to that point.

Nevertheless, I need to ask if you would come up with an estimate of how many pilot certification checks you have done since entering the FAA. Don't count line checks or observations, just straight pilot checks. If you look in PTRS that doesn't help because much of your certification experience probably came through FSBs and we don't document those checks in PTRS.

Unfortunately, your OJT records only show completion of Level 1 for Conducting Pilot Type Rating Practical Tests. Note 1 infers that the completion of Level 2 and 3 was transferred to the new OJT program tracked in PTRS. The thing is there is no JTA or OJT tasks at Level 2 or Level 3 that are found in the OJT program for Ops Inspectors. Essentially no new AEG Ops inspector has an OJT Task to train or evaluate expertise in pilot certification activities. Go figure.

I consider this whole situation to be a bump in the road. I do, however, anticipate a course requirement in the near future for all AEG inspectors who need pilot certification training.

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