

**OAS-5400-202  
OFFICE OF AIRCRAFT SERVICES (OAS) INSPECTOR QUALIFICATIONS  
AND TRAINING**




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1. **PURPOSE.** This instruction provides defined processes and procedures leading to inspector qualification and training.

2. **ACRONYMS/TERMS AND DEFINITIONS.**

| <i>Acronym/Term</i>       | <i>Definitions</i>   |
|---------------------------|--|
| Aircraft Inspector        | Personnel authorized to inspect fleet and contract aircraft  |
| A&P                       | FAA airman's certificate, aircraft mechanic's ratings for airframe and powerplant                                |
| ASM                       | Aerial supervision module  |
| ATP                       | FAA airman's certificate, airline transport pilot  |
| Avionics Inspector        | Personnel authorized to inspect avionics equipment on fleet and contract aircraft                                |
| Discipline                | The four basic inspector disciplines: Pilot, Aircraft/Equipment, Avionics, and UAS Pilot/Operator                |
| DM                        | U.S. Department of the Interior Departmental Manual  |
| Equipment Inspector       | Personnel authorized to inspect equipment related to commercial aviation contracts                               |
| Fleet Pilot               | Government employee authorized to pilot aircraft operated by the Government                                      |
| Flight Evaluation         | Flight check, pilot inspection, or checkride   |
| GROL                      | General Radiotelephone Operator License  |
| IA                        | FAA airman's authorization that allows an FAA-certificated mechanic to conduct certain inspections and approvals |
| IAT                       | Interagency Aviation Training  |
| Initial Training          | Training for new hire or personnel in need of reinstatement  |
| Large Airplane/Helicopter | Aircraft with a gross takeoff weight of 12,500 pounds or more  |
| OPM                       | Operational Procedures Memorandum, OAS   |
| PIC                       | Pilot-in-Command   |
| Pilot Inspector           | Personnel authorized to evaluate fleet and contract pilots   |
| PTS                       | Practical Test Standard. Two types of PTS: FAA and Interagency   |
| RD                        | Regional Director, OAS   |
| RW                        | Rotor wing, helicopter   |
| Recurrent Training        | Training required to maintain qualifications after initial training is completed                                 |
| Reinstatement Training    | Training required when recurrent training lapses   |
| Small Airplane/Helicopter | Aircraft with a gross takeoff weight less than 12,500 pounds   |
| Trainer                   | Person assigned to instruct, mentor, teach, observe or evaluate a Trainee Inspector.                             |
| Transition Training       | Training required when an inspector is qualified in more than one discipline                                     |
| UAS                       | Unmanned Aircraft System, consists of one or more unmanned aircraft and associated ground control equipment      |

3. **FORMS.** The forms listed below document inspector competency. All training, evaluations, demonstrations, and observations must be documented on the appropriate form. Each inspector should keep a copy of his or her completed form. The original form must be kept by the OAS Division of Technical Services in the inspector's permanent file.

|         |   |
|---------|---|
| OAS-81A | Pilot Inspector Qualification                 |
| OAS-81B | Aircraft or Equipment Inspector Qualification |
| OAS-81C | Avionics Inspector Qualification              |
| OAS-81D | Inspector Qualification Supplement            |
| OAS-81E | UAS Pilot/Operator Inspector Qualification    |

4. **GENERAL.**

A. **Inspector's Area of Responsibility.** In accordance with the provisions of this instruction, each inspector must be qualified and approved for the appropriate area of responsibility (pilots, aircraft, equipment, avionics, or unmanned aerial system (UAS) pilot/operator). The Chief of the Division of Technical Services prepares for the OAS Director's approval a list of qualified inspectors based on group, category, type, and/or mission of the aircraft. OAS will accept inspections of pilots, aircraft, and equipment by inspectors employed by the U.S. Forest Service using interagency fire standards. However, only OAS-approved personnel may perform inspections and approve endorsements for OAS-unique special use missions such as ACETA, STEP, or offshore.

B. OAS Approved Inspectors List. This instruction also establishes the minimum training, level of knowledge, and competency requirements which must be completed/demonstrated by the applicant and signed off by an appropriate authority prior to recommendation for placement on the OAS Approved Inspectors List. Lead Aviation Safety Compliance Specialists (ERO and WRO) or the Supervisory Aviation Safety Compliance Specialist (AKRO) must submit recommendations for additions or changes to the list through the appropriate OAS Regional Director to the Chief of Technical Services.

C. Currency Requirements. This instruction also establishes minimum currency requirements. After approval, it is the inspector's responsibility to track and complete their required recurrent training. Recurrent training must be documented on the appropriate OAS-81 (see Section 3). If a recurrent training event is not completed within the specified timeframe, the inspector cannot conduct any inspections in the applicable discipline, aircraft category, configuration, etc., until reinstatement training is completed.

D. Training Personnel. Trainers/Instructors/Mentors will be assigned by the appropriate Regional Director or Chief of Technical Services. Training personnel must be fully qualified and approved in the area in which training is given.

**5. AIRCRAFT INSPECTOR QUALIFICATIONS.** The Aircraft Inspector must:

A. Hold an FAA mechanic's certificate with airframe and powerplant (A&P) ratings and inspection authorization (IA).

B. Be trained and qualified in accordance with this instruction.

**6. AVIONICS INSPECTOR QUALIFICATIONS.** The Avionics Inspector must:

A. Possess a General Radiotelephone Operator License (GROL) issued by the Federal Communications Commission. (This applies to inspectors conducting a performance testing event on interagency fire aircraft.)

B. Be familiar with aircraft radio/avionics systems, audio mixer controls, and associated operational procedures.

C. Be trained and qualified in accordance with this instruction.

**7. EQUIPMENT INSPECTOR QUALIFICATIONS.** The Equipment Inspector must:

A. Be trained and qualified in accordance with this instruction.

**8. PILOT INSPECTOR QUALIFICATIONS.**

A. General. The Pilot Inspector must:

1. Meet the flight crewmember qualification standards outlined in 351 DM 3.1A.

a. Medical certificates must be at least a second-class airman medical certificate.

b. Airman certificates must be appropriate for the flight crewmember position being evaluated; e.g., a pilot inspector authorized to evaluate a flight engineer must have a flight engineer certificate.

2. Meet the applicable DOI Government pilot qualifications outlined in 351 DM 3.2A and must:

a. Possess an Airline Transport Pilot (ATP) Certificate issued in accordance with 14 CFR 61, 141, or 142 when evaluating flight crewmembers for contracts specifying an ATP certificate or fleet flight crewmembers required to have an ATP.

b. Have logged 1,500 hours as pilot-in-command (PIC) in aircraft category. Note: This requirement is more restrictive than the DM. PIC time in the specific make and model is not required to evaluate flight crewmembers.

3. Possess a current flight instructor certificate with the appropriate ratings issued in accordance with 14 CFR 61, 141, or 142.

a. A flight instructor certificate with instrument rating in the appropriate aircraft category is required when conducting instrument evaluations.

4. Possess a current pilot qualification card (OAS-30A/B) in the appropriate aircraft category.

5. Be current as a pilot in the appropriate aircraft category and class in accordance with Instruction OAS-5400-204, Pilot Inspector Flight Training and Evaluation Program. (Not applicable for Approved Bureau Inspectors.)

6. Be trained and qualified for the flight evaluation in accordance with this instruction.

B. Small Airplane. The Pilot Inspector must:

1. When conducting contract pilot evaluations, have previously possessed a pilot qualification card in each class and configuration.

2. When conducting fleet pilot evaluations, have a current pilot qualification card in each class and configuration to be flown.

C. Large Airplane. The Pilot Inspector must:

1. Meet the small airplane requirements of paragraph 8.B above.

2. Possess a type rating without limitations in an airplane over 12,500 pounds maximum gross weight.

D. Helicopter. The Pilot Inspector must:

1. Have previously qualified, as PIC, in each weight (large/small) designation.

2. For fleet pilot evaluations in multiengine helicopters, have:

a. Completed a formal training course in a multiengine helicopter. Acceptable formal training courses are: FAA-approved schools, FAA-approved training centers, factory training courses, and OAS-accepted training facilities. Or,

b. Passed a flight evaluation in a multiengine helicopter. The flight evaluation must have been conducted by a company check airman, an FAA inspector or designee, or a military standardization evaluation pilot.

E. Administrative (Paper Carding) Pilot Evaluations. A Pilot Inspector may administratively card pilots for point-to-point flights in any aircraft category when trained and recommended by an approved pilot inspector qualified in that aircraft category.

F. Special Use Activities.

1. General. The Pilot Inspector must:

a. Be qualified as a Pilot Inspector in the appropriate aircraft category.

b. Meet any additional pilot qualifications identified in 351 DM 3.1D. Pilot Inspectors do not need to meet specific make and model time in the last 12 months or 14-day currency requirements.

c. Complete the required training in accordance with this instruction for each special use activity. (See paragraph 11.E.4 of this document.)

2. Airplane. To have inspector privileges for any of the following special use activities, the Pilot Inspector must possess a current pilot qualification card for that activity:

- a. Low level
- b. Wheeled operations on unprepared landing areas
- c. Precision reconnaissance
- d. Mountain flying
- e. Off skiway

3. Airplane. To have inspector privileges for any of the following special use activities, the Pilot Inspector must possess a current pilot qualification card or have been carded at least once (paragraph 8.A.4) for that activity:

- a. Smokejumper/paracargo
- b. Aerial supervision module (ASM)/leadplane

4. Helicopter. To have inspector privileges for any of the following special use activities, the Pilot Inspector must possess a current pilot qualification card for that activity:

- a. Water/retardant application (bucket)
- b. External load
- c. Mountain flying
- d. Low level
- e. Water landings
- f. Deep snow
- g. Night vision goggles (NVG)

**9. UNMANNED AIRCRAFT SYSTEMS PILOT/OPERATOR INSPECTOR QUALIFICATIONS. UAS**  
Pilot/Operator inspectors must:

- A. Possess at least a current second-class medical certificate issued in accordance with 14 CFR 67.
- B. Possess a current pilot/operator qualification card (OAS-30U) with the appropriate make and model.
- C. Be trained and qualified in accordance with this instruction.

**10. FULFILLING TRAINING REQUIREMENTS.**

Sections 11 through 14 list the requirements for approval and retention of OAS-Approved Inspector authorization. Failure to fulfill these requirements may result in the loss of designation and removal from the Approved Inspectors List. Any individual not meeting these requirements is obligated to notify their immediate supervisor that they do not meet training requirements. The appropriate OAS Regional Director will coordinate with the Chief of Technical Services for the OAS Director's approval for alternate education and training options.

**11. INITIAL TRAINING.** See Section 3 for documentation of training.

- A. Initial Training for all inspectors. All inspectors must:

1. Complete, within 12 months of their initial hire date (OAS Inspectors) or appointment (Approved Bureau Inspector), the following Interagency Aviation Training (IAT) modules as outlined in Operational Procedures Memorandum (OPM) 22, Pilot Training Program: (Not required for equipment-only inspectors.)

| <i>Course No.</i>                    | <i>Course Name</i>   |
|--------------------------------------|--|
| A101*                                | Aviation Safety  |
| A105*                                | Aviation Life Support Equipment (not required for UAS Pilot/Operator Inspectors)   |
| A106*                                | Aviation Mishap Reporting  |
| A107*                                | Aviation Policy and Regulations I  |
| A110*                                | Aviation Transport of Hazardous Materials (not required for UAS Pilot/Operator Inspectors)   |
| A111*                                | Flight Payment Documents   |
| A112*                                | Mission Planning and Flight Request Process (not required for UAS Pilot/Operator Inspectors)   |
| A113*                                | Crash Survival (not required for UAS Pilot/Operator Inspectors)  |
| A115*                                | Automated Flight Following (not required for UAS Pilot/Operator Inspectors)  |
| A116*                                | General Awareness Security Training  |
| A200*                                | Annual Mishap Review   |
| A202*                                | Interagency Aviation Organization  |
| A203*                                | Basic Airspace (Pilot and UAS Pilot/Operator Inspectors only)  |
| A205                                 | Risk Management I  |
| A208                                 | Aircraft and Pilot Approval  |
| A302                                 | Personal Responsibility & Liability  |
| A303                                 | Human Factors in Aviation  |
| A305                                 | Risk Management II   |
| A307                                 | Aviation Policy and Regulations II   |
| A310                                 | Overview of Crew Resource Management   |
| A312                                 | Water Ditching and Survival (required for Pilot Inspectors; recommended for Aircraft, Avionics, and Equipment Inspectors who fly over water) |
| A450                                 | Small Unmanned Aircraft System Basic Operator Course. Short version, systems only. (Aircraft Inspectors who inspect Raven A's only)          |
| A454                                 | T-Hawk Small UAS Operator Add-On Course. (Aircraft Inspectors who inspect T-Hawks only)  |
| *These modules are available online. |  |

Note: Inspectors may be approved to perform inspections prior to completing a specific IAT module by demonstrating an adequate working knowledge of that subject matter. A recommendation from the trainee's supervisor to the appropriate Regional Director is required. If the RD agrees with the recommendation, it must then be forwarded to the Chief of Technical Services with the initial inspector qualification package.

2. Receive training in and demonstrate working knowledge of DOI procurement documents (aircraft rental agreements and call-when-needed (CWN), on-call, and exclusive use contracts). This training is not required for UAS pilot/operator inspectors or fleet-only inspectors.
3. Receive training in and demonstrate a thorough knowledge of inspection policy and procedures.
4. Receive GovTrip training and demonstrate a thorough knowledge of travel policy and procedures.

**B. Initial Training for the Aircraft Inspector. The Aircraft Inspector must:**

1. Observe at least two complete aircraft inspections conducted by a qualified Aircraft Inspector for each aircraft group in which authorization is sought. Aircraft groups for the purpose of Aircraft Inspector qualification are:

| Item No. | Aircraft Group                    | Gross Takeoff Weight |                   |
|----------|-----------------------------------|----------------------|-------------------|
|          |                                   | Less than 12,500 lb  | 12,500 lb or more |
| a        | Small airplane                    | X                    |                   |
| b        | Large airplane                    |                      | X                 |
| c        | Type 1 helicopter (large)         |                      | X                 |
| d        | Type 2 helicopter (medium)        | X                    |                   |
| e        | Types 3 and 4 helicopters (small) | X                    |                   |
| f        | Fleet aircraft                    | N/A                  | N/A               |
| g        | Unmanned aerial systems           | N/A                  | N/A               |

2. Conduct at least two complete aircraft inspections under the supervision of a qualified Aircraft Inspector for each aircraft group in which authorization is sought. See paragraph 11.B.2 above for the aircraft groups.

3. Receive training and demonstrate competency in evaluating each specialized aircraft grouping, as outlined on OAS-81B, in which authorization is sought. The specialized aircraft groups for the purpose of Aircraft Inspector qualification are:

- a. Airtanker
- b. Scoopers (CL215/415)
- c. Single engine airtanker/scooper
- d. Smokejumper aircraft
- e. Interagency fire helicopter
- f. Rappel/cargo letdown helicopter
- g. Short-Haul helicopter
- h. UAS specific make and model.

**C. Initial Training for the Equipment Inspector. The Equipment Inspector must:**

1. Observe at least two complete specialized equipment inspections conducted by a qualified Equipment Inspector for each specialized equipment group in which authorization is sought. The specialized equipment groups for the purpose of Equipment Inspector qualification are:

- a. Fuel service vehicle
- b. SEAT support vehicle

2. Conduct at least two complete specialized equipment inspections under the supervision of a qualified DOI Equipment Inspector for each specialized equipment group in which authorization is sought. See paragraph C1 above for the specialized equipment groups for the purpose of Equipment Inspector qualification.

**D. Initial Training for the Avionics Inspector. The Avionics Inspector must:**

1. Observe at least two complete avionics inspections conducted by a qualified Avionics Inspector for each group and type of inspection. The groups and types of avionics inspections for Avionics Inspector qualification are:

a. Avionics Operation Check

- (1) Conformity inspection
- (2) Static functional check
- (3) Dynamic functional check

b. Avionics Performance Testing Event

2. Conduct at least two complete avionics inspections for each group and type of inspection under the supervision of a qualified DOI Avionics Inspector. See paragraph D1 above for the groups and types of avionics inspections.

E. Initial Training for the Pilot Inspector. The Pilot Inspector must:

1. Be trained and qualified in accordance with the DM in each category, class, and configuration of aircraft in which authorization is sought. See paragraph 8.A.4, pilot qualification card. The aircraft groups for the purpose of Pilot Inspector qualification are:

| Item No. | Aircraft Group                                   | Gross Takeoff Weight |                   |
|----------|--|----------------------|-------------------|
|          |  | Less than 12,500 lb  | 12,500 lb or more |
| a        | Small airplane                                   | X                    |                   |
| b        | Large airplane                                   |                      | X                 |
| c        | Float or amphibious airplane                     | N/A                  | N/A               |
| d        | Type 1 helicopter (large)                        |                      | X                 |
| e        | Types 2, 3, and 4 helicopters (medium and small) | X                    |                   |

2. Observe at least two complete pilot evaluations conducted by a qualified Pilot Inspector for each aircraft group in which authorization is sought. See paragraph 11.E.1 above for the aircraft groups.

3. Conduct at least two complete pilot evaluations under the supervision of a qualified inspector for each aircraft group in which authorization is sought. See paragraph 11.E.1 above for the aircraft groups.

4. Receive training and demonstrate competency in evaluating each special use activity in which authorization is sought in accordance with the appropriate Practical Test Standard (PTS) as outlined on OAS-81A.

a. If authorization is sought for the following operations/special use activities, Pilot Inspectors must qualify for and be carded in these activities:

- (1) Low level
- (2) Air attack pilot
- (3) Fire/resource reconnaissance
- (4) Mountainous terrain
- (5) External load (RW)
- (6) Water/retardant application (RW)
- (7) Deep snow (RW)
- (8) Night vision goggles (NVG) (RW)
- (9) Wheeled operations on unprepared landing areas (FW).
- (10) Off skiway (FW)

b. If authorization is sought for the following special use activities, Pilot Inspectors must qualify for and be carded or have been previously carded for these activities:

- (1) Smokejumper/paracargo
- (2) ASM/leadplane

Note: Special use activities not listed above do not require current or previous pilot qualification; however, additional training is required to qualify for pilot inspector status for each special use activity.

F. Initial Training for the UAS Pilot/Operator Inspector. The UAS Pilot/Operator Inspector must:

- 1. Observe at least two complete UAS Pilot/Operator evaluations conducted by a qualified UAS Pilot/Operator Inspector.
- 2. Conduct at least two complete UAS Pilot/Operator evaluations under the supervision of a qualified UAS Pilot/Operator Inspector.

**12. RECURRENT TRAINING.** See Section 3 for documentation of training.

A. Recurrent Training for all inspectors. Recurrent training completed in the calendar month before or after the calendar month training is due will be considered complete in the due month. Alternate means of compliance for any recurrent training requirement will be considered. Requests for alternate means of compliance must be made through the appropriate Regional Director (RD). The RD will coordinate with the Chief of Technical Services for approval from the OAS Director.

B. Recurrent Training for the Aircraft, Equipment, and Avionics Inspectors. The Aircraft, Equipment, and Avionics Inspectors must:

- 1. Maintain a current FAA mechanic's certificate with airframe and powerplant (A&P) ratings and inspection authorization (IA) (Aircraft Inspectors only).
- 2. Every year (within the previous 12 months) conduct an inspection/evaluation under the observation of the appropriate National Standardization Inspector. (Aircraft and Avionics Inspectors only.)
- 3. Attend one of the following every two years:
  - a. OAS Inspectors Workshop
  - b. Interagency Inspectors Workshop
- 4. Every 2 years obtain a total of 30 continuing education units (CEUs). Inspectors approved only for equipment or avionics inspections require only 8 CEUs over a 2-year period. Units will be credited on a unit-per-hour-of-training basis. The following are approved sources for CEUs:

Note: Inspector pilots dual qualified to conduct aircraft/equipment inspections require a total of 45 CEUs every 2 years with a minimum of 15 CEUs in each specialty.

| <i>Course</i>  |
|--|
| Manufacturer's school—airframe                                     |
| Manufacturer's school—engine                                       |
| Manufacturer's school—avionics                                     |
| General Radiotelephone Operator License (GROL) initial issue only. |
| FAA on-line airworthiness courses                                  |
| HAI/PAMA Maintenance Training Seminar                              |
| Aviation Safety Course USC/HAI (other professional courses)        |

|  |
|--|
| Accident Investigation Course USC/TSI (FAA)          |
| Aircraft Maintenance Course AMC Inspection Refresher |
| FAA Safety Seminar (4 hours minimum)                 |
| Maintenance computer-based training courses          |
| Hazmat training                                      |
| Interagency fire courses                             |
| College courses (aviation)                           |
| Aviation fueling courses                             |

Note: Other options for training may be approved by the OAS Regional Director or the Chief of Technical Services.

C. Recurrent Training for the Pilot Inspector. The Pilot Inspector must:

1. Maintain current FAA pilot, flight instructor (biennially) and medical certificates (annually).
2. Complete the recurrent training requirements of OPM-22 (annually and triennially). Note: Pilot Inspectors dual qualified to conduct aircraft/equipment inspections require a total of 45 CEUs every 2 years with a minimum of 15 CEUs in each specialty.
3. Maintain pilot qualifications in category (IFR biannually, and make and model annually).
4. Maintain pilot qualifications for special use activities outlined in 11.E.4 of this instruction.
5. Attend special use training events for which the Pilot Inspector is qualified .
6. Comply with OAS-5400-204, Pilot Inspector Flight Training and Evaluation Program, quarterly. (Not required for Approved Bureau Inspectors.)
7. Conduct a pilot evaluation under the observation of the appropriate National Standardization Inspector within the previous 12 calendar months.
8. Attend one of the following every two years:
  - a. OAS Inspectors Workshop
  - b. Interagency Inspectors Workshop

D. Recurrent Training for the UAS Pilot/Operator Inspector.

1. Maintain current FAA medical certificate (annually).
2. Maintain Pilot/Operator qualifications and currency for each make and model for which the UAS Pilot/Operator is qualified (annually and 90 days).
3. Attend the appropriate inspector workshop/training event for which the UAS Pilot/Operator Inspector is qualified (annually).
4. Conduct a UAS pilot/operator evaluation under the observation of the appropriate National Standardization Inspector within the previous 12 calendar months.
5. Complete the most current available A200, Annual Mishap Review, annually.
6. Every 3 years complete the following IAT modules:

| <i>Course No.</i> | <i>Course Name</i>                  |
|-------------------|-------------------------------------|
| A205 or A205P     | Risk Management I                   |
| A302 or A302P     | Personal Responsibility & Liability |
| A303 or A303P     | Human Factors in Aviation           |
| A305 or A305P     | Risk Management in Aviation         |
| A307 or A307P     | Aviation Policy and Regulations     |
| A310 or A310P     | Crew Resource Management            |

**13. REINSTATEMENT TRAINING.** When a lapse in training currency occurs, reinstatement training is required. See Section 3 for documentation of training.

A. When training requirements lapse less than 36 months from the due date, the Inspector must complete the recurrent requirements (Section 12).

B. When training requirements lapse more than 36 months from the due date, the Inspector must repeat the initial training requirements (Section 11).

**14. TRANSITION TRAINING.**

A. Inspectors who qualify for more than one discipline need not duplicate the general requirements for each discipline.

B. Discipline-specific training must be documented on the appropriate OAS-81 form (Section 3).

**15. OAS-APPROVED BUREAU INSPECTOR REQUIREMENTS.** The Approved Bureau Inspector must:

A. Meet the requirements of Sections 3 through 14 of this instruction.

B. Meet any additional bureau-specific requirements.

C. Comply with the responsibilities of OAS Instruction OAS-5400-600, Utilization of OAS-Approved Bureau Inspectors.

**16. VERSION CONTROL RECORD.** See Appendix 1.

**17. INSPECTOR QUALIFICATIONS AND TRAINING CHECKLIST.** See Appendix 2.

Approved:



Mark L. Bathrick, Director  
Office of Aviation Services

2-6-13  
Date

**APPENDIX 1**  
**Version Control Record**

| Version | Date | Description of Revision/Update | Distribution                                     |
|---------|------|--------------------------------|--|
| 1.0     |      | Initial release                | All AMD Employees                                |
| 2.0     |      | Major revision                 | All OAS Employees and Approved Bureau Inspectors |
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|         |      |                                |  |

## APPENDIX 2

## Inspector Qualifications and Training Checklist

See Sections 5 through 12 of this instruction for detailed information.

| <i>Inspector</i> | <i>Qualifications</i><br><i>(Sections 5-9)</i>   | <i>Initial Training</i><br><i>(Section 11)</i>   | <i>Recurrent Training</i><br><i>(Section 12)</i>   |
|------------------|--|--|--|
| Aircraft         | <ul style="list-style-type: none"> <li>- A&amp;P with IA.</li> <li>- Trained in accordance with this instruction.</li> </ul>   | <ul style="list-style-type: none"> <li>- IAT modules (within 12 mo).</li> <li>- Procurement document.</li> <li>- Inspection policy and procedures.</li> <li>- Travel.</li> <li>- FAA airworthiness training courses (within 36 mo).</li> <li>- Observations and demonstrations for each aircraft category.</li> <li>- Training and demonstrate competency for each specialized aircraft grouping.</li> </ul> | <ul style="list-style-type: none"> <li>- Inspection/evaluation observed by National Standardization Inspector (within 12 mo).</li> <li>- Inspector workshop (24 mo).</li> <li>- FAA IA renewal (24 mo).</li> <li>- 30 credits continuing education (24 mo).</li> </ul>   |
| Avionics         | <ul style="list-style-type: none"> <li>- GROL.</li> <li>- Familiar with aircraft radio/avionics systems.</li> <li>- Trained in accordance with this instruction.</li> </ul>  | <ul style="list-style-type: none"> <li>- IAT modules (within 12 mo).</li> <li>- Procurement document.</li> <li>- Inspection policy and procedures.</li> <li>- Travel.</li> <li>- Observations and demonstrations for each category and type.</li> </ul>  | <ul style="list-style-type: none"> <li>- Inspection/evaluation observed by National Standardization Inspector (within 12 mo).</li> <li>- Inspector workshop (24 mo).</li> <li>- 8 credits continuing education (24 mo).</li> </ul>   |
| Equipment        | <ul style="list-style-type: none"> <li>- Trained in accordance with this instruction.</li> </ul>   | <ul style="list-style-type: none"> <li>- IAT modules (within 12 mo).</li> <li>- Procurement document.</li> <li>- Inspection policy and procedures.</li> <li>- Travel.</li> <li>- Observations and demonstrations for each category and type.</li> </ul>  | <ul style="list-style-type: none"> <li>- Inspection/evaluation observed by National Standardization Inspector (within 12 mo).</li> <li>- Inspector workshop (24 mo).</li> <li>- 8 credits continuing education (24 mo).</li> </ul>   |
| Pilot            | <ul style="list-style-type: none"> <li>- FAA airman's medical certificate.</li> <li>- FAA pilot certificate.</li> <li>- 1,500 hours PIC in category.</li> <li>- FAA flight instructor certificate.</li> <li>- Agency pilot qualification card.</li> <li>- Current in accordance with Instruction 204.</li> <li>- Trained in accordance with this instruction.</li> </ul> | <ul style="list-style-type: none"> <li>- IAT modules (within 12 mo).</li> <li>- Procurement document.</li> <li>- Inspection policy and procedures.</li> <li>- Travel.</li> <li>- Agency pilot qualification card.</li> <li>- Observations and demonstrations for each grouping.</li> <li>- Special use activity qualification.</li> </ul>  | <ul style="list-style-type: none"> <li>- Inspection/evaluation observed by National Standardization Inspector (within 12 mo).</li> <li>- IAT (36 mo).</li> <li>- FAA renewals: <ul style="list-style-type: none"> <li>• FAA medical certificate (12 mo).</li> <li>• FAA CFI (24 mo).</li> <li>• FAA flight review (24 mo).</li> </ul> </li> <li>- OPM-22, Appendix A, Section C (12 mo).</li> <li>- Agency pilot qualification card (6 mo IFR, 12 mo VFR).</li> <li>- Inspector workshop (24 mo).</li> <li>- Instruction 204: EBCs (quarterly).</li> </ul> |
| UAS              | <ul style="list-style-type: none"> <li>- FAA airman's medical certificate.</li> <li>- Agency pilot/operator qualification card.</li> <li>- Trained in accordance with this instruction.</li> </ul>   | <ul style="list-style-type: none"> <li>- IAT modules (within 12 mo).</li> <li>- Inspection policy and procedures.</li> <li>- Travel.</li> <li>- Observations and demonstrations.</li> </ul>  | <ul style="list-style-type: none"> <li>- Inspection/evaluation observed by National Standardization Inspector (within 12 mo).</li> <li>- IAT (12 mo).</li> <li>- IAT (36 mo).</li> <li>- FAA medical certificate(12 mo).</li> <li>- Inspector workshop (24mo).</li> <li>- Agency pilot/operator qualification card (12 mo).</li> <li>- 90-day currency.</li> </ul>   |

