

# Flight simulator instructor

A flight simulator instructor teaches pilots through an approved training programme using flight training devices or simulators, often alongside ground instruction. This is not the same job as an ATM simulator pilot, a simulator maintenance technician or an in-aircraft flight instructor. The evidence concerns experienced pilot-training appointments, not a shortcut from recreational simulation to professional instructional authority.

## What the role does

- Deliver structured ground and simulator instruction.
- Assess learner progress and document training accurately.
- Maintain instructional qualifications and coordinate consistent training standards.

## Where the work happens

Training-centre classrooms and flight simulators; airline learning centres.

## Employer example 1

### FlightSafety International • United States • Flight Instructor - Denver

Active vacancy when checked • Checked 2026-10-27 [R105-EMP1]

| Category                 | What this employer states                                                                                                                                                     |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Essential in this source | Unrestricted ATP or ICAO-state ATPL, or the stated Part 61.153/61.64 alternative without an SOE limitation; an unrestricted PIC type rating; testing-programme participation. |
| Desirable in this source | Part 135, Part 121 or military training experience; 2,500 total flight hours, expressly preferred.                                                                            |
| Other stated conditions  | No minimum education requirement; device-access demands and compliance reviews.                                                                                               |

Denver. Despite the generic title, the stated purpose is ground and simulator instruction.

## Employer example 2

### Endeavor Air • United States • Simulator Instructor (Non-Seniority List)

Active vacancy when checked • Checked 2026-10-27 [R105-EMP2]

| Category                 | What this employer states                                                                                       |
|--------------------------|-----------------------------------------------------------------------------------------------------------------|
| Essential in this source | ATP; bachelor's degree or combined education/experience; one year as PIC or SIC in transport-category aircraft. |
| Desirable in this source | CL65 type rating; two years each of the stated Part 121 flying and instructional experience.                    |
| Other stated conditions  | Shift, travel and hotel-stay expectations; Office and regulatory knowledge.                                     |

Eagan, Minnesota. Non-seniority-list employment is not a promised route to an airline pilot seat.

## PREPARE AND VERIFY

## Separate requirements from preparation

United States - Part 142 training centres: Part 142 Subpart C addresses course-specific instructor eligibility, written designation, training and testing. Device instruction has additional qualification and continuing-proficiency provisions. An employer's job title is not a substitute for the centre's required designation. [R105-REG1]

United States - Part 121 flight instructors: Section 121.412 distinguishes airplane instruction from FSTD-only instruction for a particular aircraft type and specifies qualification and training conditions. Its conditions are not a worldwide simulator-instructor licence. [R105-REG2]

Still to verify: These FAA examples concern specified US frameworks, not simulator instructors worldwide. Medical, recency, instructor training and device-specific conditions require individual programme review; no universal hours or licence-conversion promise is supplied.

### Explore a realistic entry route

- Identify the exact jurisdiction, aircraft type, training organisation and programme. Compare these with your genuine qualifications and experience before considering instructor training. The two advertisements are experienced appointments; neither supports a claim that home-simulator proficiency alone qualifies a beginner to instruct professional pilots.
- For a realistic target role, check the regulator's current programme-specific requirements and the employer's selection conditions separately. Ask how initial instructor training, course designation and continuing qualification are handled. Do not assume that one type rating, an old instructor credential or approval in another country transfers automatically.
- Build teaching and feedback skills using non-operational practice while pursuing any legitimate prerequisite pathway under appropriate supervision. Keep an accurate record of qualifications without inflating experience. Before paying for a course, confirm what it actually awards and whether the target employer recognises it; this guide cannot certify your eligibility.

## Build evidence of your skills

- Conduct a short peer-teaching exercise about a harmless software feature unrelated to aircraft operation. Record the objective, learner misunderstanding and your revised explanation. Ask for feedback on listening and pacing. Do not demonstrate aircraft procedures, run emergency scenarios or represent the exercise as approved simulator instruction.
- Create a synthetic training-observation sheet with neutral behaviours, evidence fields and follow-up questions. Show how you would distinguish observation from interpretation. Do not record real pilots, copy proprietary training materials or invent pass/fail authority; the exercise demonstrates documentation discipline rather than instructional certification.

## Prepare for an interview

Reflection prompts only, not questions claimed to be used by an employer.

- How would you help a learner understand feedback without turning the conversation into a personal judgement? Use a harmless teaching example and explain how you would stay within the approved programme. Do not disclose real trainee performance or proprietary assessment criteria.
- What would you verify before teaching a course on an unfamiliar device or aircraft type? Discuss authorisation, current competence, materials and supervision rather than claiming transferable authority. Ask how simulator-instructor duties differ from checking, examining and line-flying responsibilities in this organisation.

## Investigate possible next roles

Potential directions include senior instruction, course development or standardisation. Checking or examining authority requires separate verification; simulator employment does not guarantee airline seniority, line flying or an unrestricted cross-programme instructor privilege.

## Sources and scope

[\[R105-EMP1\] FlightSafety International Flight Instructor - Denver](#)

Active vacancy when checked. United States. Checked 2026-10-27.

[\[R105-EMP2\] Endeavor Air Simulator Instructor \(Non-Seniority List\)](#)

Active vacancy when checked. United States. Checked 2026-10-27.

[\[R105-REG1\] Federal Aviation Administration / eCFR 14 CFR Part 142, Subpart C - Personnel and Flight Training Equipment Requirements](#)

Selected instructor provisions in sections 142.45, 142.47, 142.49 and 142.53. Displayed current through 2026-10-19; individual applicability requires review. Checked 2026-10-27.

[\[R105-REG2\] Federal Aviation Administration / eCFR 14 CFR 121.412 - Qualifications: Flight instructors \(airplane\) and flight instructors \(simulator\)](#)

Airplane and FSTD-only flight-instructor qualifications under Part 121. Selected section, not a complete programme or personal qualification assessment. Checked 2026-10-27.

Educational reference. Verify current requirements with the relevant authority and employer. Selected vacancies illustrate particular employers, countries and seniority levels, not worldwide eligibility or guaranteed hiring. No job guarantee.