

**Pt. 60, App. B**

**14 CFR Ch. I (1–1–19 Edition)**

NSPM-conducted continuing qualification evaluations for each FTD is typically 12 months. However, the establishment and satisfactory implementation of an approved QMS for a sponsor will provide a basis for adjusting the frequency of evaluations to exceed 12-month intervals.

**15. LOGGING FTD DISCREPANCIES (§ 60.20)**

No additional regulatory or informational material applies to § 60.20. Logging FTD Discrepancies.

**16. INTERIM QUALIFICATION OF FTDs FOR NEW AIRPLANE TYPES OR MODELS (§ 60.21)**

No additional regulatory or informational material applies to § 60.21. Interim Qualification of FTDs for New Airplane Types or Models.

END INFORMATION

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**17. MODIFICATIONS TO FTDs (§ 60.23)**

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**BEGIN QPS REQUIREMENTS**

a. The notification described in § 60.23(c)(2) must include a complete description of the planned modification, with a description of the operational and engineering effect the proposed modification will have on the operation of the FTD and the results that are expected with the modification incorporated.

b. Prior to using the modified FTD:

(1) All the applicable objective tests completed with the modification incorporated, including any necessary updates to the MQTG (e.g., accomplishment of FSTD Directives) must be acceptable to the NSPM; and

(2) The sponsor must provide the NSPM with a statement signed by the MR that the factors listed in § 60.15(b) are addressed by the appropriate personnel as described in that section.

END QPS REQUIREMENTS

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**BEGIN INFORMATION**

c. FSTD Directives are considered modification of an FTD. See Attachment 4 of this appendix for a sample index of effective FSTD Directives.

END INFORMATION

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**18. OPERATION WITH MISSING, MALFUNCTIONING, OR INOPERATIVE COMPONENTS (§ 60.25)**

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**BEGIN INFORMATION**

a. The sponsor's responsibility with respect to § 60.25(a) is satisfied when the sponsor fairly and accurately advises the user of the current status of an FTD, including any missing, malfunctioning, or inoperative (MMI) component(s).

b. It is the responsibility of the instructor, check airman, or representative of the administrator conducting training, testing, or checking to exercise reasonable and prudent judgment to determine if any MMI component is necessary for the satisfactory completion of a specific maneuver, procedure, or task.

c. If the 29th or 30th day of the 30-day period described in 60.25(b) is on a Saturday, a Sunday, or a holiday, the FAA will extend the deadline until the next business day.

d. In accordance with the authorization described in § 60.25(b), the sponsor may develop a discrepancy prioritizing system to accomplish repairs based on the level of impact on the capability of the FTD. Repairs having a larger impact on the FTD's ability to provide the required training, evaluation, or flight experience will have a higher priority for repair or replacement.

END INFORMATION

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**19. AUTOMATIC LOSS OF QUALIFICATION AND PROCEDURES FOR RESTORATION OF QUALIFICATION (§ 60.27)**

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**BEGIN INFORMATION**

If the sponsor provides a plan for how the FTD will be maintained during its out-of-service period (e.g., periodic exercise of mechanical, hydraulic, and electrical systems; routine replacement of hydraulic fluid; control of the environmental factors in which the FTD is to be maintained) there is a greater likelihood that the NSPM will be able to determine the amount of testing that required for requalification.

END INFORMATION

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**20. OTHER LOSSES OF QUALIFICATION AND PROCEDURES FOR RESTORATION OF QUALIFICATION (§ 60.29)**

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**BEGIN INFORMATION**

If the sponsor provides a plan for how the FTD will be maintained during its out-of-service period (e.g., periodic exercise of mechanical, hydraulic, and electrical systems; routine replacement of hydraulic fluid; control of the environmental factors in which the FTD is to be maintained) there is a