

Federal Aviation Administration, DOT

Pt. 60, App. A

END QPS REQUIREMENTS

BEGIN INFORMATION

FSTD Directives are considered modifications of an FFS. See Attachment 4 of this appendix for a sample index of effective FSTD Directives. See Attachment 6 of this appendix for a list of all effective FSTD Directives applicable to Airplane FFSs.

END INFORMATION

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

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 FFS, 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 FFS. Repairs having a larger impact on FFS capability to provide the required training, evaluation, or flight experience will have a higher priority for repair or replacement.

END INFORMATION

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

BEGIN INFORMATION

If the sponsor provides a plan for how the FFS 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 FFS is to be maintained) there is a greater likelihood that the NSPM will be

able to determine the amount of testing required for requalification.

END INFORMATION

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

BEGIN INFORMATION

If the sponsor provides a plan for how the FFS 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 FFS is to be maintained) there is a greater likelihood that the NSPM will be able to determine the amount of testing required for requalification.

END INFORMATION

21. RECORDKEEPING AND REPORTING (§60.31)

BEGIN QPS REQUIREMENTS

a. FFS modifications can include hardware or software changes. For FFS modifications involving software programming changes, the record required by §60.31(a)(2) must consist of the name of the aircraft system software, aerodynamic model, or engine model change, the date of the change, a summary of the change, and the reason for the change.

b. If a coded form for record keeping is used, it must provide for the preservation and retrieval of information with appropriate security or controls to prevent the inappropriate alteration of such records after the fact.

END QPS REQUIREMENTS

22. APPLICATIONS, LOGBOOKS, REPORTS, AND RECORDS: FRAUD, FALSIFICATION, OR INCORRECT STATEMENTS (§60.33)

BEGIN INFORMATION

No additional regulatory or informational material applies to §60.33, Applications, Logbooks, Reports, and Records: Fraud, Falsification, or Incorrect Statements.

23. SPECIFIC FFS COMPLIANCE REQUIREMENTS (§60.35)

No additional regulatory or informational material applies to §60.35, Specific FFS Compliance Requirements.