

Federal Aviation Administration, DOT

Pt. 60, App. C

BEGIN INFORMATION

No additional regulatory or informational material applies to §60.21, Interim Qualification of FFSs for New Helicopter Types or Models.

END INFORMATION

17. MODIFICATIONS TO FFSs (§60.23)

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 FFS and the results that are expected with the modification incorporated.

b. Prior to using the modified FFS:

(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

BEGIN INFORMATION

(3) 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 Helicopter 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 com-

pletion 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. RECORD KEEPING AND REPORTING (§60.31)

BEGIN QPS REQUIREMENTS

a. FFS modifications can include hardware or software changes. For FFS modifications