

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 is required for requalification.

END INFORMATION

21. RECORD KEEPING AND REPORTING (§ 60.31)

BEGIN QPS REQUIREMENTS

a. FTD modifications can include hardware or software changes. For FTD 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 INFORMATION

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. [RESERVED]

END INFORMATION

24. LEVELS OF FTD

BEGIN INFORMATION

a. The following is a general description of each level of FTD. Detailed standards and tests for the various levels of FTDs are fully defined in Attachments 1 through 3 of this appendix.

(1) Level 4. A Level 4 device is one that may have an open helicopter-specific flight deck area, or an enclosed helicopter-specific flight deck and at least one operating system. Air/ground logic is required (no aerodynamic programming required). All displays

may be flat/LCD panel representations or actual representations of displays in the aircraft. All controls, switches, and knobs may be touch sensitive activation (not capable of manual manipulation of the flight controls) or may physically replicate the aircraft in control operation.

(2) Level 5. A Level 5 device is one that may have an open helicopter-specific flight deck area, or an enclosed helicopter-specific flight deck and a generic aerodynamic program with at least one operating system and control loading representative of the simulated helicopter. The control loading need only represent the helicopter at an approach speed and configuration. All displays may be flat/LCD panel representations or actual representations of displays in the aircraft. Primary and secondary flight controls (e.g., rudder, aileron, elevator, flaps, spoilers/speed brakes, engine controls, landing gear, nosewheel steering, trim, brakes) must be physical controls. All other controls, switches, and knobs may be touch sensitive activation.

(3) Level 6. A Level 6 device is one that has an enclosed helicopter-specific flight deck and aerodynamic program with all applicable helicopter systems operating and control loading that is representative of the simulated helicopter throughout its ground and flight envelope and significant sound representation. All displays may be flat/LCD panel representations or actual representations of displays in the aircraft, but all controls, switches, and knobs must physically replicate the aircraft in control operation.

(4) Level 7. A Level 7 device is one that has an enclosed helicopter-specific flight deck and aerodynamic program with all applicable helicopter systems operating and control loading that is representative of the simulated helicopter throughout its ground and flight envelope and significant sound representation. All displays may be flat/LCD panel representations or actual representations of displays in the aircraft, but all controls, switches, and knobs must physically replicate the aircraft in control operation. It also has a visual system that provides an out-of-the-flight deck view, providing cross-flight deck viewing (for both pilots simultaneously) of a field-of-view of at least 146° horizontally and 36° vertically as well as a vibration cueing system for characteristic helicopter vibrations noted at the pilot station(s).

END INFORMATION

25. FTD QUALIFICATION ON THE BASIS OF A BILATERAL AVIATION SAFETY AGREEMENT (BASA) (§ 60.37)
