

Innovation in the use of FSTDs

Capt. Michel LEVY
Deputy Head of ATO and FSTD
Department



DSAC

Direction Générale de l'Aviation Civile

Ministère de la Transition écologique et solidaire

IMPLEMENTATION OF AIRCREW REGULATIONS



Exemple of High Performance Complex Aeroplanes

**QUESTION ABOUT FSTD AVAILABILITY TO COMPLY
WITH APPENDIX 9 TO PART-FCL and OSD**

MAIN REASONS

1: COST OF THE AEROPLANE VS FFS (Level D):

A320 : 6 to 7 FFS for 1 aeroplane

ATR : 1 FFS for 1 aeroplane

Cessna 510 or Beech 1900 : 2 aeroplanes for 1 FFS

2 : SOME FFS ARE NOT AVAILABLE FOR DRY LEASE (MONOPOLY)

CONSEQUENCES

- Some training tasks detailed and required in Appendix 9 cannot be conducted in an FFS, or in the aeroplane for safety reasons.
- Operators unable to fully comply with Aircrew regulations (training, skill test and proficiency check for ATPL and type ratings).

SOLUTION PROPOSED



- FSTDs qualified as FTD LEVEL 2 + FNPT2 MCC



MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET SOLIDAIRE



DSAC

Direction Générale de l'Aviation Civile

Ministère de la Transition écologique et solidaire

INTRODUCTION OF OSDS

Expected concern for the HP Complex Aeroplanes :

- OSD Flight Crew documents not applicable :

Root Causes :

- *FSTDs other than FFS are not considered;*
- *Some OSD-FCD documents not prepared by TC holders / Aircraft manufacturers but by training providers.*

Beechcraft		EASA
FSD	BE90-200ALLOSDFC-01	
Document Reference	BE90-200ALLOSDFC-01	
Signature	<i>Marcus S. Vanderpool</i> MARCUS S. VANDERPOOL, Pilot and Maintenance Training, Tetrion Aviation	



Operational Suitability Data (OSD)
Flight Crew

Hawker Beechcraft BE90/200 Series (90/99/100/200)

Models BE-200/B200, BE-C90A/B/GT, BE-C90/90-1, BE-E90, BE-F90/F90-1, BE-90/A90/B90, BE-200PL21/B200GT/250, and BE-C90GT/C90GTx

19 November 2015

POSSIBLE SOLUTION 1 : RMT.0196 :



**WP1 (NPA 2017-14) : table of maximum FSTD
credits / Aircrew training program**

**WP2 (Ongoing) : types of FSTDs usable for each training task
included in the 3 tables of Appendix 9.**

MP and SP HPC AEROPLANES	BITD	FNPT1	FNPT2	FNPT2MCC	FTD1	FTD2	FFS Level A	FFS Level B	FFS Level C	FFS Level D
1. Pre-flight	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
1.1 Performance calculation	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
1.3 Cockpit inspection	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD



MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET SOLIDAIRE



DSAC

Direction Générale de l'Aviation Civile

Ministère de la Transition écologique et solidaire

SOLUTION 2 : OPINION 5-2017

Appendix 9

Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

A. General

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test. The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

The training, skill test or proficiency check for type ratings for SPA and helicopters shall be conducted in:

- (a) an available and accessible FFS, or
- (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
- (c) the aircraft if no FSTD is available or accessible.

The training, skill test or proficiency check for class ratings for SPA are allowed to be conducted in the aeroplane or in a combination of FSTD(s) and the aeroplane.



MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET SOLIDAIRE



DSAC

Direction Générale de l'Aviation Civile

Ministère de la Transition écologique et solidaire

SAFETY ISSUE

Training on real Aircraft



BEA RECOMMENDATION

C525B - Serious incident dated of 23 July 2013 (report issued on 6 June 2017)

EASA has to update regulations in order to allow the use of FSTDs others than FFS for FCL training, in particular for emergency descent and smoke training for the aeroplane types C525B and more generally for all HPC aeroplanes [Recommendation FRAN-2017-001].

THANKS FOR YOUR ATTENTION

QUESTIONS ?