


Information Session on CS-FSTD(A), Issue 2

EASA, Cologne

29th/30th November 2018



UKCAA Experience of using Issue 2....so far

Presented by : Andrew Bell

FSTD Technical Inspector, UKCAA

FSTDs (FFS level D) evaluated against CS-FSTD(A), Issue 2

ERJ170-100	Aug 2018	on behalf of EASA
B737-8 (MAX)	Aug 2018	UKCAA
B787-9	Sept 2018	UKCAA
B737-800W	Nov 2018	UKCAA

Before end of 2018:

B787-9	Dec 2018	on behalf of EASA
A350	Dec 2018	UKCAA
B737-8 (MAX)	Dec 2018	UKCAA



Objective assessment

- Our experience is based on initial evaluations only so far
- UKCAA FSTD section team briefing on Issue 2 conducted, May 2018
 - Obvious focus on differences to Initial Issue
 - Interpretation / understanding of new requirements
- Check sheet developed to aid QTG review
- Special care checking SoC's vs AMC



Subjective assessment

- UKCAA flight inspectors have not yet received training to assess Issue 2 new requirements
 - Issue 2 briefing given by TI's
 - Some experience gained during flying career
- Assessments based on perceived authenticity and training suitability
- FI's current on type have been used in all Issue 2 evaluations so far
 - OEM SME has supported in some cases



Subjective assessment (cont'd)

- Consideration of method of upset entry
 - FBW aircraft
- Achieving the startle factor



Report & qualification certificate

- A standard format of wording has been developed for the evaluation report
 - Covers all the areas subjectively checked
 - Checks that FAA part-60 additional requirements are not active by default / causing negative training
- Standard terminology used in evaluation report and qualification certificate
 - Add “UPRT, *full stall, icing*” to section 4 “Other” (report)
 - Add “UPRT, *full stall, icing*” to section L “Other” (QC)



Areas requiring clarification

- Stick pusher
 - Interpretation of definition
 - Inhibiting it to demonstrate full stall (normal/non-normal)?
- Icing evaluation
 - What is the most appropriate manoeuvre to fly
- Stall checking on FNPTs
 - Different requirements Initial issue vs Issue 2
- EASA not yet adding new Issue 2 capabilities to QC's



Areas requiring clarification (cont'd)

- Various AMC/GM
 - AMC9 FSTD(A).300 (a)(2)(iii)
“...these evaluations should be made available to the instructor/evaluator...”
 - AMC9 FSTD(A).300 (a)(4)(x)
No evidence of this seen yet
 - AMC9 FSTD(A).300 (b)(vi)
Implies that a test with pusher system inactive is required
 - AMC9 FSTD(A).300 (b)(3)(i)
“Time history of full stall” implies test must be run with any protections off



Areas requiring clarification (cont'd)

- Various AMC/GM
 - AMC11 FSTD(A).300

For stall tests must existing validation data be used if available, or is subjective validation by an SME acceptable instead?
 - GM12 FSTD(A).300 (c)(2)

Can a generic PFD be used, as long as all specified parameters are displayed?



Frequently asked questions

- When can credit be taken for UPRT on suitably qualified FSTDs?
- Updating of already qualified FSTDs
 - AMC11 FSTD(A).300 / EASA FAQ n.47253
- Expected FI competency for UPRT evaluating
- Operators still confused about SME requirements for stall model evaluation





Thank you

Questions?



UK Civil Aviation Authority
International Group

Aviation House
Gatwick Airport South
West Sussex RH6 0YR
United Kingdom

www.caa.co.uk/international