

Innovation in the use of FSTDs

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Direction Générale de l'Aviation Civile

Ministère de la Transition écologique et solidaire

IMPLEMENTATION OF AIRCREW REGULATIONS



High Performance Complex Aeroplanes

**NO FFS AVAILABLE TO COMPLY
WITH APPENDIX 9 TO PART-FCL**



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MAIN REASON

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

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



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SOLUTION PROPOSED



- Update of Aircrew regulations (NPA 2016-16 + Opinion 05/2017)
- RMT.0196 :
 - WP1 (on-going NPA) : table of maximum FSTD credits / Aircrew training program
 - WP2 (upcoming) : 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






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.*

 	
FCD Document Reference	BE90-200ALLOSDFC-01
Signature	 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

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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 ?