

## Part 60 General Questions and Answers October 10, 2008

1. **Question:** I have been monitoring the progress of Part 60's publication and I see that it has been published. Could you please direct me to a location on the Internet where I can download Part 60, in its entirety (one document) in PDF format? I've looked and looked but just can't find it.

**Answer:** The National Simulator Program has edited a file that consolidates all of the most recent Part 60 publications including the main rule and all appendices. A copy of this file is on the NSP home page at the following link:

[http://www.faa.gov/safety/programs\\_initiatives/aircraft\\_aviation/nsp/media/consolidated\\_version.pdf](http://www.faa.gov/safety/programs_initiatives/aircraft_aviation/nsp/media/consolidated_version.pdf)

2. **Question:** I'm trying to find out what the requirements are in regards to Level 4 devices functional checks. Specifically if, under Part 60, a daily functional pre-flight is required. Reading the rules, I cannot find absolute guidance on the subject. We are currently conducting a weekly functional check & preventive maintenance.

**Answer:** Under the main rule of Part 60 (paragraph 60.19), a "functional preflight check" is required within the preceding 24 hours *before use*. The main rule is applicable for all qualified devices (including FTDs).

3. **Question:** Part 60 appears to have deleted FTD levels 1, 2, 3, and 7. Is there another document that covers these devices and why were they deleted?

**Answer:** Levels 1 to 3 FTDs were intentionally left out of the Part 60 rulemaking since devices of this complexity level (generic devices) were to be evaluated by the General Aviation division of the FAA (not the National Simulator Program). The intent at the time was to publish a new Advisory Circular to replace AC 120-45A that would cover Advanced Aviation Training Devices (AATD) and Basic Aviation Training Devices (BATD). These devices were to replace the levels 1 to 3 FTDs when Part 60 was released. The new advisory circular that covers BATDs and AATDs has been published as AC 61-136. A copy of AC 61-136 may be found by searching the database at the following link:

[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/)

Level 7 airplane FTDs were never really used in practice and were removed from the standards. Note, however, that there is a new helicopter Level 7 FTD defined in Appendix D of Part 60.

4. **Question:** With Part 60 in effect as of 30 May, at what date does 120-40B become obsolete? I know there are grandfather clauses and maybe that is the answer, but I want to be sure.

**Answer:** Part 60 has provisions for grandfather rights and also provisions for a grace period for new simulators to be qualified under existing standards. Please see the link below for a document we put out on our internet site that explains this provision in Part 60. The short answer to your question is that it never will really become obsolete as long as simulators with grandfather rights still exist.

[http://www.faa.gov/safety/programs%5Finitiatives/aircraft%5Faviation/nsp/media/FSTD\\_Initial\\_Qualifications.pdf](http://www.faa.gov/safety/programs%5Finitiatives/aircraft%5Faviation/nsp/media/FSTD_Initial_Qualifications.pdf)

5. **Question:** A B737-800 simulator is qualified by the JAA under JAR-STD 1A amendment 3 in 2007 to Level D. When moving this sim to the U.S., an initial qualification will be held under Part 60. Do we need to change the QTG text or is the JAR-STD 1A QTG sufficient for qualification?

**Answer:** Part 60 was written to make the objective testing standards similar to the current international standards (ICAO 9625 2nd edition and JAR-STD 1A amdt. 3). There are some minor differences between the two documents and any QTG presented for FAA qualification under Part 60 should be referenced as such. Most of the differences will only involve simple text changes to test references in the document. The simulator sponsor is encouraged to thoroughly review Part 60, Appendix A to ensure all requirements are met.

6. **Question:** I noticed during a review of Part 60 that there is no mention of evaluation tests for LCoS Projectors (Ref.: FSTD Qualification Guidance Bulletin 06-02 - Smear Test). Will an evaluation test be added to visual system objective testing?

**Answer:** Unfortunately, the LCoS smear test did not get included in the latest revision of Part 60 that became effective on May 30, 2008. This test has been included in the proposed update to the ICAO simulator standards (ICAO 9625, 3rd edition) and should eventually be included in a future change to Part 60. For the time being, however, we are asking all sponsors of newly qualified FSTDs employing LCoS projectors to provide those smear tests as described in guidance bulletin 06-02.

7. **Question:** Quick question on Grandfather rights. We are looking to move an existing simulator to a new facility. Can we maintain grandfather rights if we:
- Move the sim and recertify under the current ownership
  - Move the sim and it transfers ownership
  - We update the simulator with a 180x40 visual (from 150 x 40)
  - We update the host computer and IOS system running the original aircraft software on a new computer.

**Answers:**

- Under Part 60, sections 60.17 and 60.27, the simulator may be moved and requalified under the standards in which it was originally qualified if done within two years, regardless of sponsor.
- Under Part 60, sections 60.17 and 60.27, the simulator may be moved and requalified under the standards in which it was originally qualified if done within two years, regardless of sponsor.
- As long as the simulator's qualification level is not changed, grandfather rights will be retained.
- Rehosting the simulator will not affect grandfather rights.

Please note that any of the above situations will most likely require a special/move evaluation of the device. Please coordinate any plans as early as possible with the NSP to ensure the availability of timely evaluation dates.