



**Notice of Proposed Rule Making
NPRM 21/09-09
Date 02-11-2021**

**Part 60 Flight Simulation Training
Device Qualification and Use**

**Consequential Rules:
Nil**

**Docket 21/09/CAR60/09
2021-09 Rules Review**

Proposed Effective 02 November 2021

Background to the Civil Aviation Rules

The Civil Aviation Rules establish the minimum regulatory safety boundary for participants to gain entry into, operate within, and exit the Papua New Guinea civil aviation system. The Rules are structured in a manner similar to the Civil Aviation Rules of New Zealand and the Federal Aviation Regulations of the USA. Where practicable the Rules also align with the International Civil Aviation Organization Annexes and the regulatory code of the Civil Aviation Safety Authority of Australia.

Rules are divided into Parts and each Part contains a series of individual rules that relate to a particular aviation activity. Advisory Circulars accompany many rule Parts and contain information about standards, practices and procedures that the Director has established to be an Acceptable Means of Compliance (AMC) with the associated rule. An Advisory Circular may also contain guidance material (GM) to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to strike a balance of responsibility between, on the one hand, the State and regulatory authority (CASA) and, on the other hand, those who provide services and exercise privileges in the civil aviation system. This balance must enable the State and regulatory authority to set standards for, and monitor performance of, aviation participants while providing the maximum flexibility for the participants to develop their own means of compliance within the safety boundary.

Section 45 of the Civil Aviation Act 2000 prescribes general requirements for participants in the civil aviation system and requires, among other things, participants to carry out their activities safely and in accordance with the relevant prescribed safety standards and practices.

Section 69 of the Act allows the Minister to make ordinary rules for any of the following purposes:

- (a) The implementation of Papua New Guinea's obligations under the Convention
- (b) To provide for a safe, sustainable, effective and efficient aviation services
- (c) The provision of aviation meteorological services, search and rescue services and civil aviation security programmes and services
- (d) Assisting aviation safety and security, including but not limited to personal security
- (e) Assisting economic development
- (f) Improving access and mobility
- (g) Protecting and promoting public health
- (h) Ensuring environmental sustainability
- (i) Any matter related or reasonably incidental to any of the following:
 - (i) The Minister's functions and role under section 8 of the Act;
 - (ii) The Authority's general objects and functions under section 11 of the Act;
 - (iii) The Authority's functions in relation to safety under section 12 of the Act; and
 - (iv) The Director's functions and powers under section 17 of the Act
 - (v) The Director's powers under section 52A, 53 and 54 of the Act
 - (vi) Any other matter contemplated by any provision of the Act.

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1. Purpose of this NPRM

The purpose of this Notice of Proposed Rulemaking (NPRM) is to put forward for consideration the proposed amendments to the Civil Aviation Rule (CAR) Part 60.

2. Background to the Proposal

2.1 General Summary

CAR Part 60 was introduced in 2020 to address the requirements and standards required for the qualification and approval of all Flight Simulations Training Devices (FSTD's). Majority of the amendments captured during this NPRM are editorial changes to provide more clarity and standardise the wording to comply with PNG CAR standards.

The first amendment is an additional item number six (6) *qualification level of the FSTD* was added to rule part 60.11 (b) as it was identified as an item that should be included in a FSTD Qualification Certificate.

The following rule parts had the word "section" deleted and replaced with "subpart" as this is the present terminology used within the CASA PNG CAR's:

- 60.51 - [(b) (2) (iii) (iv), (5)], (c), (d)
- 60.55 - (d) (4)
- 60.57 - (h)
- 60.59 – (a)
- 60.63 – (c) (2), (e) (3) (12), (f), (g)
- 60.65 – (b), (c)
- 60.67 – (c)
- 60.101 – (b) (5) (6)
- 60.107 – (a) (4)
- 60.109 – (b)
- 60.111 – (b), (c)
- 60.113 – [(a) (4) (i) (ii)], [(b) (3) (i)], (d), (e)
- 60.151 – (b)
- 60.205 – (a), (b)

It has been determined by the Technical working group as this changes shall not have any significant safety implications once adopted and overall no consequential amendments to any other rule parts.

2.2 NPRM Development

As a signatory to the convention on international civil aviation, Papua New Guinea is committed to aligning its regulations to ICAO SARPS and, where practicable other relevant Civil Aviation Authorities.

CASA PNG Rules Technical Working Group has incorporated changes into this rule part after credible industry feedback were provided after the initial publication of this rule part during NPRM in 2020.

Refer section 4 for the summary of changes.

2.3 Key Stakeholders

The Civil Aviation Safety Authority identifies the following as key stakeholders for the proposed rule amendments contained in this NPRM:

- The Civil Aviation Safety Authority
- The Minister for Transport

- The Minister for Civil Aviation
- Aircraft operators
- Aircraft maintenance organizations
- Other aviation industry stakeholders

3. Issues Addressed during Development

3.1 Consequential Amendments

Nil

3.2 Exemptions

There are no current Exemptions against this Rule Part.

3.3 ICAO SARPS and Level of Risk to Papua New Guinea Aviation Safety

ICAO Doc 9625

3.4 Compliance Costs

The proposed amendments will not incur any cost.

4. Summary of changes

As identified in Section 2.1 above.

5. Legislative Analysis

5.1 Power to Make Rules

The Minister may make ordinary rules under sections 69, 70, 71 and 72 of the Civil Aviation Act 2000, for various purposes including implementing Papua New Guinea's obligations under the Convention, assisting aviation safety and security, and any matter contemplated under the Act.

These proposed rules are made pursuant to:

- (a) Section 69(1)(a) which allows the Minister to make rules for the purpose of the implementation of Papua New Guinea's obligations under the Convention:
- (b) Section 69(b) which allows the Minister to make rules for the purpose of assisting aviation safety and security, including (but not limited to) personal security:
- (c) Section 69(5) which allows the Minister to make rules that provide for matters to be determined or approved by the Authority, the Director, or any other person or empower the Authority, the Director or any other person to impose requirements, or conditions on the performance of any activity including but not limited to procedures to be followed:
- (d) Section 70(c) which allows the Minister to make rules providing for general operating rules, air traffic rules, and flight rules, including but not limited to the following:
 - (i) the conditions under which aircraft may be used or operated, or under which any act may be performed in or from an aircraft:
 - (ii) the prevention of aircraft endangering persons or property.

- (e) Section 72(a) which allows the Minister to make rules for the designation, classification, and certification of all or any of the following:
- (i) aircraft:
 - (ii) aircraft pilots:
 - (iii) flight crew members:
 - (iv) air traffic service personnel:
 - (v) aviation security service personnel:
 - (vi) aircraft maintenance personnel:
 - (vii) aviation examiners or medical examiners:
 - (viii) air services:
 - (ix) air traffic services:
 - (x) aerodromes and aerodrome operators:
 - (xi) aeronautical navigation service providers:
 - (xii) aviation training organizations:
 - (xiii) aircraft design, manufacture, and maintenance organizations:
 - (xiv) aeronautical procedures:
 - (xv) aviation security services:
 - (xvi) aviation meteorological services:
 - (xvii) aeronautical communication services:
 - (xviii) any other person who provides services in the civil aviation system, and any aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system, or classes of such persons, aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system:
- (f) Section 70(b) which allows the Minister to make rules for the setting of standards, specifications, restrictions, and licensing requirements for all or any of those persons or things specified in paragraph 70(a) including the specifications of standards of design, construction, manufacture, processing, testing, supply, approval, and identification of aircraft and aeronautical products:
- (g) Section 70(c) which allows the Minister to make rules setting the conditions of operation of foreign aircraft and international flights to, from, or within Papua New Guinea:
- (h) Section 70(d) which allows the Minister to make rules for the definitions, abbreviations, and units of measurement to apply within the civil aviation system.

The proposed amendment of Part 43 complies with the requirements of the Civil Aviation Act and does not contravene the Constitution, the Aerodrome (Business Concession) Act, Civil Aviation (Aircraft Operator Liability) Act, Aircraft Charges Act, Airport Departure Tax Act, the Explosive Act, Firearms Act, Customs Act, Plant and Disease Control Act and the Environmental Act.

The proposed Rule has been checked for language and compliance with the legal conventions of Papua New Guinea.

5.2 Matters to be taken into account

The development of this NPRM and the proposed rule changes take into account the matters under section 75 of the Act that the Minister must take into account when making ordinary rules including the following:

5.2.1 ICAO Standards and Recommended Practices

The proposed rule amendments comply with applicable sections of the International Civil Aviation Organization (ICAO) Annexes listed in 3.3 above.

5.2.2 Assisting Economic Development

The proposed rule amendments will have no detrimental impact on economic development, and in some cases will reduce costs incurred by the aviation industry.

5.2.3 Assisting Safety and Personal Security

The proposed rule will have no detrimental impact on safety and personal security.

5.2.4 Improving Access and Mobility

The proposed rule amendments will have no impact on access and mobility.

5.2.5 Protecting and Promoting Public Health

The proposed rule amendments will have no impact on protecting and promoting public health.

5.2.6 Ensuring Environmental Sustainability

The proposed rule amendments will have no impact on environmental sustainability

6. Submissions on the NPRM

6.1 Submissions are invited

Interested persons are invited to participate in the making of the proposed rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rulemaking is taken. If there is a need to make any significant change to the rule requirements in this proposal as a result of the submissions received, then interested persons may be invited to make further submissions.

6.2 Examination of Submissions

All submissions will be available in the rules docket for examination by interested persons both before and after the closing date for submissions. A consultation summary will be published on the CAA web site and provided to each person who submits a written submission on this NPRM.

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority Headquarter Building 1, Level 1, Morea Tobo Road, Six Mile, NCD Port Moresby between 8:30 am and 3:30 pm on weekdays, except statutory holidays.

6.3 Disclosure

Submitters should note that any information attached to submissions will become part of the docket file and will be available to the public for examination at the CASA office.

Submitters should state clearly if there is any information in their submission that is commercially sensitive or for some other reason the submitter does not want the information to be released to other interested parties.

7. How to make a submission

Submissions may be sent by the following methods:

- by Mail: Docket Clerk (NPRM 21/09-09)
Civil Aviation Safety Authority
PO Box 1941
BOROKO
National Capital District
- delivered: Docket Clerk (NPRM 21/09-09)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD
- by Fax: Docket Clerk (NPRM 21/09-09)
3251789 / 325 1919
- by Email: Docket Clerk (NPRM 21/09-09)
rules@casapng.gov.pg

7.1 Final date for submissions

Comments must be received before ***COB, 24 September 2021.***

7.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from- CASA web site: www.casapng.gov.pg

or at a cost from

Docket Clerk
Civil Aviation Safety Authority Headquarter
Building 1, Level 1
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

7.3 Further information

For further information, contact:

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Proposed Rule Amendment

Part 60 Flight Simulation Training Device Qualification and Use

60.11 Issue of certificate

- (a) An FSTD qualification certificate may be issued by the Director under the Act in accordance with this part if the Director is satisfied that:
- (1) the applicant meets the applicable requirements of Subpart B; and
 - (2) the applicant and the applicant's senior persons are fit and proper persons; and
 - (3) the granting of the certificate is not contrary to the interests of aviation safety.
- (b) The FSTD qualification certificate shall contain at least the following information: -
- (1) the issuing authority;
 - (2) the FSTD qualification certificate holder number and its expiration date;
 - (3) the FSTD qualification certificate holder name, trading name (if different) and the address of the principal place of business;
 - (4) the date of issue and the name, signature and title of the authority representative; ~~and~~
 - (5) reference to a document listing the contact details at which operator management can be contacted; and
 - (6) qualification level of the FSTD

Subpart B – Certification Requirements

60.51 Flight Simulator Training Device Qualification Requirements

- (a) An applicant for the grant of an FSTD qualification certificate is eligible to apply if the following conditions are met:
- (1) The applicant holds, or is an applicant for, a certificate under part 119; or 141 or;
 - (2) holds, or is an applicant for, an approved flight engineer course in accordance with part 63 and
 - (3) the FSTD will be used or will be offered for use, in the FSTD operator's – approved flight training program for the aircraft being simulated, as evidenced in application submitted to the Director
- (b) An FSTD qualification certificate holder qualifies as a FSTD operator if the

following conditions are met:

- (1) The certificate holder holds a certificate under part 119, or 141 or; has an approved flight engineer course in accordance with part 63; and
 - (2) the certificate holder has:
 - (i) operations specifications authorizing the use of the specific aircraft or set of aircraft; and
 - (ii) an approved training program under which at least one FSTD, simulating the aircraft or set of aircraft; and
 - (iii) for which the certificate holder is the FSTD operator, is used by the FSTD qualification certificate holder as described in paragraphs (b)(5) of this ~~section~~ subpart; or
 - (iv) training specifications or an approved course of training under which at least one FSTD, simulating that aircraft or set of aircraft and for which the certificate holder is the FSTD operator, is used as described in paragraphs (b)(5) of this ~~section~~ subpart.
 - (3) The certificate holder has a quality management system currently approved by the Director in accordance with part 60.69.
 - (4) The Director has accepted the certificate holder as the FSTD qualification certificate holder and that acceptance has not been withdrawn.
 - (5) At least one FSTD as referenced in paragraph (b)(2) of this ~~section~~ subpart, is used within the FSTD operator's approved flight training program for the aircraft or set of aircraft at least once within the 12-month period following:
 - (i) the initial or upgrade evaluation, and
 - (ii) at least once within each subsequent 12-month period thereafter.
- (c) If the requirements of paragraphs (b)(2) and (b)(5) of this ~~section~~ subpart are not met, the certificate holder must:
- (1) forfeit the right to operate that FSTD; and
 - (2) will not be eligible to apply to operate that FSTD for at least 12 calendar months following the expiration of the qualification status.
- (d) In addition to the FSTD described in paragraph (b) of this ~~section~~ subpart, an FSTD qualification certificate holder may operate any number of other FSTDs regardless of specific aircraft or set of aircraft provided:
- (1) during the preceding 12-month period, all of the other FSTDs are used within the FSTD operator's or another certificate holder's approved flight training program for the aircraft or set of aircraft simulated; or
 - (2) the FSTD qualification certificate holder obtains a written statement at least annually from a qualified pilot who has flown the aircraft or set of aircraft (as appropriate) during the preceding 12-month period stating:
 - (i) that the subject FSTD's performance and handling qualities, within

the normal operating envelope, represent the aircraft or set of aircraft described in the type design approved in accordance with Part 21 and;

- (ii) the FSTD qualification certificate holder must retain the two most current written statements for review by the Director.

60.55 Additional responsibilities.

- (a) The FSTD qualification certificate holder must allow the Director upon request to inspect the FSTD as soon as practicable.
- (b) This inspection may include all records and documents relating to the FSTD, to determine its compliance with this part.
- (c) The certificate holder must do the following for each FSTD:
 - (1) Establish a mechanism to receive written comments regarding the FSTD and its operation in accordance with the requirements specified in its QMS.
 - (2) Post in or adjacent to the FSTD the FSTD Qualification Certificate issued by the Director.
 - (3) An electronic copy of the FSTD Qualification Certificate that may be accessed by an appropriate terminal or display in or adjacent to the FSTD is satisfactory.
- (d) Each certificate holder must identify to the Director by name, one individual to be the management representative (MR).
 - (1) One person may serve as an MR for more than one FSTD, but one FSTD must not have more than one person serving in this capacity.
 - (2) Each MR must be an employee of the certificate holder with the responsibility and authority to:
 - (i) monitor the on-going qualification of assigned FSTDs to ensure that all matters regarding FSTD qualification are being carried out as provided for in this part; and
 - (ii) ensure that the QMS is properly established, implemented, and maintained by overseeing and modifying where necessary, the structure of the QMS policies, practices, and procedures; and
 - (iii) regularly brief certificate holder's management on the status of the on-going FSTD qualification program and the effectiveness and efficiency of the QMS.
 - (3) The MR serves as the primary contact point for all matters between the certificate holder and the Director regarding the qualification of that FSTD as provided for in this part.
 - (4) The MR may delegate the duties described in paragraph (c)(2) and (c)(3) of this ~~section~~ subpart to an individual at each of the FSTD operator's

locations.

60.57 Use of Flight Simulation Training Device.

An FSTD qualification certificate holder may use or allow the use of or offer the use of an FSTD for flight crewmember training or evaluation or for obtaining flight experience to meet any of the requirements for flight crew member certification or qualification under an approved training programme, in accordance with the QPS for the specific device and the FSTD meets all of the following:

- (a) Has a single FSTD qualification certificate holder who is qualified under rule 60.51; and
- (b) The FSTD qualification certificate holder may arrange with another person for services of document preparation and presentation, as well as FSTD inspection, maintenance, repair, and servicing.
- (c) The FSTD qualification certificate holder remains responsible for ensuring that these functions are conducted in a manner and with a result of continually meeting the requirements of this part.
- (d) Is qualified as described in the FSTD qualification certificate and operated in accordance with the provisions and limitations of rule 60.109.
- (e) Remains qualified, through satisfactory inspection, continuing qualification evaluations, appropriate maintenance, and use requirements in accordance with this part and the applicable QPS.
- (f) Functions during day-to-day training, evaluation, or flight experience activities with the software and hardware that was evaluated as satisfactory by the Director; and
- (g) If modified, modified only in accordance with the provisions of this part.
- (h) This ~~section-subpart~~ does not apply to routine software or hardware changes that do not fall under the requirements of part 60.107.

60.59 Objective data requirements

- (a) Except as provided in paragraph (b) and (c) of this ~~section-subpart~~, for the purposes of validating FSTD performance and handling qualities during evaluation for qualification, the validation data package made available to the Director must include:
 - (1) the aircraft manufacturer's flight test data; and
 - (2) all relevant data developed after the type certificate was issued including data developed in response to an airworthiness directive if, such data results from a change in;
 - (i) performance;
 - (ii) handling qualities,

- (iii) functions or;
- (iv) other characteristics of the aircraft that must be considered for meeting flight crewmember training, evaluation, or for meeting experience requirements.

Note: The validation data package may contain flight test data from a source in addition to or independent of the aircraft manufacturer's data in support of an FSTD qualification, but only if this data is gathered and developed by that source in accordance with flight test methods, including a flight test plan, as described in the applicable QPS.

- (b) The validation data package may also contain:
 - (1) predicted data;
 - (2) engineering simulation data;
 - (3) data from pilot owner or pilot operating manuals; or
 - (4) data from public domain sources, provided this data is acceptable to the Director.
- (c) If found acceptable, the data may then be used in particular applications for FSTD qualification.
- (d) Data or other material or elements must be submitted in a form and manner acceptable to the Director.
- (e) The Director may require additional objective data, which may include flight testing, if necessary, if the validation data package does not support FSTD qualification requirements as described in this part and the applicable QPS appendix.
- (f) When an FSTD qualification certificate holder learns, or is advised by an aircraft manufacturer or other data provider, that an addition to, an amendment to, or a revision of data that may relate to FSTD performance or handling characteristics is available, the FSTD qualification certificate holder must notify the Director as described below:
 - (1) within 10 calendar days, notify the Director of the existence of this data; and
 - (2) within 45 calendar days, notify the Director of:
 - (i) the schedule to incorporate this data into the FSTD; or
 - (ii) the reason for not incorporating this data into the FSTD.

60.63 Initial qualification requirements

- (a) For each FSTD, the FSTD qualification certificate holder must submit a request to the Director to evaluate the FSTD for initial qualification at a specific level.
- (b) The request must be submitted in a form and manner specified by the Director

- (c) The MR described in rule 60.55(d) must sign a statement after confirming the following:
- (1) The performance and handling qualities of the FSTD represent those of the aircraft or set of aircraft within the normal operating envelope.
 - (2) This determination must be made by a pilot meeting the requirements of paragraph (f) of this ~~section-subpart~~ after having flown all of the operations tasks listed in the applicable QPS from AC 60.1 relevant to the qualification level of the FSTD.
 - (3) Exceptions, if any, must be noted.
 - (4) The name of the person making this determination must be available to the Director upon request.
 - (5) The FSTD systems and sub-systems (including the simulated aircraft systems) functionally represent those in the aircraft or set of aircraft.
 - (6) This determination must be made by:
 - (i) the pilot described in paragraph (c)(2) of this section; or
 - (ii) by a person trained on simulator systems/sub-systems and trained on the operation of the simulated aircraft systems, after having exercised the operation of the FSTD and the pertinent functions available through the Instructor Operating Station.
 - (iii) exceptions, if any, must be noted; and
 - (iv) the name of the person making this determination must be available to the Director upon request.
 - (7) The FSTD cockpit represents the configuration of the specific type; or aircraft make, model, and series aircraft being simulated, as appropriate.
 - (8) This determination must be made by:
 - (i) the pilots described in paragraph (c)(2) of this section; or
 - (ii) by a person trained on the configuration and operation of the aircraft simulated;
 - (iii) exceptions, if any, must be noted; and
 - (iv) the name of the person making this determination must be available to the Director upon request.
- (d) Except for those FSTDs previously qualified and described in part 60.67, each FSTD evaluated for initial qualification must meet the standard that is in effect at the time of the evaluation.
- (e) Notwithstanding paragraph (d) of this ~~section-subpart~~, if a change to the existing standard or a new standard for the evaluation for initial qualification is published, a FSTD qualification certificate holder may request that the Director apply the standard that was in effect when an FSTD was ordered for delivery if the FSTD operator:
- (1) Within 30 days of the publication of the change to the existing standard or publication of the new standard, notifies the Director that an FSTD has been ordered.
 - (2) This notification must include;

- (i). a description of the FSTD; and
 - (ii). the anticipated qualification level of the FSTD; and
 - (iii). the make, model, and series of aircraft simulated; and
 - (iv). any other pertinent information.
- (3) Within 90 days of the Director notification described in paragraph (e) (1) and (2) of this ~~section-subpart~~, requests that the standard in effect at the time the order was placed be used for the evaluation for initial qualification.
 - (4) Within 24 months following the publication of the change to the existing standard or publication of the new standard, the FSTD qualification certificate holder must conduct the evaluation.
 - (5) At the request of the FSTD operator, any tests, tolerances, or other requirements that are current at the time of the evaluation may be used during the initial evaluation, if the FSTD qualification certificate holder provides acceptable updates to the required Qualification Test Guide (QTG).
 - (6) The standards used for the evaluation for initial qualification will be used for all subsequent evaluations of the FSTD.
 - (7) An FSTD qualification certificate holder or FSTD manufacturer may submit a request to the Director for approval of a deviation from the QPS requirements as defined in AC 60.1.
 - (8) Requests for deviation must be submitted in a form and manner acceptable to the Director and must provide sufficient justification that the deviation meets or exceeds the testing requirements and tolerances as specified in part 60 QPS or will otherwise not adversely affect the fidelity and capability of the FSTDs evaluated and qualified under the deviation.
 - (9) The Director may consider deviation from the minimum requirements tables, the objective testing tables, the functions and subjective testing tables, and other supporting tables and requirements in the Part 60 QPS.
 - (10) Deviations may be issued to an FSTD manufacturer for the initial qualification of multiple FSTDs, subject to terms and limitations as determined by the Director.
 - (11) Approved deviations will become a part of the permanent qualification basis of the individual FSTD and will be noted in the FSTD's qualification certificate.
 - (12) If the Director publishes a change to the existing part 60 standards as described in paragraph (e) of this ~~section-subpart~~ or issues an FSTD Directive as described in part 60.107(b), which conflicts with or supersedes an approved deviation, the Director may terminate or revise a grant of deviation authority issued under this paragraph.
- (f) The pilot who contributes to the confirmation statement required by paragraph (c)(2) of this ~~section-subpart~~ must:
- (1) Be designated by the FSTD qualification certificate holder and
 - (2) Be qualified in:
 - (i). the aircraft or set of aircraft being simulated; or

- (ii). for aircraft not yet issued a type certificate, or aircraft not previously operated by the FSTD qualification certificate holder or the FSTD qualification certificate holder not having an approved training program, an aircraft similar in size and configuration.
- (g) The subjective tests that form the basis for the statements described in paragraph (c) of this ~~section-subpart~~ and the objective tests referenced in paragraph (h) of this ~~section-subpart~~ must be accomplished at the FSTD operator's training facility, except as provided for in the applicable QPS.
- (h) The person seeking to qualify the FSTD must provide the Director access to the FSTD for the length of time necessary for the Director to complete the required evaluation for initial qualification, which includes the conduct and evaluation of objective and subjective tests, including general FSTD requirements to determine that the FSTD meets the standards for the level sought for.
- (i) When the FSTD passes an evaluation for initial qualification, the Director issues a FSTD qualification certificate that includes all of the following:
 - (1) Identification of the FSTD operator; and
 - (2) Identification of the make, model, and series of the aircraft or set of aircraft being simulated; and
 - (3) Identification of the configuration of the aircraft or set of aircraft being simulated (e.g., engine model or models, flight instruments, or navigation or other systems); and
 - (4) A statement that the FSTD is qualified as either a full flight simulator or a flight training device; and
 - (5) Identification of the qualification level of the FSTD; and
 - (6) A statement that (with the exception of the noted exclusions for which the FSTD has not been subjectively tested by the FSTD qualification certificate holder or the Director and for which qualification is not sought) the qualification of the FSTD includes the tasks set out in the applicable QPS contained in AC 60.1 relevant to the qualification level of the FSTD and;
 - (7) A statement referencing any deviations that have been granted and included in the permanent qualification basis of the FSTD.
- (j) After the Director completes the evaluation for initial qualification, the FSTD qualification certificate holder must update the (QTG), with the results of the Director or FQA- witnessed tests together with the results of all the objective tests described in the applicable QPS;
- (k) Upon issuance of the FSTD qualification certificate the updated QTG becomes the Master Qualification Test Guide (MQTG). The MQTG must be made available to the Director upon request.

60.65 Additional qualifications for a currently qualified FSTD.

- (a) A currently qualified FSTD is required to undergo an additional qualification process if a user intends to use the FSTD for meeting training, evaluation, or flight experience requirements beyond the qualification issued for that FSTD. This process consists of the following:
 - (1) The FSTD qualification certificate holder must:

- (i). submit to the Director all modifications to the MQTG that are required to support the additional qualification and;
 - (ii). describe all modifications to the FSTD that are required to support the additional qualification and;
 - (iii). submit a confirmation statement as described in part 60.67(c) that a pilot, designated by the FSTD qualification certificate holder in accordance with part 60.67(d), has subjectively evaluated the FSTD in those areas not previously evaluated.
- (2) The FSTD must successfully pass an evaluation consisting of:
- (i). all the elements of an initial evaluation for qualification in those circumstances where the Director has determined that all the elements of an initial evaluation for qualification is necessary; or
 - (ii). those elements of an initial evaluation for qualification designated as necessary by the Director.
- (b) In making the determinations described in paragraph (a)(2) of this ~~section~~ subpart, the Director considers factors including:
- (1) the existing qualification of the FSTD; and
 - (2) any modifications to the FSTD hardware or software involved; and
 - (3) any additions or modifications to the MQTG.
- (c) For FSTDs qualified in accordance with part 60.157, the Director may accept the evaluation conducted by the FQA as partial or complete satisfaction of the evaluation requirements of this ~~section~~ subpart.
- (d) The FSTD is qualified for the additional uses when the Director issues an amended FSTD qualification certificate in accordance with part 60.67(i).
- (e) The FSTD qualification certificate holder may not modify the FSTD except as described in rule 60.107.

60.67 Previously qualified FSTDs.

- (a) Unless otherwise specified by an FSTD Directive, or in instances where a FSTD qualification certificate holder plans to remove an FSTD from active status for a period of less than two years, the following procedures apply:
- (1) The Director must be notified in writing and the notification must include an estimate of the period that the FSTD will be inactive;
 - (2) Continuing Qualification evaluations will not be scheduled during the inactive period;
 - (3) The Director will remove the FSTD from the list of qualified FSTDs on a mutually established date not later than the date on which the first missed continuing qualification evaluation would have been scheduled;
 - (4) Before the FSTD is restored to qualified status, it must be evaluated by the Director.
 - (5) The evaluation content and the time required to accomplish the evaluation is based on the number of continuing qualification evaluations and FSTD

operator- quarterly inspections missed during the period of inactivity.

- (6) The FSTD qualification certificate holder must notify the Director of any changes to the original scheduled time out of service.
- (b) If the FSTD qualification is lost under rule 60.111 and;
 - (1) restored under rule 60.111 in less than (2) years, then the qualification basis (in terms of objective tests and subjective tests) for the re-qualification will be those against which the FSTD was originally evaluated and qualified; or
 - (2) Not restored under rule 60.111 for two (2) years or more, then the qualification basis (in terms of objective tests and subjective tests) for the re-qualification will be those standards in effect and current at the time of re-qualification application.
 - (c) Except as provided in paragraph (e) of this ~~section-subpart~~, any change in FSTD qualification level requires an evaluation for initial qualification in accordance with this part.
 - (d) A FSTD qualification certificate holder may request that an FSTD be permanently downgraded. In such a case, the Director may, downgrade a qualified FSTD without requiring and without conducting an initial evaluation for the new qualification level.
 - (e) Subsequent continuing qualification evaluations will use the existing MQTG, modified as necessary to reflect the new qualification level.
 - (f) When the FSTD qualification certificate holder has appropriate validation data available and receives approval from the Director, the FSTD qualification certificate holder may adopt tests and associated tolerances described in the current qualification standards as the tests and tolerances applicable for the continuing qualification of a previously qualified FSTD.
 - (g) The updated tests and tolerances must be made a permanent part of the MQTG.

60.101 Inspection, continuing qualification evaluation, and maintenance requirements.

- (a) Inspection. An FSTD qualification certificate holder must not use or allow the use of or offer the use of an FSTD for flight crewmember training, evaluation, or flight experience unless the FSTD qualification certificate holder does the following:
 - (1) accomplishes all appropriate objective tests each year as specified in the applicable FSTD criteria and;
 - (2) Completes a functional pre-flight check within the preceding 24 hours.
- (b) Continuing qualification evaluation.
 - (1) This evaluation consists of objective tests, and subjective tests, including general FSTD requirements, as described in the applicable QPS or as may

be amended by the Director.

- (2) The FSTD qualification certificate holder must:
 - (i) contact the Director to schedule the FSTD for continuing qualification evaluations not later than 60 days before the evaluation is due; and
 - (ii) provide access to the objective test results in the MQTG and access to the FSTD for the length of time necessary for the Director to complete the required continuing qualification evaluations.
 - (3) The frequency of continuing qualification evaluations for each FSTD will be established by the Director and specified in the FSTD qualification certificate.
 - (4) Continuing qualification evaluations conducted in the 3 calendar months before or after the calendar month in which these continuing qualification evaluations are required will be considered to have been conducted in the calendar month in which they were required.
 - (5) An FSTD qualification certificate holder must not use or allow the use of or offer the use of an FSTD for flight crewmember training or evaluation or flight experience requirements unless the FSTD has passed a continuing qualification evaluation within the time frame specified in the FSTD qualification certificate or within the grace period as described in paragraph (b)(4) of ~~this section~~ subpart.
 - (6) For FSTDs qualified in accordance with part 60.67, the Director may accept evaluations conducted by the FQA as partial or complete satisfaction of the continuing evaluation requirements of this ~~section~~ subpart.
- (c) Maintenance. The FSTD qualification certificate holder is responsible for continuing corrective and preventive maintenance on the FSTD to ensure that it continues to meet the requirements of this part and the applicable FSTD criteria. No FSTD qualification certificate holder may use or allow the use of or offer the use of an FSTD for flight crewmember training, evaluation, or flight experience requirements unless the FSTD qualification certificate holder does the following:
- (1) maintains a discrepancy log; and
 - (2) ensures that, when a discrepancy is discovered, the following requirements are met:
 - (i) a description of each discrepancy is entered in the log and remains in the log until the discrepancy is corrected as specified in part 60.109(b) and;
 - (ii) a description of the corrective action taken for each discrepancy, the identity of the individual taking the action, and the date that action is taken is entered in the log and;
 - (iii) the discrepancy log is kept in a form and manner acceptable to the

Director and is kept in or adjacent to the FSTD. An electronic log that may be accessed by an appropriate terminal or display in or adjacent to the FSTD is satisfactory.

60.107 Modifications to FSTDs.

- (a) ***Description of a modification.*** For the purposes of this part, an FSTD is said to have been modified when:
- (1) equipment or devices intended to simulate aircraft appliances are added to or removed from FSTD, which change the FSTD QUALIFICATION CERTIFICATE or the MQTG or;
 - (2) changes are made: to either software or hardware intended to impact flight or ground dynamics; or
 - (3) changes are made that impact performance or handling characteristics of the FSTD (including motion, visual, control loading, or sound systems for those FSTD levels requiring sound tests and measurements); or
 - (4) changes are made to the MQTG which do not affect required objective testing results or validation data approved during the initial evaluation of the FSTD are not considered modifications under this ~~section~~ subpart.
- (b) ***FSTD Directive.*** When the Director determines that FSTD modification is necessary for flight safety, the FSTD qualification certificate holder of each affected FSTD must ensure that the FSTD is modified according to the FSTD Directive regardless of the original qualification standards applicable to any specific FSTD.
- (c) ***Using the modified FSTD.*** The FSTD qualification certificate holder may not use, or allow the use of, or offer the use of, the FSTD with the proposed modification for flight crewmember training or evaluation or for obtaining flight experience for the flight crewmember to meet any training, evaluation, or flight experience requirement under the CAR unless:
- (1) The FSTD qualification certificate holder has notified the Director of their intent to incorporate the proposed modification, and one of the following has occurred:
 - (i) The Director has approved the proposed modification.
 - (ii) Twenty-one days have passed since the FSTD qualification certificate holder notified the Director of the proposed modification and the FSTD qualification certificate holder has not received any response from the Director or;

- (iii) The FSTD qualification certificate holder has successfully completed any evaluation the Director may require in accordance with the standards for an evaluation for initial qualification or any part thereof before the modified FSTD is placed in service.
- (2) The notification is submitted with the content as, and in a form and manner as, specified by the director.
- (d) **User notification.** When a modification is made to an FSTD that affects the FSTD Qualification Certificate, the FSTD qualification certificate holder must post an addendum to the FSTD Qualification Certificate until such time as a permanent, updated statement is posted.
- (e) **MQTG update.** The MQTG must be updated with current objective test results in accordance with part 60.67(k) and appropriate objective data in accordance with part 60.67, each time an FSTD is modified and an objective test or other MQTG section is affected by the modification. If an FSTD Directive is the cause of this update, the direction to make the modification and the record of the modification completion must be filed in the MQTG.

60.109 Operation with missing, malfunctioning, or inoperative components.

- (a) No person may knowingly use or allow the use of or misrepresent the capability of an FSTD for any manoeuvre, procedure, or task that is to be accomplished to meet training, evaluation, or flight experience requirements for flight crewmember certification or qualification when there is a missing, malfunctioning, or inoperative (MMI) component required to be present and correctly operate for the satisfactory completion of that manoeuvre, procedure, or task.
- (b) Each MMI component as described in paragraph (a) of this ~~section~~ subpart, or any MMI component installed and required to operate correctly to meet the current FSTD QUALIFICATION CERTIFICATE must be repaired or replaced within 30 calendar days, unless otherwise required or authorized by the Director or the FQA.
- (c) A list of the current MMI components must be readily available in or adjacent to the FSTD for review by users of the device.
- (d) Electronic access to this list via an appropriate terminal or displays in or adjacent to the FSTD is satisfactory.
- (e) The discrepancy log may be used to satisfy this requirement provided each currently MMI component is listed in the discrepancy log.

60.111 Automatic loss of qualification and procedures for restoration of qualification.

- (a) An FSTD qualification is automatically lost when any of the following occurs:
 - (1) The FSTD is not used in the operator's approved flight training program in accordance with rule 60.51(b)(5) and the FSTD qualification certificate

holder does not obtain and maintain the written statement as described in rule 60.51(d)(2).

- (2) The FSTD is not inspected in accordance with rule 60.101.
 - (3) The FSTD is physically moved from one location and installed in a different location, regardless of distance.
 - (4) The MQTG is missing or otherwise not available and a replacement is not made within 30 days.
- (b) If FSTD qualification is lost under paragraph (a) of this ~~section~~subpart, qualification is restored when either of the following provisions is met:
- (1) The FSTD successfully passes an evaluation:
 - (i) For initial qualification, in accordance with rules 60.67 and 60.67(c) in those circumstances where the Director has determined that a full evaluation for initial qualification is necessary; or
 - (ii) For those elements of an evaluation for initial qualification, in accordance with rules 60.67 and 60.67(c), as determined to be necessary by the Director.
 - (2) The Director advises the FSTD qualification certificate holder that an evaluation is not necessary.
- (c) In making the determinations described in paragraph (b) of this ~~section~~subpart, the Director considers factors including:
- (1) the number of continuing qualification evaluations missed;
 - (2) the number of Director-conducted quarterly inspections missed; and
 - (3) the care that had been taken of the device since the last evaluation.

60.113 Other losses of qualification and procedures for restoration of qualification.

- (a) Except as provided in paragraph (c) of this ~~section~~subpart, when the Director determines that the FSTD no longer meets qualification standards, the following procedure applies:
- (1) The Director notifies the FSTD qualification certificate holder in writing that the FSTD no longer meets some or all of its qualification standards.
 - (2) The Director sets a reasonable period (but not less than 7 days) within which the FSTD qualification certificate holder may submit written information, views, and arguments on the FSTD qualification.
 - (3) After considering all material presented, the Director notifies the FSTD qualification certificate holder about the determination with regard to the qualification of the FSTD.
 - (4) When the Director notifies the FSTD qualification certificate holder that some or all of the FSTD is no longer qualified, the action described in the notification becomes effective not less than 30 days after the FSTD qualification certificate holder receives that notice unless—

- (i) The Director finds under paragraph (c) of this ~~section~~ subpart that there is an emergency requiring immediate action with respect to safety in air commerce; or
 - (ii) The FSTD qualification certificate holder petitions the Director for reconsideration of a finding under paragraph (b) of this ~~section~~ subpart.
- (b) When a FSTD qualification certificate holder seeks reconsideration of a decision from the Director concerning the FSTD qualification, the following procedure applies:
 - (1) The FSTD qualification certificate holder must petition for reconsideration of that decision within 30 days of the date that the FSTD qualification certificate holder receives a notice that some or all of the FSTD is no longer qualified.
 - (2) The FSTD qualification certificate holder must address its petition to the Director
 - (3) A petition for reconsideration, if filed within the 30-day period, suspends the effectiveness of the determination by the Director that the FSTD is no longer qualified unless;
 - (i) the Director has found, under paragraph (c) of this ~~section~~ subpart, that an emergency exists; and
 - (ii) requires immediate action with respect to safety in air operations.
- (c) If the Director finds that an emergency exists requiring immediate action with respect to safety in air operation and public interest:
 - (1) The Director withdraws qualification of some or all of the FSTD and makes the withdrawal of qualification effective on the day the FSTD qualification certificate holder receives the notice; and
 - (2) the notice must articulate the reasons for its finding that an emergency exists requiring immediate action; and
 - (3) it is impractical or contrary to the public interest to alter the effectiveness of the finding.
- (d) FSTD qualification lost under paragraph (a) or (c) of this ~~section~~ subpart may be restored when either of the following provisions are met:
 - (1) The FSTD successfully passes an evaluation for initial qualification, in accordance with rules 60.67 and 60.67(c) in those circumstances where the Director has determined that a full evaluation for initial qualification is necessary; or
 - (2) The FSTD successfully passes an evaluation for those elements of an initial qualification evaluation, in accordance with rules 60.65 and 60.65(c), as determined to be necessary by the Director.
- (e) In making the determinations described in paragraph (d) of this ~~section~~ subpart, the Director considers factors including:
 - (1) the reason for the loss of qualification;
 - (2) any repairs or replacements that may have to have been completed;
 - (3) the number of continuing qualification evaluations missed;
 - (4) the number of FSTD qualification certificate holder - quarterly inspections

missed, and;

- (5) the care that had been taken of the device since the loss of qualification.

Subpart D – Records

60.151 Recordkeeping and reporting.

- (a) The FSTD qualification certificate holder must maintain the following records for each FSTD it operates:
- (1) The MQTG and each amendment thereto.
 - (2) A record of all FSTD modifications affected under rule 60.107 since the issuance of the original FSTD Qualification Certificate.
 - (3) A copy of all of the following:
 - (i) Results of the qualification evaluations (initial and each upgrade) since the issuance of the original FSTD Qualification Certificate;
 - (ii) Results of the objective tests conducted in accordance with rule 60.101(a) for a period of 2 years;
 - (iii) Results of the previous three continuing qualification evaluations, or the continuing qualification evaluations from the previous 2 years, whichever covers a longer period and;
 - (iv) Comments obtained in accordance with rule 60.65(c) for a period of at least 90 days.
 - (4) A record of all discrepancies entered in the discrepancy log over the previous 2 years, including the following:
 - (i) a list of the components or equipment that were or are missing, malfunctioning, or inoperative.
 - (ii) the action taken to correct the discrepancy.
 - (iii) the date the corrective action was taken.
 - (iv) the identity of the person determining that the discrepancy has been corrected.
- (b) The records specified in this ~~section~~-subpart must be maintained in plain language form or in coded form if the coded form provides for the preservation and retrieval of information in a manner acceptable to the Director.

60.205 Modification of an Approved ATD.

- (a) Except as provided in paragraph (b) of this ~~section~~-subpart, an operator who modifies an approved ATD must submit notice of the modification in a form and manner prescribed by the Director
- (b) The notice requirements in paragraph (a) of this ~~section~~-subpart, do not apply to changes that have minimal effect on the functional capability of the ATD.
- (c) The Director may withdraw his approval for use of the ATD upon finding that the modification makes a material change affecting the functional capability of the ATD