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(iii) Must submit to the NSPM a confirmation statement as described in §60.15(c) that a pilot, designated by the sponsor in accordance with §60.15(d), has subjectively evaluated the FSTD in those areas not previously evaluated.

(2) The FSTD must successfully pass an evaluation—

(i) Consisting of all the elements of an initial evaluation for qualification in those circumstances where the NSPM has determined that all the elements of an initial evaluation for qualification is necessary; or

(ii) Consisting of those elements of an initial evaluation for qualification designated as necessary by the NSPM.

(b) In making the determinations described in paragraph (a)(2) of this section, the NSPM considers factors including the existing qualification of the FSTD, any modifications to the FSTD hardware or software that are involved, and any additions or modifications to the MQTG.

(c) The FSTD is qualified for the additional uses when the NSPM issues an amended Statement of Qualification in accordance with §60.15(h).

(d) The sponsor may not modify the FSTD except as described in §60.23.

§60.17 Previously qualified FSTDs.

(a) Unless otherwise specified by an FSTD Directive, further referenced in the applicable QPS, or as specified in paragraph (e) of this section, an FSTD qualified before May 30, 2008 will retain its qualification basis as long as it continues to meet the standards, including the objective test results recorded in the MQTG and subjective tests, under which it was originally evaluated, regardless of sponsor. The sponsor of such an FSTD must comply with the other applicable provisions of this part.

(b) For each FSTD qualified before May 30, 2008, no sponsor may use or allow the use of or offer the use of such an FSTD after May 30, 2014 for flight crewmember training, evaluation or flight experience to meet any of the requirements of this chapter, unless that FSTD has been issued a Statement of Qualification, including the Configuration List and the List of Qualified Tasks in accordance with the procedures set out in the applicable QPS.

(c) If the FSTD qualification is lost under §60.27 and—

(i) Restored under §60.27 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.

(ii) Not restored under §60.27 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.

(d) Except as provided in paragraph (e) of this section, any change in FSTD qualification level initiated on or after May 30, 2008 requires an evaluation for initial qualification in accordance with this part.

(e) A sponsor may request that an FSTD be permanently downgraded. In such a case, the NSPM may downgrade a qualified FSTD without requiring and without conducting an initial evaluation for the new qualification level. Subsequent continuing qualification evaluations will use the existing MQTG, modified as necessary to reflect the new qualification level.

(f) When the sponsor has appropriate validation data available and receives approval from the NSPM, the sponsor 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. The updated test(s) and tolerance(s) must be made a permanent part of the MQTG.

[Doc. No. FAA–2002–12461, 71 FR 63426, Oct. 30, 2006; Amdt. 60–2, 72 FR 59599, Oct. 22, 2007]

§60.19 Inspection, continuing qualification evaluation, and maintenance requirements.

(a) *Inspection.* No sponsor may use or allow the use of or offer the use of an FSTD for flight crewmember training, evaluation, or flight experience to meet any of the requirements of this chapter unless the sponsor does the following:

(1) Accomplishes all appropriate objective tests each year as specified in the applicable QPS.

(2) Completes a functional preflight 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 an FSTD Directive.

(2) The sponsor must contact the NSPM to schedule the FSTD for continuing qualification evaluations not later than 60 days before the evaluation is due.

(3) The sponsor must provide the NSPM access to the objective test results in the MQTG and access to the FSTD for the length of time necessary for the NSPM to complete the required continuing qualification evaluations.

(4) The frequency of NSPM-conducted continuing qualification evaluations for each FSTD will be established by the NSPM and specified in the MQTG.

(5) Continuing qualification evaluations conducted in the calendar month 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.

(6) No sponsor 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 for the flight crewmember to meet any requirement of this chapter unless the FSTD has passed an NSPM-conducted continuing qualification evaluation within the time frame specified in the MQTG or within the grace period as described in paragraph (b)(5) of this section.

(c) *Maintenance.* The sponsor 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 QPS appendix. No sponsor may use or allow the use of or offer the use of an FSTD for flight crewmember training, evaluation, or flight experience to meet any of the requirements of this chapter unless the sponsor does the following:

(1) Maintains a discrepancy log.

(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 § 60.25(b).

(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.

(iii) The discrepancy log is kept in a form and manner acceptable to the Administrator 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.

§ 60.20 Logging FSTD discrepancies.

Each instructor, check airman, or representative of the Administrator conducting training, evaluation, or flight experience, and each person conducting the preflight inspection who discovers a discrepancy, including any missing, malfunctioning, or inoperative components in the FSTD, must write or cause to be written a description of that discrepancy into the discrepancy log at the end of the FSTD preflight or FSTD use session.

§ 60.21 Interim qualification of FSTDs for new aircraft types or models.

(a) A sponsor may apply for and the NSPM may issue an interim qualification level for an FSTD for a new type or model of aircraft, even though the aircraft manufacturer's aircraft data package is preliminary, if the sponsor provides the following to the satisfaction of the NSPM—

(1) The aircraft manufacturer's data, which consists of at least predicted data, validated by a limited set of flight test data;

(2) The aircraft manufacturer's description of the prediction methodology used to develop the predicted data; and

(3) The QTG test results.

(b) An FSTD that has been issued interim qualification is deemed to have been issued initial qualification unless the NSPM rescinds the qualification. Interim qualification terminates two years after its issuance, unless the