Flight Standardization Board (FSB) Report

Revision: 6
Date: 10/14/2016

Manufacturer
ATR – GIE Avions de Transport Régional

Type Certification Data Sheet (TCDS)
A53EU

TCDS Identifiers
ATR-42 ATR-72
ATR-42-200-300-320-500-600
ATR-72-101-102-201-202-211-212A-212

Pilot Type Rating
ATR42 ATR72

Timothy C. Hayward, Chair
Flight Standardization Board

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Seattle Aircraft Evaluation Group
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RECORD OF REVISIONS

<table>
<thead>
<tr>
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<th>SECTION</th>
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HIGHLIGHTS OF CHANGE

All Sections All Pages: This revision contains minor editorial changes on every page for clarity, consistency, standardization, updated terminology, acronyms, and United States Workforce Rehabilitation Act Section 508 compliancy.

Added Clarity for Training for Seat-Dependent Tasks (6.1.7 and 6.1.7).

Added Clarity for Second-in-Command (SIC) Training Tasks (6.1.8).

Added Clarity for Unique Training Provisions (6.2.6.1).
## CONTENTS

<table>
<thead>
<tr>
<th>SECTION</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>RECORD OF REVISIONS ..........................................................................</td>
<td>2</td>
</tr>
<tr>
<td>HIGHLIGHTS OF CHANGE ........................................................................</td>
<td>2</td>
</tr>
<tr>
<td>1. PURPOSE AND APPLICABILITY ..........................................................</td>
<td>4</td>
</tr>
<tr>
<td>2. PILOT “TYPE RATING” REQUIREMENTS..................................................</td>
<td>7</td>
</tr>
<tr>
<td>3. “MASTER COMMON REQUIREMENTS” (MCRs) .............................................</td>
<td>7</td>
</tr>
<tr>
<td>4. “MASTER DIFFERENCE REQUIREMENTS” (MDRs) ......................................</td>
<td>7</td>
</tr>
<tr>
<td>5. ACCEPTABLE “OPERATOR DIFFERENCE REQUIREMENTS” TABLES ....................</td>
<td>8</td>
</tr>
<tr>
<td>6. FSB SPECIFICATIONS FOR TRAINING ...................................................</td>
<td>9</td>
</tr>
<tr>
<td>7. FSB SPECIFICATIONS FOR CHECKING ..................................................</td>
<td>13</td>
</tr>
<tr>
<td>8. FSB SPECIFICATIONS FOR CURRENCY ..................................................</td>
<td>18</td>
</tr>
<tr>
<td>9. AIRCRAFT COMPLIANCE CHECKLIST ....................................................</td>
<td>19</td>
</tr>
<tr>
<td>10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS ...........................</td>
<td>21</td>
</tr>
<tr>
<td>11. APPLICATION OF FSB REPORT ..........................................................</td>
<td>21</td>
</tr>
<tr>
<td>APPENDIX 1 – MASTER DIFFERENCE REQUIREMENTS (MDRs) ATR-42/ATR-72 ........</td>
<td>23</td>
</tr>
<tr>
<td>APPENDIX 2 – ACCEPTABLE OPERATOR DIFFERENCES REQUIREMENTS (ODRs) ATR 42/ATR 72</td>
<td>24</td>
</tr>
<tr>
<td>APPENDIX 3 – SPECIAL TRAINING FOR WINTER OPERATIONS .........................</td>
<td>25</td>
</tr>
<tr>
<td>APPENDIX 4 – ATR-42/ATR-72 STEEP APPROACH LANDING OPERATIONS ............</td>
<td>26</td>
</tr>
</tbody>
</table>
1. PURPOSE AND APPLICABILITY

1.1 This Flight Standardization Board (FSB) report specifies FAA master training, checking, and currency requirements applicable to crews operating the ATR-42 and ATR-72 aircraft under pertinent 14 CFRs.

Provisions of the report:

a) Define pilot “type rating(s)” assigned to the ATR-42 and ATR-72,
b) Describe any unique requirements applicable to initial, transition, upgrade, or recurrent training,
c) Master Difference Requirements (MDR),
d) Operator Difference Requirements (ODR),
e) Describe training device minimum characteristics when necessary to establish compliance with pertinent MDRs,
f) Set checking standards including specification of those checks that must be administered by FAA or operators, and
g) List regulatory compliance status for the ATR-42 and ATR-72 for pertinent Code of Federal Regulations (CFRs), Advisory Circulars (AC), or other operational criteria for information of FAA Field Offices.

1.2 This report includes:

a) Minimum requirements which must be applied by FAA field offices, (e.g., MCRs, MDRs, Type Rating designations),
b) Information which is advisory in general but may be mandatory for particular operators if the designated configurations apply and if approved for that operator (e.g., MDR footnotes, acceptable ODR tables), and
c) Information used to facilitate FAA review of an aircraft type or related aircraft proposed for use by an operator (e.g., compliance checklist for FAA Field Office use).

Various sections within the report are qualified as to whether compliance is required, recommended, or advisory in nature considering the provisions of AC 120-53, Guidance for Conduction and Use of Flight Standardization Board Evaluations, as amended.

1.3 Previous ATR-42/ATR-72 FSB reports are superseded. Pertinent requirements applicable to all current related aircraft of the ATR-42 and ATR-72 are included in this report and are to be applied by FAA field offices until amended, superseded, or withdrawn by subsequent FSB determinations.

1.4 Relationship between this report and an Advanced Qualification Program (AQP). FAA Order 8900.1 contains policy regarding an AQP and differences from the FSB report. Differences between this report and an operator’s proposed training, checking, and currency requirements under an AQP must be justified and documented as part of the
applicant’s AQP approval process. Program approvals under AQP need to ensure the basic provisions and requirements of this report have been incorporated, and where necessary, coordination with the appropriate FSB has been completed.

1.5 Determinations made in this report are based on the evaluations of specific series aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new related aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to reevaluate and modify sections of this report on new or revised AC material or the pertinent 14 CFR, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, as amended.

1.6 Acronyms are defined as follows:

- **14 CFR**: Title 14 of the Code of Federal Regulations
- **AC**: Advisory Circular
- **ACO**: Aircraft Certification Office
- **ADC**: Air Data Computer
- **ADF**: Automatic Direction Finder
- **ADS**: Air Data
- **ADS-B**: Automatic Dependent Surveillance-Broadcast
- **AEG**: Aircraft Evaluation Group
- **AFM**: Airplane Flight Manual
- **AFS**: Flight Standards Service
- **AFS-200**: Flight Standards Service, Air Transportation Division
- **AGL**: Above Ground Level
- **AMM**: Aircraft Maintenance Manual
- **ANP**: Actual Navigation Performance
- **AOM**: Airplane Operations Manual
- **AP**: Autopilot
- **APU**: Auxiliary Power Unit
- **AQP**: Advanced Qualification Program
- **ASC**: Aircraft Service Change
- **ATC**: Air Traffic Control
- **ATP**: Airline Transport Pilot Certificate
- **AVS**: Aviation safety Organization
- **AWU**: Aural Warning Unit
- **CAMP**: Continuous Airworthiness Maintenance Program
- **CAT**: ILS Category Operation
- **CFIT**: Controlled Flight into Terrain
- **CFR**: Code of Federal Regulations
- **CHDO**: Certificate-Holding District Office
- **CNS**: Communications, Navigation and Performance
- **CVR**: Cockpit Voice Recorder
- **ECL**: Electronic Checklist
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<td>EDM</td>
<td>Emergency Descent Maneuver</td>
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<td>EFIS Control Panel</td>
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<td>Electronic Flight Instrument System</td>
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<td>Enhanced Ground Proximity Warning System</td>
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<td>Emergency Locator Transmitter</td>
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<td>EWD</td>
<td>Engine and Warning Display</td>
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<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
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<tr>
<td>FDR</td>
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2. PILOT “TYPE RATING” REQUIREMENTS

2.1 Type Rating. In accordance with the definitions of 14 CFR part 1 and provisions of 14 CFR part 61, the type rating assigned to the ATR-42 (200/300/500/600 related aircraft) and ATR-72 (100/200/210/210A/600 related aircraft) is ATR-42 ATR-72. All models of the ATR-42 and ATR-72 aircraft are type rated on the same Type Certificate Data Sheet, number A53EU, dated 05/06/2013. Successful completion of the training and certification requirements for any model of one related aircraft (e.g., ATR-72-212) is the same as satisfactorily accomplishing the training and certification requirements on another model (e.g., ATR-42-500 or ATR-72-600) and the ATR-42 ATR-72 pilot type rating may be issued.

3. “MASTER COMMON REQUIREMENTS” (MCRs)

3.1 Master common requirements are requirements applicable to crew qualification which pertain to all related aircraft of the same type (e.g., ATR-42-320, ATR-42-200, ATR-72-212A, and ATR-72-600), common type, or related types. Included are requirements for training, checking, and currency for new aircraft and for common application to any related aircraft. MCRs are specified by the FSB when an aircraft is originally type certificated and are revised as necessary when related aircraft are developed. When related aircraft exist, MCRs specify only those items common to all related aircraft.

3.2 No special MCRs are identified beyond those described in 14 CFR parts 61 and 121 Appendix F. Most design features remain common to the ATR-42 and ATR-72.

4. “MASTER DIFFERENCE REQUIREMENTS” (MDRs)

4.1 Definition. Master difference requirements are those requirements applicable to crew qualification which pertain to differences between related aircraft of the same type, common type, or related types. MDRs are specified by the FSB in terms of difference levels. MDRs apply between particular pairs of related aircraft or related aircraft groups and are shown on an MDR table.

4.2 General Provisions.
4.2.1 Master Difference Requirements (MDRs). MDRs for the ATR-42/ATR-72 are shown in Appendix 1. These provisions apply to Mixed Fleet Flying of ATR-42 and ATR-72 aircraft when differences between related aircraft exists which affect crew knowledge, skills, or abilities related to flight safety (Level A or greater differences). These requirements also may be applied for transition between related aircraft.

4.2.2 Difference level definitions (A/B/A, etc.). Difference levels are formally designated levels of training methods or devices, checking methods, or currency methods which satisfy differences requirements or type rating requirements pertinent to 14 CFR part 121. Difference levels specify FAA requirements proportionate to and corresponding with increasing differences between groups of related aircraft. A range of five difference levels in order of increasing requirements, identified as A through E, are each specified for training, checking, and currency. Definition of each level is contained in AC 120-53, as amended.

4.2.3 MDR Footnotes. Footnotes to MDR requirements (where they are used) define acceptable “required means” or “alternate means” of compliance. A footnote can indicate requirements that are less or more restrictive than the basic designation depending on the significance of the differences between particular related aircraft.

5. ACCEPTABLE “OPERATOR DIFFERENCE REQUIREMENTS” TABLES

5.1 Operator Difference Requirements (ODR) Tables. ODR tables are used to show an operator’s compliance method. Acceptable ODR tables for operators conducting mixed fleet operations using a particular combination of ATR-42 and ATR-72 related aircraft evaluated are available by request from the FSB Chair. The ODR tables represent an acceptable means to comply with MDR provisions for the aircraft evaluated based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with aircraft having other differences where compliance methods (e.g., FTDs, FFSs) are different or for combinations of aircraft not evaluated. For operators flying related aircraft which are the same as the aircraft used for the ODR table development and are using the same compliance methods, these have been found to be acceptable by the FAA. Equivalent tables may be approved by the POI for a particular operator.

5.2 Operator Preparation of ODR Tables. Operators flying “mixed fleet” related aircraft with differences not shown in or addressed by acceptable ODR tables, or operators seeking different means of compliance, must prepare and seek FAA approval of specific ODR tables pertinent to their fleet.

5.3 ODR Table Coordination. New ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. Through this coordination, the FSB can ensure consistent treatment of related aircraft between various operators’ ODR tables and compatibility of the MDR table with MDR provisions.
5.4 ODR Table Distribution. Original approved ODR tables are retained by the operator. Copies of approved ODR tables are retained by the Certificate-Holding District Office (CHDO). Copies of all approved ODR tables should be forwarded to the FSB Chair, Seattle Aircraft Evaluation Group (SEA-AEG).

6. FSB SPECIFICATIONS FOR TRAINING

6.1 General.

6.1.1 Minimum Acceptable Training. The underlying objective in both flight and ground training is to train to proficiency.

6.1.2 Assumptions Regarding the Previous Experience of Airman. The provisions of Section 6 of this report apply to programs for experienced airmen (e.g., airmen who have previous experience in 14 CFR part 121 air carrier operations, former military, commuter, or corporate pilots with turbo-propeller powered aircraft experience). For airmen not having such experience, additional requirements may be necessary as determined by the POI, FSB, and AFS-200.

6.1.3 Terminology. The terms “must” and “should,” as used in this FSB report, are recognized as one acceptable means, but not necessarily the only means, of compliance with 14 CFR training requirements. This terminology acknowledges the need for operators to fully comply with FSB report provisions if this method is to be applied as that operator’s means of compliance with 14 CFR parts 61, 121, 142, and/or 125. Operators who choose this method must comply with each applicable provision. Partial or selective application of the process or its provisions does not constitute an acceptable means of compliance with the CFRs under AC 120 53, as amended.

6.1.4 Minimum Acceptable Training Requirements for Integrated ATR-42 and ATR-72 Programs. An acceptable ground training curriculum for an ATR-42/ATR-72 program is specified in section 6.2.1 and subject areas of special interest and emphasis in 7.1.2.1, 7.1.2.2, 7.1.2.3, and 7.1.2.4. A differences training program assumes a trainee has completed ATR-42 or ATR-72 initial or transition training and that he or she will receive differences training on the other aircraft. Coverage of differences may coincide and be completed with each phase of that training or following completion of training on the first related aircraft. For ATR-42/ATR-72 programs already approved, reductions through provisions of 14 CFR § 121.401(d) or § 121.405(d) or programmed hour approvals (e.g., programs under 14 CFR part 142) less than the national norms (as listed in FAA Order 8900.1) should not be made without coordination with the FSB. Less comprehensive programs will only be approved if equivalence can clearly be established or other special factors apply. Special factors that may be considered by the FSB include allowance of credit for previous applicable experience (e.g., operators implementing combined ATR-42 and ATR-72 fleets who have crews previously qualified on one type)
or increases in the quality or effectiveness of the training process (e.g., new types of training devices).

6.1.5 ATR-42 and ATR-72 Individual Programs. Numerous training programs for the ATR-42 and ATR-72 related aircraft are already FAA approved. In addition to meeting the provisions of this report, new training programs for the ATR-42 or ATR-72 should be consistent with previous programs approved for the aircraft. For information regarding previously approved programs, FAA Principal Operations Inspectors or Training Center Program Managers associated with other existing ATR-42 and/or ATR-72 programs may be consulted. In the event of uncertainty regarding evaluation of a proposed program, the FSB should be consulted.

6.1.6 Engine Differences.

6.1.6.1 Operation of the ATR-42 and ATR-72 with the Pratt & Whitney 120, 121, 124, and 127 engines, fitted with the Hamilton Standard 14 SF 5, 247 F, 14 SF 11, or 568 F propellers, has been evaluated by the FSB. The training, checking, and currency requirements, as outlined by this FSB Report and other sources, will provide sufficient parameters for successful operation of these engine and propeller combinations.

6.1.7 Features or Procedures which have Seat-Dependent Elements (as determined by each operator and POI). Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew duty position (e.g., captain, first officer, check pilot). Training programs must recognize and address the necessary seat/duty position related tasks for the applicable crewmember. Accordingly, training programs must address seat-dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and duty position in accordance with ODR tables when applicable. Consequently, any certificate holder allowing pilot crewmembers to occupy either pilot seat must include a training module which trains to proficiency the identified seat-dependent tasks. This module must also ensure the crewmember has sufficient time to develop the psychomotor acuity required to fly the aircraft from a seating position differing from the seat used in the qualification module. For the FSB report, seat-dependent tasks are defined as maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat; therefore, in addition to operator specific crew duty position seat-dependent items, the following items have been identified as seat-dependent tasks for ATR-42/72 training:

   a) Nose wheel steering switch operation for any left seat position training.
   b) Taxing the aircraft using the steering tiller handle for any left seat position training.

6.1.8 Second-in-Command (SIC) Training Tasks. Flightcrews qualifying to serve as SIC must accomplish certain tasks, procedures, or maneuvers for the SIC crew position. Training programs must address all training elements in accordance with this report, pertinent 14 CFR, and FAA Order 8900.1.
6.2 Initial, Upgrade, or Transition Training. Initial, Upgrade, or Transition training for the ATR-42 or ATR-72 is accomplished in accordance with 14 CFR part 121 subpart N or 14 CFR part 142 subpart B. When more than one related aircraft is flown, appropriate instruction in systems and/or procedures differences must be required for each related aircraft, consistent with MDR provisions. 14 CFR part 121 Training program hours may be reduced as specified in 14 CFR § 121.405. The reduction must not invalidate compliance with provisions of MDR or ODR Tables, as determined by the FAA.

6.2.1 Pilots Initial, Transition, and Upgrade Ground Training (14 CFR § 121.419). Initial, transition, or upgrade ground training for the ATR-42 and ATR-72 is accomplished as specified by 14 CFR § 121.419. Training program hours may be reduced as specified in 14 CFR § 121.405.

6.2.2 Pilots Initial, Transition, and Upgrade Flight Training. Initial, transition, or upgrade flight training for the ATR-42 and ATR-72 is accomplished as specified by 14 CFR § 121.424. Training program hours may be reduced as specified in 14 CFR § 121.405.

6.2.2.1 Flight Training Specified by 14 CFR § 121.424. Initial, transition, or upgrade flight training is specified in 14 CFR § 121.424. When different related aircraft are to be flown, training and practice is accomplished, and several related aircraft are to be flown, flight training is to suitably address each related aircraft. However, when more than one related aircraft is flown, appropriate instruction in systems differences will be required for each related aircraft, consistent with MDR provisions. Training program hours may be reduced as specified in 14 CFR § 121.405, but not in a way that invalidates compliance with provisions of MDRs, as determined by the FAA.

6.2.3 Aircraft Dispatchers Initial and Transition Ground Training (14 CFR § 121.422). Dispatchers may be simultaneously qualified for ATR-42 and ATR-72 aircraft. Provisions of 14 CFR § 121.422(a)(2) are applicable to each series. If some related aircraft have ER capability and are used in ER operations, dispatchers must be suitably qualified to address ER issues.

6.2.4 Special Training For Winter Operations; 14 CFR § 61.31(h), Part 121 Appendix E III(f)(8), and 14 CFR § 121 subpart Y Qualification, Continuing Qualification, and/or Special Purpose Operational Training. Procedures and limitations for operation in moderate or severe icing conditions (specifically freezing rain and freezing drizzle), as contained in the AFM, MEL, FCOM (or equivalent), and ATR Icing Procedures Brochure (as amended), must be trained prior to operation in icing conditions. Due to the specific flow/viscosity properties of Type II and Type IV Deicing Fluids, and their demonstrated effect on the flight characteristics of all ATR related aircraft, special training for winter operations using Type II and/or Type IV fluids as described in paragraph 6.2.4.1 is required. Operators whose ground deicing/anti-icing program only allow for use of Type I deicing fluid and prohibits Type II or Type IV fluids need not provide the training for Type II/IV fluids.
6.2.4.1 Flight Training conducted in accordance with 14 CFR § 121.424, §121.427, or subpart Y requirements must include, as a minimum, two Instrument Takeoffs simulating the use of Type II/IV deicing fluids, one takeoff must be accomplished with failure of the most critical engine. This training is intended to introduce the high (potentially more than double) force required for rotation at certain gross weight and center of gravity conditions. Effects subsequent to rotation are nominal and the maneuver may be considered complete after “gear up”. This training requirement is intended to be a recurring requirement in order for aircrews to operate in known or forecast icing conditions. Training for initial new hires must be accomplished during Initial Training or the initial Qualification cycle. Other flightcrew members must receive the training during Upgrade, Transition, Recurrent Training, Continuing Qualification, or Special Purpose Operational Training curriculum, as applicable. Completion of this training should become part of the crewmember’s permanent training record. A typical deicing/anti-icing training program is shown in Appendix 3.

6.2.5 Upset Prevention and Recovery Training (UPRT) and Stall Prevention and Recovery Training. Initial training should include recognition of and recovery procedures from unusual attitudes and stall situations in accordance with AC 120-109A and AC 120-111.

6.2.6 Crewmember Emergency Training (14 CFR § 121.417). Crewmember emergency training in all ATR-42 and ATR-72 related aircraft should be conducted in accordance with 14 CFR § 121.417 and provisions of FAA Order 8900.1, Volume 3, Chapter 19, Section 4. Emergency training conducted in either related aircraft applies to all related aircraft except for those differences identified in ODR tables.

6.2.6.1 Unique Training Provisions. All existing training requirements of 14 CFR part 121 Appendix E are applicable to the ATR-42 and ATR-72 except as follows:

- Tuck and Mach buffet: Not applicable to the ATR-42/72, no substitute available.
- Operation of systems and controls at the flight engineer station: Not applicable to the ATR-42/72, no substitute available.
- Fuel jettisoning: Not applicable to the ATR-42/72, no substitute available.

6.2.7 Electronic Checklists. The electronic checklist (ECL) (if installed) should be utilized when available to reduce crew workload. Use of the paper backup should also be trained. Standard practices and crew coordination should be established for use of ECL. To reduce workload, line items, which are sensed and indicate “completed” by the ECL system, would not normally be read aloud.

6.3 Differences Training.

6.3.1 Differences Training (14 CFR § 121.418). Unless an initial or transition program is completed that includes the differences among the ATR-42 and ATR-72 and all their related aircraft, Differences Training is necessary for qualification in the other related aircraft as shown in the MDR. A training program addressing pertinent differences
described by individual operator ODRs, including normal and non-normal operations, is required for each aircraft flown.

6.4 Recurrent Training.

6.4.1 General. The FSB has established requirements for recurrent ground and flight training for each crewmember. Recurrent Training must include appropriate training in accordance with 14 CFR § 121.427 for each related aircraft group. Recurrent Training curriculums must be in accordance with the items and levels specified by MDR and ODR tables for initial differences training unless otherwise approved by the FSB.

6.4.2 Recurrent Flight Training. Recurrent flight training requires appropriate maneuvers and procedures identified in 14 CFR part 121 Appendix F for either related aircraft. As permitted by 14 CFR § 121.427(d)(1)(ii), satisfactory completion of a proficiency check, in accordance with 14 CFR part 121 Appendix F, may be substituted for training. When ODR table provisions identify differences in maneuvers or procedures between related aircraft, such differences must be addressed in the operator’s Recurrent Training program.

6.4.3 Recurrent Training Level Adjustments. The FSB will consider proposals to establish recurrent differences training at levels other than those specified in the MDRs on a case-by-case basis. Any changes to FSB requirements will be identified through footnotes that modify basic MDR provisions. Requests for such changes should be made to the FSB through the Principal Operations Inspector (POI). If the FSB, subject to approval by AFS-200, accepts different levels for recurrent training or checking, provisions will be identified in amended MDR footnotes and revised provisions issued.

6.4.3.1 Recurrent Ground Training Time Reductions. If recurrent ground training for crewmembers is reduced in accordance with 14 CFR § 121.405 below programmed hours required in 14 CFR § 121.427(c), such reductions must be consistent with MDR provisions.

6.4.3.2 LOFT Programs (14 CFR § 121.409(b)(3)). When operators have LOFT programs, POIs should review those programs to assure their suitability for the related aircraft flown. If simulators used for LOFT have differences from the related aircraft actually flown, LOFT credits may be reduced or eliminated if such differences are determined to have a significant adverse impact on the effectiveness of LOFT.

7. FSB SPECIFICATIONS FOR CHECKING

7.1 General.

7.1.1 Checking Items. Knowledge and skills specified in 14 CFR § 61.157 and the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards (FAA-S-8051-5, as amended) pertinent to multi-engine turboprop transport aircraft apply to the ATR-42 and
ATR-72 related aircraft. Demonstration of checking items may be accomplished in either the ATR-42 or ATR-72 to meet the type rating requirements for the ATR-42 ATR-72. Unless differences training has been given and recorded, all checks must be given in the same related aircraft as used in primary training.

7.1.2 Special Interest and Emphasis. Several design feature differences incorporated into the ATR-42-500, ATR-72-212A related aircraft and the ATR-42-600, ATR-72-600 related aircraft are not available in the other related aircraft. The FSB recommends, for mixed fleet operators, that knowledge of such features identified in the ODR Tables and the items listed in 7.1.2.1, 7.1.2.2, 7.1.2.3, and 7.1.2.4 be evaluated as part of the regular evaluation process.

7.1.2.1 Areas of Special Interest and Emphasis (General) Pertaining to the ATR-42-500 and/or ATR-72-210A:

a) Increase in SHP with PW 127F (-210A) and PW 127E (-500) engines.
b) Clever stick pusher logic.
c) Operation of both air conditioning packs during single engine ground operations.
d) Inner wing deicing system.
e) Additional counter-rotating vortex generators on the wing.
f) Improved/added Multi-function computer.
g) Higher single engine service ceiling.
h) Automatic ignition with power loss.
i) Transformer Rectifier Unit (ATR-72-210A optional, ATR-42-500 standard).
j) Anti-icing cycle override.
k) Six bladed propellers (as installed).
l) Propeller Electronic Control (PEC).
m) Automatic CL control (Notch).
n) Flap settings 0, 15, 25, 35 (-500).
o) Electric pitch recoupling.

7.1.2.2 Procedures of special interest and emphasis on the ATR-42-500 and/or ATR-72-210A:

a) Approach and Missed Approach procedures are impacted by automatic operation of CLs and the additional approach flap setting for the ATR-42-500.
b) TRU installation has extended range (ER) implications.
c) Bleeds ON takeoff permitted. ATR-42-500 and 72-210A bleeds are automatically tripped OFF in the event of engine failure during takeoff.

7.1.2.3 Areas of Special Interest and Emphasis (General) Pertaining to the ATR-42-600 and/or ATR-72-600:

a) Cockpit Layout.
b) Human Factors in regards to glass cockpit operation philosophy (CRM).
c) Avionics System (DU, PFD, MFD, EWD, ICP, MCDU, MCP, EFCP, etc.).
d) Navigation System (FMS, MCDU, MCP, etc.).
e) Performance System (MFD, FMS, MCDU, EFCP, etc.).
g) Communication System (MCP, MCDU, etc.).
h) Abnormal and Emergency Operations (Indications and Procedures).
i) Electronic Checklist Operations for Normal and Non-normal Operations 7.1.2.4

Procedures of special interest and emphasis for the ATR-42-600 and/or ATR-72-600.

7.1.2.4 Procedures of special interest and emphasis pertaining to the ATR-42-600 and/or ATR-72-600:

a) Cockpit Preparation and setup for normal line flying operations.
b) Normal Flight Operations for normal flying operations (departures, enroute and approaches).
c) Abnormal and Emergency operations (Ground and Flight conditions).

7.2 Type Ratings.

7.2.1 Practical Tests. The FSB has determined that satisfactory completion of a practical type rating evaluation in any ATR-42 or ATR-72 related aircraft will meet the requirement for the ATR-42 ATR-72 type rating. Airmen may complete, as necessary, the type rating practical test required by 14 CFR § 61.63(d) or §61.157(b) in either the ATR-42 or ATR-72 for the ATR-42/72 type rating. In order to operate another related aircraft, crewmembers operating under 14 CFR part 121 are required to satisfactorily complete an approved “differences” course in the corresponding model in compliance with the MDR and ODR tables. The same requirement should be followed by flightcrew members operating under 14 CFR parts 91 or 125.

7.2.2 Oral and Written Tests. Oral or oral and written tests apply in common to both the ATR-42 and ATR-72 unless otherwise specified by ODR tables. When an airman is qualifying in only the ATR-42 or ATR-72, oral or practical test items need only address the model for which the test is being conducted.

7.2.3 Application For and Issuance of Type Ratings. Airmen completing pertinent 14 CFR part 61 requirements in either an ATR-42 or ATR-72 may apply to the FAA for the ATR-42 ATR-72 type rating endorsement. Upon completion of required tests and submission of an application (FAA Form 8410-1), authorized FAA inspectors or authorized designated pilot examiner may issue the necessary pilot certificate with type ratings (i.e., ATR-42 ATR-72).

7.3 Proficiency Checks.

7.3.1 General. Proficiency checks are administered as designated in 14 CFR §121.441 and Appendix F for either the ATR-42 or ATR-72, except as may be specified or permitted by MDR and ODR tables. A proficiency check in either the ATR-42 or ATR-72 suffices
for the type if initial and recurrent qualification is conducted in accordance with MDR and approved ODR tables for that operator. Such checks should assess knowledge and acceptable levels of skill, considering crew position. When checks are conducted for simultaneous ATR-42 and ATR-72 qualification, one aircraft is typically selected as the basic model, and a sufficient number of questions on the other model are covered to ensure effectiveness of differences preparation. The preflight and equipment examination portion of initial and recurrent proficiency checks must address each related aircraft of the ATR being operated by the flightcrew member. These checks must be administered by an authorized check pilot or operationally qualified FAA Aviation Safety Inspector. Satisfactory completion of a proficiency check may be substituted for recurrent flight training in accordance with 14 CFR § 121.433(c).

7.3.2 Alternating ATR-42 and ATR-72 Proficiency Checks (14 CFR § 121.441).

7.3.2.1 For 14 CFR part 121 mixed fleet flying of ATR-42 and ATR-72 aircraft, proficiency checks may be administered in the following manner:

a) Proficiency Checks may be alternated every 6 months for PICs and annually for other flightcrew members.

b) Proficiency Checks in accordance with 14 CFR may be given in either related aircraft with differences training on the other related aircraft as outlined by the MDR Tables.

7.3.2.2 Alternating checks may not necessarily eliminate the requirement to address differences between related aircraft as required by the MDR Tables. It is possible that discussion or instruction outlining the unique differences from one related aircraft to another will be necessary in order to ensure a complete understanding of those differences.

7.3.2.3 The FSB recommends that a Differences Training Program be developed and utilized during each checking period. It is believed it is more practical to include differences training and not be bound by the requirement to schedule alternate checking of these related aircraft.

7.4 Qualifications. Only those FAA Aviation Safety Inspectors (ASIs) or check pilots who have completed appropriate qualification in either the ATR-42 or ATR-72 aircraft are authorized to administer any check specified in Section 7.

7.4.1 Authorized FAA Aviation Safety Inspectors. For the purposes of airmen certification, authorized FAA ASIs or Aircrew Program Managers (APMs) are those having completed appropriate qualification in either the ATR-42 or ATR-72 aircraft. Only those FAA ASIs having completed appropriate qualification on either ATR related aircraft may conduct ATP type rating checks in any ATR related aircraft. Completing an approved differences training course for the other model aircraft is highly desirable for those FAA Inspectors who will be expected to perform certification duties in both related aircraft.
7.4.2 Check Pilots. Check pilots assigned to the ATR-42 or ATR-72 aircraft for purposes of supervision of Operating Experience (OE) or Supervised Line Flying (SLF) under 14 CFR § 121.434 should have completed an approved differences training course and have completed at least three flight segments and/or three takeoffs and landings in the respective model for which they will serve as check pilot.

7.4.3 Recurrent Proficiency Checks. ASIs qualified in either ATR related aircraft must conduct PIC proficiency checks until such time as properly qualified check pilots have been approved for this purpose.

7.5 Line Checks (14 CFR § 121.440). After initial qualification in which SLF is required, line checks completed for either the ATR-42 or ATR-72 may satisfy requirements for either aircraft. However, separate line checks may be appropriate for requirements associated with “special routes or airports” as addressed under 14 CFR § 121.445.

7.6 Other Checks. MDRs for the ATR-42 and ATR-72 related aircraft do require the accomplishment of either OE or SLF for differences for mixed fleet flying of related aircraft.

7.7 Operating Experience (AC 120-53, as amended, or 14 CFR § 121.434). Considering the requirements specified by the MDR and ODR Tables, OE required by 14 CFR § 121.434 applies jointly to the ATR-42 and ATR-72 series of aircraft. OE completed in one model does not have to be repeated in the other model. Flightcrew members completing Initial Training or Transition Training in either the ATR-42 or ATR-72 must also complete a minimum of three SLF flight segments in the aircraft and six SLF segments for transition to or from the ATR-600 related aircraft to any other ATR related aircraft. These will be under the supervision of a Line Check pilot fully qualified and current on the applicable ATR-42 and ATR-72 related aircraft (see paragraph 7.7.1, Alternate Operating Experience In Lieu of SLF). Provisions of this paragraph do not preclude additional and separate requirements which otherwise may be necessary, such as compliance with 14 CFR § 121.445 regarding operations in special areas or into special airports. Operating experience and SLF pertinent to each flightcrew member must be obtained while serving in a primary flightcrew member position. SLF must also address pertinent differences among related aircraft of the ATR-42 and ATR-72 aircraft as specified in paragraph 7.1.2.

7.7.1 Alternate Operating Experience In Lieu of SLF. In choosing applicable SLF segments for Operating Experience in the other ATR-42/72 related aircraft, the FSB did not intend to limit the possibility of credit for other possible methods of gaining suitable experience. A proficiency flight/check profile, with a check pilot, in which at least three takeoffs (power manipulations) and landings, at least one of which is made out of either a precision or non-precision approach, may be substituted for the three SLF segments.
8. **FSB SPECIFICATIONS FOR CURRENCY**

8.1 **Currency (Recent Experience)** 14 CFR § 121.439.

8.1.1 Currency Required. Unless approved in ODR tables, currency is addressed separately for the ATR-42 and ATR-72 related aircraft. For programs approved through ODR tables, currency is specified in accordance with the MDRs.

8.1.2 A variety of means for establishing compliance with Level A, B, and C currency provisions are acceptable. Examples include the following:

**Level A.**

Level A compliance is achieved by such methods as issuance of operating manual page revisions, dissemination of operating bulletins, or differences handouts to describe minor differences in aircraft.

**Level B.**

Level B compliance is achieved through methods that include tutorial-based instruction, such as computer-based training, stand-up instructors, slide/tape presentations, and/or video tapes. The material presented has systems that are functionally similar and identify areas of emphasis through standard methods of presentation. Crew understanding is required. Examples of this training are listed below:

a) Issuance of a bulletin which directs crews to review particular operating manual differences information if a particular model has not been flown within a specified time interval (i.e., review of differences in limitations and procedures).

b) Crew certification on the dispatch release that they have reviewed pertinent information for the particular model to be flown on that trip within an operator specified time interval.

c) Explicit tracking of currency requirements based on logbook entries, ACARS data or other reliable administrative records, or recurrent training/checking which addresses the features of each pertinent model during each training or checking event.

**Level C.**

Level C compliance can only be accomplished through use of devices that are capable of systems training. Level C may require self-instruction or aided instruction, but cannot be adequately addressed by a knowledge requirement alone. Examples of this training are listed below:

a) Interactive, full-task computer-based instruction.

b) Flight deck systems simulators.
c) Flight deck procedures trainers or part task trainers (e.g., flight management system (FMS) or traffic collision avoidance system (TCAS)).

8.2 Reestablishing Currency.

At level B, currency is reestablished by crewmember review of pertinent materials per the operator’s guidelines. However, for mixed fleet flying of ATR-42 and ATR-72 related aircraft, if a period of greater than 6 months has elapsed for PICs or SICs without flying either related aircraft, then differences requalification is necessary. Differences requalification may be accomplished for the respective PIC or SIC by:

a) Satisfying the same MDRs and ODRs as for initial differences qualification,
b) Completing an approved recurrent training course or proficiency check which meets the provisions of paragraph 6.4 or 7.3 of this report, or
c) Completing three takeoff and landings with a check pilot. This may be in an aircraft or approved FFS.

At level C, currency is reestablished by completing an approved recurrent training course or proficiency check per the operator’s approved training program. For mixed fleet flying of ATR-42 and ATR-72 related aircraft, if a period of greater than 6 months has elapsed for PICs or SICs without flying either related aircraft, then differences requalification is necessary. Differences requalification may be accomplished for the respective PIC or SIC by:

a) Satisfying the same MDRs and ODRs as for initial differences qualification,
b) Completing an approved recurrent training course or proficiency check which meets the provisions of paragraph 6.4 or 7.3 of this report, or
c) Completing four supervised line flights with a check pilot to include at least four takeoffs (power manipulations) and landings, at least two of which are made out of either a precision or non-precision approach, and a precision or non-precision approach to a missed approach, or a rejected landing followed by a holding procedure may be substituted for the applicable SLF segments. These may be in an aircraft.

9. AIRCRAFT COMPLIANCE CHECKLIST

9.1 Compliance Checklist. Compliance checklists are provided as an aid to FAA Certificate-Holding District Offices (CHDOs) to identify those specific rules or policies for which compliance has already been demonstrated to the FAA for a particular type, related aircraft, or related aircraft group. The checklist also notes rules or policies that remain to be demonstrated to CHDOs by operators. Not all rules or policies or related aircraft are necessarily listed or addressed. When differences exist between the related aircraft, which were evaluated with the compliance checklist and the related aircraft used by an operator, the CHDO evaluates those differences and approves use of the related
aircraft if that related aircraft provides equivalent compliance with CFRs or FAA policies. It remains the responsibility of a CHDO to review compliance with pertinent rules or policies not already satisfactorily addressed in the compliance checklist prior to 14 CFR part 121 approval of an operator for use of particular ATR-42 or ATR-72 related aircraft.

9.2 Discussion of Specific Compliance Checklist Items.

9.2.1 ATR Forward Observer Seat. The forward observer seat on all ATR-42/72 related aircraft meets the requirements of 14 CFR § 121.581.

9.2.2 Reserved.

9.2.3 Emergency Evacuation. The ATR-42 and ATR-72 Emergency Evacuations were successfully demonstrated by simulated Emergency Evacuations credited under 14 CFR § 121.291 for configurations and passenger capacities which may be specified in FAA Order 8900.1, Volume 3, Chapter 30, Section 7. The maximum demonstrated seating capacity is 60 for the ATR-42 and 74 for the ATR-72 for use under 14 CFR part 121. Accordingly, a 14 CFR § 121.291 full scale evacuation is not necessary for future ATR aircraft in configurations consistent with previously approved tests. Passenger capacity less than or equal to the previously demonstrated capacity may be authorized. A mini-evacuation is required unless the particular certificate holder is operating or has previously operated an ATR-42 or ATR-72 related aircraft with the same or similar interior and exit configuration.

9.2.4 Proving Runs (14 CFR § 121.163).

9.2.4.1 Initial Proving Runs. Initial proving runs in accordance with provisions of 14 CFR § 121.163 (a) for ATR-42 ATR-72 related aircraft are not required because it has been demonstrated.

9.2.4.2 New Operator. For new operators of ATR-42 and/or ATR-72 related aircraft, proving runs in accordance with pertinent 14 CFR and FAA Order 8900.1 is appropriate.

9.2.4.3 Operators Currently Operating ATR-42 related aircraft. Credit in the form of proving run time reductions may be given for previous ATR-42 experience for an operator implementing ATR-72 operations when such previous experience is directly applicable. Proving run requirements and reductions are as designated by FAA Order 8900.1 and the Certificate-Holding District Office unless otherwise specified by the FSB or AFS-200.
9.2.4.4 Maximum Proving Run Credits. Credit given to operators who have been operating one ATR related aircraft towards proving runs in another ATR related aircraft may not exceed an amount of proving time which would leave enough creditable time remaining for completion of the following events, as a minimum:

   a) Completion of six separate flight segments (legs),
   b) Operating the airplane into six different destinations, if appropriate for that carrier’s route structure, and
   c) Operating the airplane a minimum of 6 hours flying time.

10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

10.1 Standard Devices and Simulators. Devices and simulators with characteristics pertinent to either the ATR-42 or ATR-72 may be utilized in approved training programs in concert with appropriate differences training if required for the other related aircraft.

10.2 Unless the actual aircraft is used, training must be conducted in an FAA approved Flight Simulation Training Device (FSTD). FSTDs acceptable for ATR-42 or ATR-72 training must include a cockpit-like environment that can provide dynamic flight training in the integrated operation of the ATR-42 and/or ATR-72 components. Such a device must be evaluated by the NSP in consultation with the FSB prior to receiving credit in an approved training program.

10.3 Aircraft/Simulator/Device Compatibility (14 CFR § 121.407).

10.3.1 The POI must address the acceptability of differences between flight training devices, FFSs, and aircraft operated. It is the NSP’s responsibility to qualify FSTDs. It is the POI’s responsibility to approve a particular simulator or training device for use by the individual operator.

10.3.2 MDR provisions should be used as guidance in device acceptance or approval by POIs.

10.4 Devices Used for Recurrent Proficiency Checks. Recurrent checking may be accomplished in either an ATR-42 or ATR-72 FFS as it pertains to appropriate MDRs. However, recurrent proficiency checks are to be accomplished in relevant ATR-42 or ATR-72 FFS or a combination of FFSs as suited to the particular operator’s fleet, fleet mix, and approved training program.

11. APPLICATION OF FSB REPORT

11.1 Operators of ATR-42 and/or ATR-72 Aircraft. Relevant parts of this report (i.e., Type Rating Designation, training and checking) are effective when the FAA approves the report. Sections or paragraphs of this report related to differences (i.e., MDRs, ODRs)
must be voluntarily applied unless otherwise approved by AFS-200. These provisos may be applied to Transition Programs at the discretion of the operator.

11.2 Mixed Flying of ATR-42 and ATR-72 Aircraft. For operators flying mixed fleets of ATR-42 and ATR-72 aircraft, provisions of paragraph 11.1 above apply, and in addition, compliance with relevant FSB report differences provisions is necessary prior to 14 CFR part 121 Operations (i.e., have operator specific ODR tables approved by the FAA), or obtain alternate compliance. FAA review and approval of programs, devices, training methods, and other items requires a reasonable period of time. Accordingly, operators should plan to submit proposed ODR tables to POIs at least 90 days prior to expected approval date, when possible, in order to assure timely review and approval.
### APPENDIX 1 – MASTER DIFFERENCE REQUIREMENTS (MDRs) ATR-42/ATR-72

Date: 12/05/2014

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<tr>
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A* Specifies a requirement for Supervised Line Flying (SLF) for both crew positions.

C* Specifies a requirement for Supervised Line Flying (SLF) for both crew positions.

The FSB did not specifically evaluate the differences between the ATR-42-200/300 and the ATR-42-600 or the ATR-72-100/200 and ATR-72-210 to the ATR-72-600. Should an operator wish to operate these aircraft in mixed fleet flying, with either aircraft being the “base” aircraft, consult the ATR-42/72 FSB Chair and AFS-200.
APPENDIX 2 – ACCEPTABLE OPERATOR DIFFERENCES REQUIREMENTS (ODRs)
ATR 42/ATR 72

AVAILABLE UPON REQUEST FROM SEA AEG
APPENDIX 3 – SPECIAL TRAINING FOR WINTER OPERATIONS

AVAILABLE UPON REQUEST FROM SEA AEG
APPENDIX 4 – ATR-42/ATR-72 STEEP APPROACH LANDING OPERATIONS

AVAILABLE UPON REQUEST FROM SEA AEG