



# Federal Aviation Administration

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## Memorandum

Date: October 11, 2012

To: Leslie Smith, Manager, Air Transportation Division, AFS-200  
THRU: Rick Domingo, Manager, Flight Standards Division, ANM-200

From: *Keeton D. Zachary*  
Keeton D. Zachary, Manager, Seattle Aircraft Evaluation  
Group, SEA-AEG

Prepared by: John K Pinnow, Operation Specialist, SEA-AEG, (425) 917-6624

Subject: DA-50/900 Flight Standardization Board (FSB) Report, Revision 2 -  
Coordination and Publication

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Attached is the DA-50/900 Flight Standardization Board Report, revision 2, for your review, signature, and publication on the Flight Standards Information System (FSIMS) web site. The FSB report was updated to the current FSB template. A training program objective was added. Additionally, this revision incorporates steep approach/noise abatement procedures and their respective training, checking, and currency requirements. These were added in the form of 2 new appendixes.

In keeping with our Quality Management System (QMS) FSB process, please return the signed coordination sheet with original signatures to this office for our files.

Attachment – DA-50/900 FSB Report



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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## FLIGHT STANDARDIZATION BOARD REPORT

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Revision: 2

**Dassault**

**DA-50/50EX/900/900EX**

A handwritten signature in black ink, appearing to read "John K. Pinnow", written over a horizontal line.

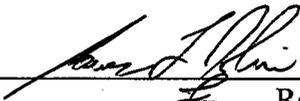
Date: 10/05/2012

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**MANAGEMENT COORDINATION SHEET**

  
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For Robert Reich  
Assistant Manager, Operations  
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Date: 10/12/12

  
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Keeton D. Zachary  
Manager,  
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Date: 10/12/12

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Date:  
Leslie Smith  
Manager, AFS-200  
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Date:  
Melvin Cintron  
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**RECORD OF REVISIONS**

<b>Revision Number</b>	<b>Sections</b>	<b>Date</b>
0 (Original)		12/15/1997
1		11/20/2006
2		10/05/2012

**Highlights of Change:**

- Updated to current FSB template
- Added Appendix 5 Training Program Objectives
- Added Appendix 6 Steep Approach
- Added Appendix 7 Close-in Noise Abatement Departure Procedure

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## 1 PURPOSE AND APPLICABILITY

1.1 This report specifies master training, checking, and currency requirements applicable to crews operating DA-50/50EX and 900/900EX aircraft under 14 CFR Parts 91 and 135.

Provisions of this report:

- a) Identify Pilot "type rating" requirements assigned to the DA-50/50EX and 900/900EX.
- b) Describe any unique requirement applicable to initial, transition, upgrade, or recurrent training.
- c) Describe Master Difference Requirements (MDR) for flight crews requiring differences qualification for mixed-fleet-flying or transition,
- d) Provide examples of acceptable Operator Difference Requirements (ODR) tables,
- e) Describe acceptable training program and training device characteristics when necessary to establish compliance with applicable MDRs,
- f) Identify checking and currency standards to be applied by FAA or operators and,
- g) Provide a listing of regulatory compliance status (compliance checklist) for the pertinent CFR, Advisory Circulars, and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG).

1.2 This report addresses DA-50/50EX and 900/900EX series aircraft as specified in the FAA Type Certificate Data Sheet (TCDS).

1.3 The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of specific DA-50/50EX and 900/900EX 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 re-evaluate and modify sections of this report based on new or revised Advisory Circular material or the pertinent CFR, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, as amended.

1.5 Terminology. The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is recognized that this report (as well as AC 120-53, on which it's based) provides one acceptable means, but not necessarily the only means of compliance with the pertinent CFR requirements. This terminology acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions if AC 120-53, is to be used by the operator as the means of complying with the pertinent CFR. Operators who choose this method must comply with each applicable MDR provision, including any footnotes.

1.6 Unless otherwise specified, "DA-50" means the Falcon DA-50/50EX and 900/900EX.

1.7 This report includes:

- a) Minimum requirements for approval by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),
- b) General advisory information which may be approved for that operator (e.g. MDR footnotes, acceptable ODR tables), and
- c) Information which is used to facilitate FAA review of an aircraft type or related aircraft that is proposed for use by an operator (e.g. compliance checklist).

Various sections of this report are qualified as to whether compliance (considering the provisions of FAA Advisory Circular 120-53) is required or is advisory in nature.

1.8 Relevant acronyms are defined as follows:

AC	Advisory Circular
ACO	Aircraft Certification Office
AFM	Airplane Flight Manual
AP	Autopilot
ASC	Aircraft Service Change
CHDO	Certificate Holding District Office
DC	Display Controller
EDM	Emergency Descent Maneuver
EEC	Emergency Evacuation Crewmember
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indicating and Crew Alerting System
FADEC	Full Authority Digital Engine Control
FGS	Flight Guidance System
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
HUD	Head Up Guidance Display
I-NAV	Integrated Navigation Display
IRS	Inertial Reference System
MMEL	Master Minimum Equipment List
MCDU	Multi-Function Control Display Units
MDR	Master Differences Requirements
MFF	Mixed Fleet Flying
ND	Navigation Display
ODR	Operator Differences Requirements
PFD	Primary Flight Display
POI	Principal Operations Inspector
QRH	Quick Reference Handbook
RAAS	Runway Awareness Advisory System

RFMU	Radio Frequency Management Unit
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
VGS	Visual Guidance System
VNAV	Vertical Navigation
WOW	Weight on Wheels

## **2 PILOT TYPE RATING REQUIREMENTS**

2.1 Type Rating. In accordance with the provisions of 14 CFR Parts 61 and 135 and AC 120-53, a specific pilot type rating is assigned to all Falcon 50, Falcon 50EX, Falcon 900, and standard Falcon 900EX models is designated "DA-50".

The FSB has determined that Falcon 900EX aircraft equipped with the Honeywell Primus Epic "EASy" cockpit, and marketed as Falcon 900EX EASy or Falcon 900DX have a different pilot type rating. Refer to the "DA-EASY" FSB report for those aircraft. Falcon 900 aircraft equipped with the Honeywell Primus Epic Control Display System for Retrofit (CSD/R) retain the "DA-50" pilot type rating.

2.2 Second-In-Command Type Rating. In accordance with the provisions of the 14 CFR Part 61.55, FAA Order 8900.1 and AC 120-53, a SIC pilot type rating is assigned to the DA-50/50EX and 900/900EX and is designated "DA-50" with Limitation for "DA-50 SIC Privileges Only".

## **3 MASTER DIFFERENCE REQUIREMENTS (MDR)**

3.1 Common Requirements for all DA-50 aircraft.

3.1.1 Landing Minima Categories 14 CFR Part 97.3. The DA-50 is considered Category C aircraft for the purposes of determining "straight-in" landing weather minima. For circling, the minima to be used are as specified in operations specifications for each operator as follows:

- a) For operators with Automated Standard Operations Specifications (Paragraph C53(c)), circling minimums are as specified for the actual approach speed (KIAS) to be used for a circling maneuver, or
- b) If automated operations specifications have not been issued, circling minimums are as designated by current Standard Operations Specifications and 14 CFR Part 97.3.

3.1.2 Normal "Final Landing Flap Setting". The normal "final landing flap setting" per 14 CFR Part 91.126(c) is "Flaps 40+Slats" for DA-900 Series and "Flaps 48+ Slats" for DA-50 Series.

3.1.3 "No Flap Approach". Training and checking applicable to DA-50 aircraft requires demonstration of "no flap" approaches. Completion of a demonstration in any DA-50 suffices for any other related aircraft.

3.1.4 Special/Unique Requirements. No other special or unique requirements common to all DA-50 are identified beyond those provided by 14 CFR Parts 61, 91 and 135.

3.2 Master Difference Requirements.

3.2.1 Requirements for particular DA-50 Related Aircraft Combinations. Master Difference Requirements (MDRs) for related aircraft of the DA-50 are shown in Appendix 1. These

provisions apply when differences between related aircraft exist which affect crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences).

3.2.2 MDR Footnotes. Footnotes to MDR requirements define acceptable "required means" or "alternate means" of compliance. A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation, depending on the significance of the differences between related aircraft.

#### **4 ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES**

4.1 ODR Tables. ODR tables are used to show an operator compliance methods. Detailed generic sample ODR tables are on file with the applicable AEG. Copies are available on request. These ODR tables are provided as generic, and therefore may not include items that are applicable to particular operators.

4.2 Operator Preparation of ODR Tables. Operators flying a "mixed fleet" of DA-50 and other related aircraft must have approved ODR tables pertinent to their fleet.

4.3 ODR Table Coordination. Unless identical or equivalent ODR tables have been previously approved by the FAA, new ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. FSB coordination ensures consistent treatment of related DA-50 aircraft between various operators, and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution. Original FAA approved ODR tables are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO) and should be provided to the DA-50 FSB Chairman at the Seattle AEG.

#### **5 FSB SPECIFICATIONS FOR TRAINING**

##### **5.1 General**

5.1.1 Assumptions Regarding Airmen's Previous Experience. The provisions of this Section apply to programs for airmen who have experience in the 14 CFR Part 135 air carrier operations and multi-engine transport turbojet aircraft including glass cockpit and FMS experience. For airmen not having this experience, additional requirements may be appropriate as determined by the POI, FSB, and/or AFS-200.

5.1.2 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers requires training of a crewmember for a particular crew position (e.g. captain, first officer, international relief officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and should be in accordance with ODR tables when applicable.

5.1.3 Second-In-Command Training Tasks. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of CFR Parts 61.55 or 135.345 in accordance with FAA Order 8900.1. SIC Pilot Type Rating may be issued in accordance with the CFR Part 61.55(d) or (e) provided training required by the pertinent CFR and FAA Order 8900.1, including tasks stipulated by this report, are completed.

5.1.4 Future Air Navigation Systems (FANS)/RNP/ANP/CNS/CPDLC/ADS. Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address communications, navigation, and surveillance (CNS) functions covered by FANS, RNP, and ANP. In addition, sufficient training in use of data link communication and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations (requiring their use) should be provided.

## 5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Minimum Acceptable Training Requirements For Integrated DA-50 Programs. An acceptable ground training curriculum for a DA-50 program is specified in 5.2.2.1. For DA-50 programs already approved, reductions through provisions of 135.323(d), 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. Examples of special factors that may be considered by the FSB include such factors as allowing credit for previous applicable experience (i.e. operators implementing fleets who have crews previously qualified) or increases in the quality or effectiveness of the training process (i.e. new types of training devices).

### 5.2.2 Ground Training (Academics) for the DA-50.

5.2.2.1 Ground training in the following subjects for the DA-50 is required:

- a) Aircraft General Description (Interior/Exterior)
- b) Powerplants
- c) Aircraft Systems (eg. Hydraulics, Electrical, etc.)
- d) EFIS/EIED/EID/RTU Displays and Controls
- e) FMS
- f) Limitations
- g) Performance
- h) HUD (if installed)
- i) Warnings and Cautions
- j) Normal/Abnormal Procedures

### 5.2.3 Flight Training for the DA-50.

5.2.3.1 Flight Training should focus on the following events or maneuvers:

- a) Exterior Differences
- b) Cockpit/Cabin Familiarization
- c) Systems Tests and Checks
- d) Flight Control Malfunctions
- e) EFIS/FMS
- f) Power Management Procedures
- g) No Flap Landing Procedures
- h) Normal Procedures
- i) HUD (if installed)

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

5.2.4 Crewmember Emergency Training. Crewmember emergency training should be conducted for the DA-50 in accordance with 14 CFR Part 135.331. The objective of emergency training for the DA-50 aircraft is to provide crewmembers with the necessary knowledge concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment that is different in each related aircraft of the DA-50 and from other aircraft in the operator's fleet. Where emergency equipment is common, instruction may be adjusted for crewmembers qualified and current on this equipment, provided records are available which demonstrate that crewmembers meet 14 CFR Part 135.331 requirements. For example, if the fire extinguishers are common to fire extinguishers on other aircraft in the operator's fleet, training may be simultaneously credited for both aircraft. Conversely, for equipment that is unique to the DA-50, training on the emergency equipment for each related aircraft is required.

Emergency training also consists of instruction in crewmember emergency assignments and procedures including crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills, that are specific to each related aircraft of the DA-50.

In accordance with the 14 CFR Part 135.331 and FAA Order 8900.1, emergency training requirements refer to two types of training: "general" emergency training and "aircraft-specific" emergency training. General emergency training is instruction on those emergency items that are common to the DA-50 and all aircraft in the operator's fleet, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to the DA-50 aircraft. An example of aircraft-specific emergency training is instruction on the location of emergency equipment for each related aircraft of the DA-50 aircraft.

As part of an approved training program, an operator may use many methods when conducting aircraft-specific emergency training, including classroom instruction, pictures, videotape, ground training devices, computer-based instruction, and static aircraft training.

There are no specified training program hours for Crewmember Emergency Training. A chart addressed in 8900.1 provides "national norms" for the approval of the general emergency training program hours. The complexity of the different related aircraft of the DA-50 and the complexity of the type of operation to be conducted should be considered when approving the DA-50 aircraft-specific emergency training.

5.2.5 Areas of Emphasis. The following areas of emphasis should be addressed during ground and flight training:

5.2.5.1 Takeoff Safety

- a) Meaning and proper use of V1
- b) Importance of prompt and correct execution of a rejected takeoff (RTO), when necessary with emphasis on recognition of center engine failure.
- c) Need to minimize exposure to high speed RTOs for minor difficulties unrelated to the ability of the aircraft to continue a safe takeoff
- d) Proper lineup and use of available runway
- e) Correct accountability for clutter and/or reduced braking friction
- f) Engine out performance requirements (FAR 135.379) or equivalent if operating under 14 CFR Part 91.

5.2.5.2 Training organizations and operators should insure that all crewmembers are familiar with the provisions of Advisory Circular 00-54 (Pilot Windshear Guide). This windshear training aid communicates key windshear information relevant to flightcrews. 14 CFR Part 135.345 requires procedures for recognizing, avoiding and escaping from severe weather situations, to include low-altitude windshear.

5.2.5.3 TCAS installation and training is not currently mandated under 14 CFR Parts 91 and 135 (if less than 10 passenger seats). For those operators choosing to install TCAS I/II under 14 CFR Part 91 or required to under Part 135 operations, however, the principles described by Advisory Circular 120-55 may also be applied. For those operators electing to install such equipment, crewmembers should be familiar with the requirements of AC 120-55, and 14 CFR Parts 91.221 and 135.180.

5.2.5.4 FMS training. If level "C" training is specified due FMS installation, training must be "hands on" instruction with approved training device, simulator, or the airplane. If an airplane is used for the training process, it must be emphasized that as much training as possible should be accomplished in a static, "powered-up" aircraft to minimize exposure to a "heads down" environment while the aircraft is in operation.

5.2.5.5 Cockpit displays training. If level "C" training is specified due to EFIS to EFIS or EFIS to Electromechanical cockpit instrumentation, training must be "hands on" instruction emphasizing all normal, abnormal, and reversionary modes.

5.2.5.6 Long range/overwater flights. Due to criticality of fuel computations, crews should be familiar with all aspects of fuel management to include normal and abnormal procedures and the manner in which fuel computations are made.

5.2.5.7 Hazardous weather and winter operations. Proper precautions and procedures regarding hazardous weather/winter operations, which may be unique to DA-50 aircraft should be addressed. For example, topics such as proper use of wing/tail de-ice, antiskid braking characteristics when stopping on slippery runways, use of procedures described in the windshear training aid, hazards associated with rejecting takeoffs near V1 on slippery runways, and other such topics, are appropriate for emphasis in training programs.

5.2.5.8 Operators and flight crews of Falcon 900EX aircraft should be familiar with Airworthiness Directive 2004-02-04 which revises the airplane flight manual to advise flight crews about limitations on operating in icing conditions. Operators who elect to operate in icing conditions with HP bleeds off should follow the Operating Manual Supplement "Operation in icing conditions with HP OFF" procedure. POIs for those operators should require, and 14 CFR Part 91 operators are strongly encouraged to obtain FAA approved flight crew training in this procedure.

5.2.5.9 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives, and IAW ODR tables when applicable.

Some DA-50 tasks, procedures, or maneuvers are considered to have seat dependent elements, and may need to be considered and addressed under 14 CFR Part 135 training programs:

- a) Use of nosewheel steering during taxi, takeoff, and landing
- b) Rejected takeoffs
- c) Cat II/III operations including HUD (if installed)
- d) Crosswind takeoffs and landings
- e) Engine inoperative takeoffs and landings
- f) Emergency communications
- g) Loss of all generators
- h) Emergency descent
- i) Operation on emergency power

5.2.6 Second-In-Command Crew Training. SIC crew training is accomplished as specified in the 14 CFR Part 61.55 and/or 135.345. Training programs should address tasks stipulated in FSB Specifications for Training; Areas of Emphasis, Training for Seat Dependent Tasks and SIC Crew Training are accomplished.

### 5.3 Differences Training 14 CFR Part 135.347.

5.3.1 General. Unless an initial or transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type, as provided in MDR and ODR tables. Detailed generic sample ODR tables may be obtained through the Seattle AEG. Copies are available on request. These ODR tables are provided as generic, and therefore may not include items that are applicable to particular operators.

- a) A Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft.
- b) When a Differences Training Program involves related aircraft having the same Pilot Type Rating, coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.
- c) When a Differences Training Program involves related aircraft having different Pilot Type Ratings, coverage of a differences course must be completed in accordance with the prerequisites defined in 5.1.1, and applicable MDR/ODR provisions.

5.3.2 Differences Ground Training. Differences ground training is required on the topics applicable to the pertinent related aircraft and is shown by applicable ODR tables.

5.3.3 Differences Flight Training. Difference flight training is required in the topics and maneuvers applicable to the pertinent related aircraft that is shown by applicable ODR tables.

### 5.4 Recurrent Training:

5.4.1 Recurrent Ground Training. Courses must include appropriate training in accordance with the 14 CFR Part 135.351 for each related DA-50 aircraft as specified by MDR and ODR tables for differences training.

5.4.2 Recurrent Flight Training. Courses require appropriate maneuvers and procedures identified in 14 CFR Part 135, Subpart H. As permitted by Part 135.351(c), satisfactory completion of a proficiency check IAW Part 135.293 may be substituted for training. Maneuvers and procedures must account for differences between each related DA-50 aircraft operated. The ODR table(s) must identify the differences.

### 5.5 Operating Experience:

5.5.1 Operating Experience Pertinent to Each Flight Crewmember. When required by CFR, Operating experience must be obtained while serving in a primary crew position.

5.5.2 Separate Operating Experience for Single Fleet Operations. Operating experience for the DA-50 may be accomplished in any related DA-50 aircraft.

5.5.3 Operating experience for Mixed Fleet Flying Operations. Separate operating experience applies to the DA-50 and other related aircraft.

#### 5.6 Other Training:

5.6.1 Instrument Approaches. When flight crews simultaneously qualify for use of CAT II and/or CAT III approaches, credit, as permitted by ODR tables, may apply.

Note: Operators should assure that flight crews are familiar with appropriate use of the FCU and FMS, including modes to be used, for the types of instrument approaches to be flown, when using FLS methods in lieu of or in conjunction with NDB, VOR, localizer, or back course localizer procedures. This emphasis is also appropriate for aircraft that do not have certain navigation system sensors, such as ADF, installed.

5.6.2 Flight Attendants. Initial and transition ground training should be conducted in accordance with 14 CFR Part 135.349. The objective of aircraft ground training is to provide flight attendants with an understanding of the DA-50 aircraft. This knowledge is necessary for the flight attendant to perform the duties and procedures required in normal, abnormal, and emergency situations. Due to the configuration of the DA-50 cabin, the following subject areas must be addressed.

- a) Normal operations
- b) Control and stowage of passenger's personal items
- c) Familiarity with emergency exits
- d) Use of emergency equipment (e.g. fire extinguishers, first aid kit, oxygen bottle, crew PBE and oxygen masks)

As part of an approved training program, an operator may use many methods when conducting aircraft ground training, including classroom instruction, pictures, videotape, ground training devices, computer-based instruction, and static aircraft training.

Initial and Transition Ground Training must include a competence check to determine flight attendant ability to perform assigned duties and procedures on the DA-50 aircraft. The competence check should cover each piece of emergency equipment and each emergency procedure unique to DA-50 aircraft.

Training program hours for Initial Ground Training may be reduced as specified in 14 CFR Part 135.325. There are no specified training program hours for Transition Ground Training. Specific design features of the DA-50 aircraft, combined with the various types of operations to be conducted should be considered when approving DA-50 Transition Ground Training.

## 6 FSB SPECIFICATIONS FOR CHECKING

### 6.1 General

6.1.1 Checking Items. Pertinent knowledge, procedures, and maneuvers specified by 14 CFR Part 61.157 and FAA Practical Test Standards (PTS).

6.1.2 Areas of emphasis. The following areas of emphasis should be addressed during checks as necessary:

- a) Proficiency with manual and automatic flight must be demonstrated in normal and non-normal situations. For crews not experienced with AFCS, emphasis is related to proper mode selection and use, crew coordination when performing mode or data changes, and interpretation of annunciations. For crews familiar with AFCS but not having recent experience with newer generation flight instruments; navigation, manual capture of altitudes, raw data approaches, tracking of VOR radials/NDB bearings using an RMI and other such systems or procedures may require additional practice or review in one or more of the above areas.
- b) EFIS: proper setup, selection, and use of those displays should be demonstrated, particularly during instrument approaches.
- c) Communication Radio Management; clear understanding and use of the communication radio panels or Radio Tuning Units (RTUs) and audio control panels should be demonstrated. This will be particularly important when flight training device (FTD) and simulator training sessions may not fully incorporate simulated ATC.
- d) Proper outside visual scan without prolonged fixation on cockpit displays or controls should be consistently demonstrated.
- e) Proper speed management and control application during rotation and flare.
- f) When noise abatement procedures other than as specified by AC 91-53 are used, proper performance of the alternate procedures should be addressed.

6.1.3 No Flap Landings. Demonstration of a No Flap approach and landing during a check is appropriate. In accordance with Order 8900.1, when the flight test is conducted in the airplane in actual flight, a touchdown from a no flap is not required. The approach should be flown to the point where the inspector or examiner can determine whether the landing would or would not occur in the touchdown zone. "No Flap" and "Hydraulic System Abnormal" approaches may be combined and should be addressed during training.

### 6.2 Type Ratings

6.2.1 Oral Examinations. Oral examinations for the DA-50 may be completed at the end of the academic phase of training. When an airman is qualifying in only one DA-50 related aircraft, oral test items need only address the model for which the test is being conducted.

6.2.2 Practical Tests. Practical tests may follow standard provisions of the pertinent CFR. The satisfactory completion of a practical type rating evaluation in any DA-50 will meet the requirement for the DA-50 type rating. In order to operate another related aircraft, crewmembers operating under the pertinent CFR are required to satisfactorily comply with the requirements of the MDR and ODR tables in Appendices 1 and 2. The same requirement should be followed by flight crewmembers operating under the pertinent CFR.

6.2.3 Application For and Issuance Of Type Ratings. Airmen completing pertinent the pertinent CFR requirements in either a DA-50 in accordance with FSB requirements described in this report, may apply to the FAA for the DA-50 type rating endorsement. Upon completion of required tests, and submission of an application (FAA Form 8710-1), authorized FAA inspectors or designees may issue the necessary pilot certificate with type rating.

### 6.3 Proficiency Checks

6.3.1 General. Proficiency Checks are administered as designated in CFR Parts 61.58 and 135.297 for the DA-50. A proficiency check in the DA-50 suffices for the type, if initial and recurrent qualification is conducted IAW MDR and approved ODR tables for that operator. These checks must be administered by an authorized check airman, or FAA Aviation Safety Inspector. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFR Part 135.351(c).

## 7 FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE

7.1 Recency of Experience Required by 14 CFR Part 135.247. Each aircraft type is addressed separately unless otherwise approved.

7.1.1 Use of the term "Segment" as applied to currency. For the purposes of this FSB report, a segment consists of the following flight phases or maneuvers: Preflight, Start, Takeoff, Climb, Cruise, Descent, Approach, Landing and Shutdown. Credit for a segment requires that a crewmember serve in an appropriate cockpit crew position during the necessary flight phases or maneuvers, but does not require the crewmember to physically control the aircraft or autopilot during those maneuvers. For example, both pilots may take credit for a segment even though only one actually controls the aircraft during the takeoff and landing. Pilots may not take credit for a segment by observation from a jumpseat.

7.2 Currency for Mixed Fleet Flying Operations. These are shown in MDR/ODR tables.

## 8 AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

8.1 Compliance Checklist (see Appendix 4).

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for aircraft having a particular aircraft type certificate. The checklist

also notes rules or policies not demonstrated to the FSB, which must be demonstrated to CHDOs by operators.

## 8.2 Discussion of Specific Compliance Checklist Items

8.2.1 DA-50 Observer Seat. The observer seat on the DA-50 as evaluated, satisfies the requirement of 14 CFR Part 135.75.

## 9 FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

9.1 Flight Training Device And Simulator Characteristics. Flight training device (FTD) and simulator characteristics pertinent to the DA-50 are as specified by pertinent 14 CFR 135 regulations and AC 120-40, 120-45, 120-46, 120-53, as amended, except as described below. The acceptability of differences between devices, simulators, and aircraft must be addressed by the POI.

9.2 Simulator and Device Compatibility (Ref. 14 CFR Part 135.335). When related aircraft are flown in mixed fleets, the combination of simulators and training devices used to satisfy MDR and ODR provisions should address related aircraft flown by that operator. The acceptability of differences between devices, simulators, and aircraft should be addressed by the POI.

9.3 Use of FTDs for Specific Check/Evaluation Items. Certain ATP, type rating, or proficiency check/evaluation items may be completed in FAA qualified FTDs. This is appropriate for items such as FMS initialization (e.g., 14 CFR 61, Appendix A - I.(b),(2)) or engine start non-normal procedures (e.g., 14 CFR 61, Appendix A - I.(d)). Under 14 CFR Part 135, checking credit in such instances must be approved by the POI. Under 14 CFR Part 91, equivalent standards should be used.

9.4 Different Display Formats. When different engine/flight instrument displays are used due to mixed fleet flying, in addition to simulator or flight training device (FTD) training for an appropriate related aircraft, crews should be exposed to the alternate presentations by some additional means (e.g. computer based training (CBT), simulator, photos, slides, actual aircraft, etc.) adequate to ensure proper display interpretation and use.

9.5 Combined use of Devices and Simulators should adequately address differences resulting from optional equipment (e.g. FMS, INS, Auto Throttle, etc.)

9.6 Device Approval. Requests for device approval should be made to the POI. The POI may approve these devices for that operator if their characteristics clearly meet the established FAA criteria and have been approved by the National Simulator Program (NSP). Where devices do not clearly satisfy a given level, POIs should request advice from the FSB Chairman (AEG), NST, or AFS-200.

## **10 APPLICATION OF FSB REPORT**

10.1 Relevant parts of this report (e.g. Type Rating Designation, checking maneuvers, etc.) are effective when the report is approved by the FAA.

## **11 ALTERNATE MEANS OF COMPLIANCE**

11.1 Approval Level and Approval Criteria. Alternate means of compliance to differences requirements of the 14 CFR Part 135 Subparts G and H for mixed fleet operations other than as specified in provisions of this report, must be approved by the Flight Standards, Air Transportation Division (AFS-200). If alternate means of compliance is sought, operators will be required to establish that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53, and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

11.2 Equivalent Safety. In the event alternate means of compliance is sought, training program hour reductions, simulator approvals, and device approvals, may be significantly limited and reporting requirements may be increased to assure equivalent safety. AFS-200 will generally not consider relief by alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

11.3 Interim Programs. In the event unforeseen circumstances make it impossible for an operator to comply with MDR provisions, the operator may seek interim program approval rather than a permanent, alternate compliance method. Financial arrangements, scheduling adjustments, and similar justifications are not considered to be "unforeseen circumstances" for the purposes of this provision

**APPENDIX 1 MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE**

<b>FROM AIRPLANE</b>					
		900EX	900	50	50EX
<b>T O  A I R P L A N E</b>	900EX	N/A	C/C/C <sup>1</sup>	C/C/C	C/C/C <sup>1</sup>
	900	C/C/C <sup>1</sup>	N/A	C/C/C <sup>1</sup>	C/C/C
	50	C/C/C	C/C/B	N/A <sup>2</sup>	C/C/C <sup>1</sup>
	50EX	C/C/C <sup>1</sup>	C/C/C <sup>1</sup>	C/C/C <sup>1</sup>	N/A
<sup>1</sup> If both aircraft have same the FMS, the currency requirement is reduced to C/C/B <sup>2</sup> If one aircraft has EFIS/EIED, training, checking, and currency are increased to C/C/C					

**APPENDIX 2 ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR)  
TABLES**

Available from SEA-AEG Flight Standardization Board Chairman.

**APPENDIX 3 ACCEPTABLE DIFFERENCE TRAINING PROGRAM FOR A DA-50/900 MIXED FLEET**

**Reserved**

**APPENDIX 4 DA-50 AIRCRAFT COMPLIANCE CHECKLIST**

**Reserved**

## APPENDIX 5 TRAINING PROGRAM OBJECTIVES

### 1 General Training Performance Objectives

This paragraph highlights the general training performance objectives related to the DA-50 Initial Type Rating Training Course, which come in addition to the relevant training performance objectives developed in the Falcon Training Policy Manual DSC 02/02-770-TOD.

Upon completion of a DA-50 Initial Type Rating Training Course, a pilot shall be able to:

- Demonstrate a good knowledge and understanding of all aircraft systems and limitations, including avionics and engines,
- Demonstrate a good knowledge and understanding of the philosophy used in the design of the DA-50 cockpit,
- Execute any maneuver safely, smoothly and accurately,
- Strictly apply normal, abnormal and emergency procedures, at the appropriate time, in coordinated manner and upon relevant triggering event,
- Use appropriate manufacturer or company documentation when necessary,
- Keep at any moment situational awareness, in order that the success of a procedure or a maneuver is doubtless,
- Show pertinent judgment in flight management,
- Understand and apply CRM procedures,
- Positively communicate with other crew members,
- Demonstrate a good knowledge and understanding of aircraft performances through the use of relevant materials (documentation, electronic tools such as PETAL, PILOT, etc),
- Use the operational documentation (CODDE 2, QRH 1, QRH 2 or equivalent). Only F900EX have CODDE2 and QRHs. MF50/F50EX/MF900/F900C have OMP (Operating Manual – Procedures)).

### 2 Ground instruction segment

#### 2.1 Introduction

This part provides the Dassault Aviation specifications of the ground instruction segment, including the laboratories sessions.

The ground instruction segment comprises daily ground courses organized in two parts:

- the first part, ground session, provides interactive theoretical knowledge,

- the second part, laboratories session, provides interactive hands-on experience on the items instructed during the related first part. The second part shall be based on laboratories.

The two parts shall be performed on the same day.

## 2.2 Prerequisites

Refer to applicable regulations.

## 2.3 Ground session profile and characteristics

The ground sessions shall provide the student with the knowledge consistent with the defined training performance objectives and completions standards with respect to the following:

- Manufacturer Falcon documentation, including CODDE 2, QRH 1, QRH 2 or equivalent,
- Training documentation,
- Cockpit design,
- Systems location,
- Systems operation in normal, abnormal and emergency situations, including associated procedures and CRM principles,
- Systems limitations in normal, abnormal and emergency situations, including the aircraft itself,
- Man machine interface,
- Operational methodology,
- Performance,
- Loading,
- Weight and Balance.

The minimum required items are:

- Air conditioning and pressurization,
- Aircraft Systems Synoptic,
- Anemometry,
- Auxiliary power unit,
- Avionics, including avionics architecture, display and panel management, EFIS / Displays,
- Bleed air system,

- Brakes,
- Communication,
- Crew Alerting System,
- Dimensions,
- Doors and openings,
- Electrical power system,
- Electronic Checklist (if equipped),
- Emergency equipment,
- Fire and overheating protection,
- Flight Planning, Flight Management and Navigation (including PRNAV),
- Fuel system,
- Hydraulic power system,
- Integrated maintenance,
- Ice and rain protection,
- Interior and exterior lights,
- Landing gear,
- Lighting,
- Markings and placards,
- Nose wheel steering,
- Oxygen system,
- Power plant,
- Warnings and indicating,
- Water waste.

### **Laboratories session profile and characteristics**

The lab sessions shall provide interactive hands-on experience on the items instructed during the related ground sessions.

Each main system learnt during ground session shall be reviewed and used through the cockpit interface. This shall be done after each corresponding ground session module.

Lab sessions shall train the student to be familiar with the tasks sharing, recommended by the Dassault operational documentation, in order to ease the transition to simulator sessions.

Lab sessions can be based on local flight (only to give realism to the associated situation learnt).

For instance, at the end of the fuel system ground session, the same day (or the day after, regarding the schedule of the day flow and the trainees working time), a lab session shall be performed to review and practice the fuel system including normal phases and all the warnings and the associated procedures.

A typical lab session shall be organized as follows:

- Limitations associated,
- Normal use of the system / device and tasks sharing recommended,
- Warnings associated to the system / device.

Various pedagogical means can be used to be in compliance with these specifications to obtain an increase of hands-on experience:

- FBS (Fixed Base Simulator),
- CPT (Cockpit Procedures trainer),
- Interactive computer,
- Other means adapted to interactive learning.

The following main chapters hereafter shall be taught during lab sessions in addition to ground sessions:

- Avionics interface:
  - Architecture,
  - Normal, abnormal, emergency configurations and associated procedures,
- Electrical system: normal, abnormal, emergency configurations and associated procedures,
- Fuel system: normal, abnormal, emergency configurations and associated procedures,
- Hydraulic system and associated devices: normal, abnormal, emergency configurations and associated procedures,
- Bleed air, air conditioning, pressurization and anti ice systems: normal, abnormal, emergency configurations and associated procedures,
- Engines and APU: normal, abnormal, emergency configurations and associated procedures,
- Fire detection and extinction system: normal, abnormal, emergency configurations and associated procedures
- Flight Planning, flight management and navigation:
  - Normal procedures,

- Diversion and runway changes,
- Use with one system inoperative,
- Associated tasks sharing.

## 2.4 Duration

The daily ground and lab session duration should not exceed 6 hours.

The overall ground instruction segment shall not be less than 49 hours for the ground sessions and 15 hours for the lab sessions.

## 2.5 Training progress

The output level of each trainee shall be evaluated through a test, checking the successful completion of the training performance objectives for each ground session.

At the end of the ground instruction segment, the output level of each trainee shall be evaluated through a test, checking the successful completion of the training performance objectives in compliance with the applicable regulations.

The training performance objectives shall include, at the minimum:

- knowledge of normal procedures,
- knowledge of the associated tasks sharing,
- knowledge of ways to gain access to the relevant information,
- knowledge of performance computations.

## **3 SIMULATOR INSTRUCTION SEGMENT**

### 3.1 Introduction

This part provides the Dassault Aviation specifications of the FBS and FFS sessions.

### 3.2 Prerequisites

Ground instruction segment shall be completed and the subsequent test successfully passed before starting the simulator instruction segment, in addition to any specific regulatory requirements.

### 3.3 FBS / FFS session profile and characteristics

FBS sessions shall be based on local flights only, as defined here below.

Full Flight Simulator sessions shall be based on:

- Local flights for the two first FFS sessions,
- Line Oriented Flight Training and local flights for the following FFS sessions.

### 3.3.1 Briefing / Debriefing

Each FBS / FFS session shall include:

- A briefing time, before the FBS / FFS session, to explain the purpose of the session, to describe the various exercises and the expected training performance objective, and to highlight specific items
- A debriefing, after the FBS / FFS session, to analyze the results of the various exercises, and put in place the corrective actions in order to meet the training performance objectives.

### 3.3.2 Local flight

#### 3.3.2.1 Profile

Local flights address specific phases of flight, maneuvers, with or without abnormal and emergency procedures.

#### 3.3.2.2 Characteristics

It shall be possible to:

- Reset the failure,
- Freeze the flight,
- Position on ground or in flight for rehearsal of specific exercise.

### 3.3.3 LOFT

#### 3.1.1.1 Profile

LOFT shall be based on cross-country flights in realistic conditions followed by local flights.

#### 3.1.1.2 Characteristics

Loft shall be performed under realistic operational conditions.

In flight chained failures shall be realistic.

Failure reset shall be restricted to the two first LOFT sessions.

Departure and arrival environmental conditions shall be provided.

Routing shall be provided.

Payload shall be provided.

### 3.4 Duration

The recommended duration for a typical FBS / FFS session is 4 hours (2 hours PF, 2 hours PNF).

The recommended duration for a typical briefing is 60 minutes.

The recommended duration for a typical debriefing is 30 minutes.

### 3.5 Training progress

At the time of FFS no 4, the trainee shall be able to:

- Execute the flow without documentation support,
- Master the ECL (if equipped) and QRH 2 or equivalent management.

## APPENDIX 6 STEEP APPROACH LANDING OPERATIONS

### **BACKGROUND:**

A Flight Standardization Board (FSB) was convened in October, 2011 and January, 2012 to evaluate operational suitability and to determine training, checking, and currency requirements for conducting steep approach landing operations in the Mystere-Falcon 900/Falcon 900EX and Falcon 2000/2000EX aircraft. Supporting regulatory material is the FAA Issue Paper IP AEG-O-8 "Operational Suitability". Steep Approach Landing operations have **not** been evaluated for the Falcon 50/50EX.

FSB members completed the simulator portion of the evaluation at CAE's Morristown, NJ and Dallas, TX locations along with FSI's Moonachie, NJ and Paris, France locations. The flight portion of the evaluation was done at Dassault Aviation's facilities in Istres, France. Certification activities were conducted together with FSB evaluation.

Steep approach landing operations in the Mystere-Falcon 900/Falcon 900EX and Falcon 2000/2000EX are defined as those glide paths greater than 4.5 degrees. The maximum glide path is determined in the limitations of the applicable AFM for each specific model. Dassault Aviation modifications for steep approach landing operations are defined by M5649 for Type Certificate Data Sheet A46EU and M3364 for Type Certificate Data Sheet A50NM.

The FSB evaluation included numerous steep approach landing operations, both on the full flight simulator and on the actual aircraft. London City airport (EGLC) was only flown on the full flight simulator, and Lugano airport (LSZA) was flown both on the full motion simulator and with the actual aircraft. Some steep approach landing operations were also flown with the actual aircraft in Istres (LFMI).

Steep approach landing operations were conducted during day conditions using either 5.5 or 6.65 degree approach angles. Glide path abuse cases, up to 2.0 degree higher than the desired approach angle up to 8.65 degrees, were also conducted. Speed abuse cases (-5 knots of target speed) were also conducted but never in conjunction with the glide path abuse cases. All engines operative and one-engine inoperative steep approach landing operations were flown, terminating either with a landing, or execution of a missed approach or balked landing procedure. Inadvertent touchdown during balked landings were evaluated on all models. Although steep approach landing operations in all models of the Falcon must be conducted with all engines operative, the FSB evaluated piloting skills required to perform a one-engine inoperative extraction should an engine fail at or below Decision Altitude (DA).

### **OPERATIONAL SUITABILITY ASSESSMENT:**

The FSB has determined that the conduct of steep approach landing operations requires no higher piloting skill level than that of normal (3 degree) approaches. However, since steep approach landing operations are often tailored to demanding airports - located in mountainous areas, short runways - the FSB requires academic and flight training for competency in conducting steep approach landing operations.

FSB has evaluated two cases of Steep Approach procedures as described below, and found that Mystere-Falcon 900/Falcon 900EX and Falcon 2000/2000EX aircraft were operationally suitable with aircrew trained in accordance with the requirements set in this Appendix:

1. The first case of steep approach procedure (London City like) requires the requested glidepath angle from the initial approach fix/glide slope intercept to touchdown,
2. The second case of steep approach procedure (Lugano like) requires a steep glidepath with an intercept of a lesser glidepath based on a Visual Glide Slope Indicator (VGSI) or electronic (internal or external) glidepath.

#### **PREREQUISITES FOR STEEP APPROACH TRAINING:**

Unless Steep Approach training is integrated with, or occurs sequentially preceding an initial qualification pilot proficiency check, a prerequisite to Steep Approach training in the applicable type Falcon is prior training, qualification, and currency in the same type Falcon aircraft. Definition of “type” for this training is considered the specific type rating.

Any PIC/SIC who has been properly qualified under 14 CFR Parts 61.55, 135, or 91 Subpart K may conduct steep approach landing operations provided the training, checking, and currency requirements of this Appendix have been satisfactorily accomplished.

#### **STEEP APPROACH TRAINING CREDIT AMONG TYPES/MODELS:**

Steep Approach Training in any one of the DA-900 (A46EU), DA-900EX (A46EU), DA-2000 (A50NM), or DA-2000EX (A50NM) models may be considered completed for the other models in this group provided level A training is conducted on the differences in the avionics as they relate to steep approach procedures.

Steep Approach Training in any one of the DA-900EX EASy (A46EU) or DA-2000EX EASy (A50NM) models may be considered completed for the other models in this group.

#### **STEEP APPROACH TRAINING REQUIREMENTS:**

##### **Academic Training**

Academic training must consist of training in the following areas and is appropriate to any aircrew position:

1. AFM Annex and CODDE2 review to include: Limitations, Abnormal Procedures, Emergency Procedures, Normal Procedures, and Performance with special emphasis on increased landing distance.
2. Stages of the Steep Approach to include: Stabilized approach concept as a key success for steep approach landing, appropriate slats/flaps configuration and approach speed.
3. Comparison of the Steep Approach sight picture to that of 3.0 degree (normal) approach.
4. Pilot Techniques to include: avoidance of abrupt control inputs, ground rush illusion.

5. Identification of airports with Steep Approaches to include the specificity of airports with steep approach, for example the landing distance safety factor for London City Airport.

### **Flight Training**

Flight training, simulator or aircraft, must consist of training in the following areas and is appropriate to any aircrew position:

1. Use of aircraft equipment to include: use of the head-up display (HUD) if equipped, steep approach with and without the flight director displayed.

### **STEEP APPROACH CHECKING REQUIREMENTS:**

There is no requirement for knowledge checking or flight proficiency testing for Falcon steep approach qualification. Proof of completion of Falcon steep approach training is sufficient for showing qualification.

### **STEEP APPROACH RECURRENT REQUIREMENTS:**

The FSB recommends, regardless of the number of steep approaches completed, a review of all academic and flight training items be accomplished annually and documented in a manner acceptable to the administrator.

### **OPERATIONAL APPROVAL:**

This FSB report does not constitute operational approval for the execution of steep approaches in the Dassault Mystere-Falcon 900/Falcon 900EX and Falcon 2000/2000EX series of aircraft.

Additionally, be advised, it is common that individual airport authorities have training and documentation requirements specific to their airfields with regard to steep approaches.

## **APPENDIX 7 CLOSE-IN NOISE ABATEMENT DEPARTURE PROCEDURE**

### **NOISE ABATEMENT DEPARTURE PROCEDURE**

Since some airports that are requiring a steep approach procedure may also require a noise abatement departure procedure, the FSB, at the request of Dassault Aviation, has also evaluated a close-in noise abatement departure procedure (NADP) developed by Dassault Aviation for the Dassault Mystere-Falcon 900/Falcon 900EX and Falcon 2000/2000EX series of aircraft. Close-In Noise Abatement Procedures have **not** been evaluated for the Falcon 50/50EX.

The NADP, as evaluated by the FSB, requires a thrust reduction at 400 feet AAL after take-off - see CODDE2.

This procedure has been found suitable by the FSB, and does not contradict the FAA Advisory Circular AC91-53A.