

## LATE QUESTIONS

<u>Item No.</u>	<u>Subsystem Name</u>	<u>Component</u>	<u>Part No. (Sim Mfr &amp; Vendor)</u>	<u>Sim Mfr/Vendor Name</u>	<u>Year of Mfr</u>	<u>Aircraft Type</u>	<u>From User</u>
75	Avionics						L3Harris

Various aircraft avionics solutions utilize PowerPC computing platforms which in some cases flow down to FSTDs e.g., the use of software Rehosts that mandate the use of a PowerPC computing platform.

Chip manufacturers appear to be migrating away from PowerPC in the medium term. What are the Aircraft and Avionics OEM's plans for alternative solutions on the aircraft and thus the FSTDs?

Discussion - Operators, TDMs, OEMs, and others:

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76	Data and Simulation		7000 XR	CAE			Air France

Since new generation of FSTDs (CAE 7000XR and on), training load time is getting longer and longer, and we state that many discrepancies can be fixed only by simulation reloads, which are time consuming and have significant impact on training sessions.

Is there a global reflection on how to improve simulation performance in particular and reloading simulation lead-time in particular ?

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77	Regulatory	Engine Icing Model					Air France

Engine icing statement of compliance and FSTD behavior

During initial and recurrent qualifications, French authority (DGAC) raised several remarks concerning the way Engine Icing is represented subjectively and stated in Master QTGs objectively, these issues are still opened, pending global responses from OEMs (action plan opened at Air France)

SOC (Statement Of Compliance) are not accurate enough (no values) and FSTD behavior are not as expected, in particular after UPRT implementation (no effects on engine vibration, fuel flow, N1...), involving potential negative training.

It seems that engine icing model are not fully representative on FSTDs (For Air France OEMs: Boeing , Airbus)

Are improvement of engine icing models under investigation or planned by OEMs ?

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