**Return Form To:**  **NSP Team Inbox** *Please provide* [*feedback*](https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afx/afs205/) *concerning this evaluation*

|  |
| --- |
| **EVALUATION INFORMATION** |
| **FSTD Configuration(s) Evaluated** | *Enter engine types, propeller types, avionic suites or FMS, etc if applicable* |
| **Was New T001 Issued? (SOQ Cover Page)** | [x]  YES | [ ]  NO | *Intentionally Blank* |
| **Was T001A Updated With New Info?** | [ ]  YES | [x]  NO | *Intentionally Blank* |
| **Was This A BASA-SIP Evaluation?** | [ ]  YES | [x]  NO | **For Which Authority**: Click to Pick. |

|  |
| --- |
| **EVALUATION TEAM MEMBERS** |
| **FAA Representatives (Other than Evaluating Inspector)** | **Sponsor Representatives** |
| Enter Name. | Enter Name. |
| Enter Name. | Enter Name. |
| Enter Name. | Enter Name. |

|  |
| --- |
| **COMMENTS / NOTES** |
| Enter text. |

| **NON-QUALIFIED TASKS** |
| --- |
| **No.** | **Sponsor****DR No.** | **Severity Level** | **Non-Qualified Task(s) /****Discrepancy Description** | **Date Closed:** | **Corrective Action Taken:** |
|  | Enter. | Pick | Enter. | Pick. | Enter. |
|  | Enter. | Pick | Enter. | Pick. | Enter. |
|  | Enter. | Pick | Enter. | Pick. | Enter. |
|  | Enter. | Pick | Enter. | Pick. | Enter. |
|  | Enter. | Pick | Enter. | Pick. | Enter. |

| **DISCREPANCIES** |
| --- |
| **No.** | **Sponsor****DR No.** | **Severity Level** | **Discrepancy Description** | **Date Closed:** | **Corrective Action Taken:** |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |
|  | Enter. | Pick. | Enter. | Pick. | Enter. |

|  |
| --- |
| **RECOMMENDATIONS for SPONSOR** |
|  | Click to enter text. |
|  | Click to enter text. |
|  | Click to enter text. |

| **Sponsor Reportable MMI Components** |
| --- |
| **No.** | **Sponsor****DR or MMI No.** | **Discrepancy Description /****Discrepancy Discovery Date\*:** | **Work Accomplished to Date:** | **Training Restrictions****or other Rationale** | **NSP Authorization** |
|  |  Enter. | Enter. | Enter. | Enter. | Enter. |
|  |  Enter. | Enter. | Enter. | Enter. | Enter. |
|  |  Enter. | Enter. | Enter. | Enter. | Enter. |
|  |  Enter. | Enter. | Enter. | Enter. | Enter. |
|  |  Enter. | Enter. | Enter. | Enter. | Enter. |

\* The date entered should reflect the date that the discrepancy (MMI) was originally discovered, not the date reported to the NSP.

**Terms and Definitions:**

**Evaluation Types**

| TYPE | CODE | REFERENCE | COMMENTS |
| --- | --- | --- | --- |
| Initial | I | Part 60.15 | Initial evaluation for new simulator |
| Continuing | C | Part 60.19 | Recurrent evaluation – usually every 12 months |
| Upgrade | U | QPS (11) | Changing simulator qualification from lower to higher level (ILC to Level D) |
| Special-Focus | SF | QPS (10b,11q) | Evaluation at the discretion of the NSPM to cover safety concerns (NTSB recommendation or problem are for example) |
| Special-Restore | SR | Part 60.27 | Includes Move, Non-Use, Loss of Continuing Qualification, Missing QTG |
| Special-Surveillance | SS | QPS (11q) | Like SF, used to gather additional data on simulator and sponsor |
| Special-Update | SU | Part 60.16 | Modifications |
| Special-Other | SO |  | Other – not mentioned above |

**Evaluation Information**

**FSTD Configuration**

The FSTD configuration evaluated when variable FSTD configurations exist under one FAA ID number (i.e. engine types, propeller types, avionic suites or FMS, etc).

**T001**

Commonly referred to as the Statement of Qualification (SOQ). Check “Yes” if a new SOQ was issued. For most continuing and initial evaluations a new SOQ will be issued.

**T001A**

Sometimes referred to as the Configuration List. Check “Yes” if the T001A has been changed from the previous official version.

**BASA-SIP**

Bilateral Aviation Safety Agreement – Simulator Implementation Procedures. Click “Yes” if the evaluation you are performing will be sent to another National Aviation Authority. This is typically marked “No”. There are only two current agreements: UK CAA and Transport Canada.

**Sponsor Feedback**

Sponsors are encouraged to leave [*Feedback*](http://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afs/afs200/afs205/) for the NSPM concerning this evaluation or other matters. Select the Feedback link on this page or go to the [NSP Homepage](http://www.faa.gov/about/initiatives/nsp/).

**NSP Evaluation Discrepancy Instructions:**

* The report must be updated with the sponsor’s designated DR number for each discrepancy and be submitted as soon as practical.
* Sponsors should use this form to report discrepancy closures when required. To indicate discrepancy closure, enter the current “Corrective Action Taken,” “Sponsor DR Number”, and the “Date Closed.”
* Where the sponsor is operating under an NSPM-Authorized/Accepted DPS, an update reflecting current status must be submitted if a self-authorized extension is being exercised.

**Severity Levels:**

* Each NQT & DR must be assigned a severity level by the Evaluation Team Lead using the following table as a guide:

|  |  |  |
| --- | --- | --- |
| Severity Level | Description | Example(s) |
| 0 | No severity. | Research and correct DRs that are still open, i.e. sponsor has not yet made determination of the issue.FSTD evaluation findings or observations which require no corrective action |
| 1 | Least severe.Very minor issue with no FSTD fidelity impact. | Dirty windscreens, worn seats, worn seatbelts, one bulb (of two bulbs) burned out, scratched smoke googles, etc. |
| 2 | Minor Visual issue or lights burned out (both bulbs), missing emergency equipment, etc. | Blend zones, color balance, aliasing, missing large/major geographical items. |
| 3 | Single minor sub-system inoperative (most normal DRs). | Electrical, Air Systems, Hydraulic, Auto-flight, navigation (FMS), systems inoperative or malfunctions not working correctly (possibly affecting training requiring restriction or work-around). Any single QTG failure not resolved during evaluation. |
| 4 | Single major FSTD system failure during evaluation (with reset). | Motion, Visual or Control Loading failure during evaluation with a reset. Also, include any cockpit freeze-ups requiring a system reset, reposition, or reload. Multiple QTG failures not resolved during evaluations. |
| 5 | Most severe.Multiple major FSTD system failures during evaluation. | Multiple (two or more) major system failures with possible resets or any one failure unable to be reset. Also, FSTD AOG before or during the evaluation. |

**Discrepancy Closure Not Requiring NSP Notification:**

* The NSP does not require notification of a discrepancy closure if designated as “Close per Sponsor’s SQMS.” In these cases, the sponsor will document the discrepancy in the sponsor’s discrepancy log, prioritize, and take corrective actions in accordance with their Simulator Quality Management System (SQMS).

**Sponsor Reportable MMI Instructions:**

Sponsors should use this form to report MMI status in accordance with §60.25 when an MMI condition has exceeded 30 days and the sponsor is seeking authorization to operate the FSTD. If you are unsure whether a reportable MMI situation exists? See FSTD Guidance Bulletin 08-01 at [MMI Guidance Bulletin](http://www.faa.gov/about/initiatives/nsp/flight_training/bulletins/media/08-01.pdf).

* Sponsors shall forward a copy of the report to the local Training Program Approval Authority (TPAA)
* MMI conditions corrected within the 30-day window do not require NSP notification.
* Sponsors should complete the first four fields. The date entered should reflect the date the discrepancy (MMI) was originally discovered, not the date reported to the NSP.
* The NSP will respond within five business days. Authorization is implied during this time period.

 **Returning the Form:**

* Do not alter the format of the NSP Evaluation Report from a Microsoft Word document. PDF files of this form are not acceptable.
* Sponsors may return this form by **e-mail** to the NSP at **9-aso-avs-sim-team@faa.gov**. **Please include the FAA FSTD ID number in the email subject line.** If you are unable to e-mail the report, please fax it to the NSP at 404-474-5656.

**Additional References:**

* NSP Guidance Bulletin 07-01, Discrepancy Closure and Request for Due Date Extension
* NSP Guidance Bulletin 08-01, Missing, Malfunctioning, or Inoperative (MMI) Component Reporting