

## **Flight Simulation Training Device Qualification Guidance**

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### **Qualification of Flight Simulation Training Devices Located Outside the United States**

FSTD Guidance Bulletin 03-07

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1. **Purpose:** Title 14, Code of Federal Aviation Regulation (14CFR) Part 187 requires the collection of fees for FAA certification services performed by inspectors, engineers, and other personnel outside of the United States. Advisory Circular (AC) 187-1, as amended, establishes a schedule of charges for these services. Fees will be collected for NSP evaluations, sponsor audits, and inspections required for the initial and continuing qualification of Flight Simulation Training Devices (FSTD).

The National Simulator Program (NSP) currently has a Simulator Implementation Procedure (SIP) under Bilateral Aviation Safety Agreements with Canada, Great Britain, and Switzerland authorizing the NSP to provide fee-for-service FSTD qualifications in these countries. The NSP may also provide FSTD qualification assistance to other foreign countries or entities on a fee-for-service basis. Upon receipt, such requests will be forwarded to the FAA Office of International Aviation for consideration. They will coordinate any and all contractual arrangements.

Accordingly, this guidance addresses the procedures that the NSP will follow for compliance with 14 CFR 187 billing and receiving payments from 14 CFR Part 119 Air Carriers and Part 142 Training Centers sponsoring FSTD's that are located outside the United States.

2. **Procedures for the Initial, Upgrade, and Special (Modifications or Move) Evaluations of FSTDs:**
  - (a) The sponsor or entity will make a written request to the NSP. An FSTD sponsor request must be made through their FAA Training Program Approval Authority (TPAA). The NSP cannot conduct the evaluation without endorsement from the FAA-TPAA.
  - (b) If found acceptable by the NSP Manager and/or FAA Office of International Aviation, the sponsor or entity will be notified of an evaluation date. With the exception of billing procedures, the evaluation process will follow the established procedures for all FSTD Initial, Upgrade, or Special evaluations.

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- (c) Forty-five days prior to the evaluation date, the NSP will provide the sponsor with an estimate of the charges.
- (d) The sponsor will be required to make a deposit of 50 percent of the estimated charges two weeks prior to the evaluation. The deposit shall be submitted to the NSP Atlanta Office (see contact information, item 5) in the form of a check, drawn on a U.S. bank, payable in U.S. dollars and made payable to the Federal Aviation Administration. Failure to make the payment within the prescribed manner or timeframe may result in a delay or cancellation of the evaluation.
- (e) Upon completion of the evaluation, the NSP will provide the sponsor with a statement of the actual cost of the evaluation. The sponsor will be required to submit the balance of the charges to the NSP as described in item 2(d) above within 30 days of receiving the statement.

### **3. Procedures for Continuing Evaluations of FSTDs:**

- (a) As long as an FSTD remains active under 14CFR Part 121/135 Air Carrier and Part 142 Training Center sponsors, the NSP will schedule recurrent evaluations of an FSTD.
- (b) With the exception of billing procedures, the evaluation process will follow the established procedures for all FSTD recurrent evaluations.
- (c) Forty-five days prior to the evaluation date the NSP will provide the sponsor with an estimate of the charges.
- (d) The sponsor will be required to make a deposit of 50 percent of the estimated charges two weeks prior to the evaluation. The deposit shall be submitted to the NSP Atlanta office (see item 5) in the form of a check, drawn on a U.S. bank, payable in U.S. dollars and made payable to the Federal Aviation Administration. Failure to make the payment within the prescribed manner or timeframe may result in a delay or cancellation of the evaluation.
- (e) Upon completion of the evaluation, the NSP will provide the sponsor with a statement of the actual cost of the evaluation. The sponsor will be required to submit the balance of the charges to the NSP as described in item 2(d) above within 30 days of receiving the statement.

### **4. Audits and Inspections of 14CFR Part 121/135 Air Carriers and Part 142 Training Centers sponsoring FSTD's:**

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- (a) In order to ensure the continuing qualifications of FSTD's, the NSP is charged with conducting periodic audits and inspections of FSTD sponsors.
- (b) Forty-five days prior to the evaluation date, the NSP will provide the sponsor with an estimate of the charges.
- (c) The sponsor will be required to make a deposit of 50 percent of the estimated charges two weeks prior to the evaluation. The deposit shall be submitted to the NSP Atlanta office (see item 5) in the form of a check, drawn on a U.S. bank, payable in U.S. dollars and made payable to the Federal Aviation Administration
- (d) Upon completion of the audit or inspection, the NSP will provide the sponsor with a statement of the actual cost of the evaluation. The sponsor will be required to submit the balance of the charges to the NSP as described in item 2(d) above within 30 days of receiving the statement.

### 5. Contact Information:

Federal Aviation Administration  
National Simulator Program, AFS-205  
100 Hartsfield Centre Parkway, Suite 400  
Atlanta, GA 30354

Telephone No. 404-832-4700

Fax No. 404-761-8906

Email: [9-ASO-AFS205-NSP-SIMULATOR-SCHEDULING@faa.gov](mailto:9-ASO-AFS205-NSP-SIMULATOR-SCHEDULING@faa.gov)

### 6. Fee for Service Frequently Asked Questions:

- a. What is an FSTD "sponsor?"

*14 CFR Part 60, § 60.7 describes the sponsor qualification requirements.*

- b. Is the reference to Part 119 Air Carriers intended to include Part 121 and Part 135 operators?

*Title 14, Part 119 Certification: Air Carriers and Commercial Operators, addresses the certification requirements that an operator must meet to hold and maintain an operating certificate under Parts 121, 125, and 135.*

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- c. How do I obtain a copy of 14 CFR Part 187 and (AC)187-1 as amended?

[Hyperlink to Part 187](#)

[Hyperlink to AC 187-1 \(as Amended\)](#)

- d. What fees will I have to pay?

*In accordance with (AC)187-1 as amended, fees are charged hourly per each inspector and engineer plus actual travel costs*

- e. How is the hourly charge applied?

*The NSP will compute the number of work and travel days at 8 hours per day per person and multiply the total number of hours by the hourly rate specified in the Advisory Circular (AC)187-1 as amended. In addition to the hourly rate computations for travel and work time, there will be an average charge of 40 hours for review of a QTG (when required) and 8 hours of preparation/ closeout time.*

- f. Is the hourly rate applied to travel time?

*Yes, at 8 hours per person, per travel day.*

- g. How are the expenses determined and how are copies of the documents used to determine expense available to the public?

*The NSP will compute the travel cost for each traveler. The travel cost will be determined by using the Federal Aviation Administration Travel Policy (FAATP).*

*Initial, upgrade, and some modification evaluations will require the services of at least one inspector and one engineer. Continuing evaluations conducted in North America and Europe normally will require the services of one inspector. Certain circumstances may require additional NSP personnel.*

*Documents may be requested under the Freedom of Information Act, but may be subject to the Privacy Act.*

- h. Will the initial evaluations and qualification of training equipment by the National Aviation Authority (NAA) of the country where the training equipment resides be acceptable to satisfy the FAA Initial Qualification requirements and therefore preclude the need for an NSP visit where a BASA-SIP exists with that country?

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*The United States currently has a Simulator Implementation Procedure (SIP) agreement with three countries: Great Britain, Canada, and Switzerland. At this time, the NSP permits the presiding NAA in those countries operating under a SIP to conduct many initial and upgrade FSTD evaluations, but expressly reserves the right to conduct any evaluation using an NSP evaluation team.*

- i. Will continuing evaluations performed by the NAA of the country where the training equipment resides be acceptable to satisfy the FAA continuing evaluations and therefore preclude the need for an NSP visit where a BASA-SIP exists with that country?

*The NSP will accept a continuing evaluation conducted by the three countries discussed in item h. Under the SIP agreements, the NSP reserves the right to conduct a number of continuing evaluations for SIP validation purposes.*

- j. What is the definition of the term “periodic” as it pertains to FSTD “sponsor” audits and inspections?

*On-site assessments pertain to the Simulation Quality Management system (SQMS) in accordance with 14 CFR Part 60, § 60.5 and Appendix E*

- k. Would audits and inspections (surveillance) conducted by the TCPM or POI satisfy the requirement for audits and inspections and therefore preclude an NSPM visit?

*Under 14 CFR Part 60, the responsibility for conducting audits of the Simulation Quality Management system (SQMS) rest with the NSP.*