TECHNICAL IMPLEMENTATION PROCEDURES - SIMULATOR (TIP-S)

BETWEEN THE

FEDERAL AVIATION ADMINISTRATION

OF THE UNITED STATES OF AMERICA

AND THE

EUROPEAN UNION AVIATION SAFETY AGENCY

OF THE EUROPEAN UNION

Entry into Force: November 19, 2020

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REVISION HISTORY

Version #	Date	Revision Description	Prepared By
Original		Original Version	

Table of Contents

Section A - Authority Interaction

1. Introduction

1.1 The Federal Aviation Administration (FAA) and the European Union Aviation Safety Agency (EASA) have assessed each other's standards and systems relating to the recurrent evaluation and qualification of Full Flight Simulators (FFS) for airplanes. They have also conducted confidence-building exercises to establish a full understanding of both systems. As a result, they have developed mutual confidence in their ability to yield comparable levels of safety.

1.2 Based on these results, a Flight Simulation Training Devices (FSTD) Annex was incorporated into the Agreement between the United States of America and the European Union (EU) on Cooperation in the Regulation of Civil Aviation Safety (the Agreement). The FSTD Annex permits the parties to rely on each other's evaluation and qualification systems.

1.3 More specifically, the FSTD Annex permits EASA to rely on the FAA to conduct recurrent evaluations of United States based FFS that hold both the FAA and EASA qualifications. Similarly, the FAA will rely on EASA and EU Aviation Authorities (AA) to conduct recurrent evaluations of EU-based FFS that hold both the FAA and EASA or AA qualifications. The FSTD Annex also covers other areas of assistance and cooperation.

1.4 The FSTD Annex covers recurrent evaluation and continuing qualification of level C, CG, D and DG FFS for airplanes that hold a qualification issued by the FAA and either EASA or the AAs. At this stage, the scope of this Annex does not cover FSTDs that are located outside the territorial applicability as defined by Article 12 of the Agreement.

1.5 The FAA and EASA have developed these Technical Implementation Procedures - Simulator (TIP-S) to detail the operational tasks the FAA, EASA, the AAs, and operator/sponsor are to perform.

1.6 The TIP-S has five sections.

- Section A defines authority interactions,
- Section B defines the process to be used in support of continuing EASA qualification of an FFS located in the United States,
- Section C defines processes used in support of continuing FAA qualification of an FFS located in the EU,
- Section D contains the entry into force and termination provisions, and

- Section E contains the signatures of the FAA and EASA officials who approved these procedures.

2. Purpose

2.1 In addition to providing continuing evaluation reports, the FAA, EASA and the AAs have also committed to perform a variety of additional tasks in support of the FSTD Annex. This section of the TIP-S defines the procedures used when performing those tasks. This includes ongoing activities such as communications, technical support, technical consultation, and the functioning of the FSTD Oversight Board (FOB). It also includes start-up activities such as transfer and transition.

2.2 In accordance with paragraph 4.4.1 of the FSTD Annex, EASA, the FAA and the AAs, as appropriate, shall provide to each other FFS Recurrent Evaluation Reports and Special Condition Reports, for findings of compliance with the respective EU and U.S. requirements. These reports serve as the basis for issuance and continued validity of their respective FFS qualifications. Sections B and C define the procedures that are to be used in performing these activities.

3. Definitions

In addition to the definitions found in Article I of the Agreement and in section 2 of Annex 4, *Flight Simulation Training Devices,* to the Agreement, for the purposes of this TIP-S, the following definitions apply:

3.1 Anniversary Date is the last day of the month of the initial qualification of the FFS. The start for each recurrent 12-month period is the date of the initial qualification. The FSTD recurrent evaluation must take place within the 60 days prior to the end of this 12-month recurrent evaluation period.

3.2 Aviation Authority (AA) Refer to Article 1 of the Agreement.

3.3 Defects are an irregularity or area of non-compliance of an FSTD found during an evaluation. The defect could be referred to as either an item or discrepancy in documentation.

3.4 Extended Evaluation Interval (EEI) for FAA / Extended Evaluation Programme (EEP) for EASA is the ability to increase the evaluation interval from 12 months (standard) up to a maximum of 36 months.

3.5 Full Flight Simulator (FFS) Refer to section 2 of Annex 4 to the Agreement.

3.6 FSTD Evaluation Refer to section 2 of Annex 4 to the Agreement.

3.7 FFS Qualification Level Refer to section 2 of Annex 4 to the Agreement.

3.8 Finding Refer to section 2 of Annex 4 to the Agreement.

3.9 Flight Simulation Training Device (FSTD) Refer to section 2 of Annex 4 to the Agreement.

3.10 FSTD Annex means Annex 4 of the Agreement.

3.11 FSTD Operator Refer to section 2 of Annex 4 to the Agreement.

3.12 FSTD Sponsor Refer to section 2 of Annex 4 to the Agreement.

3.13 Grandfather Rights Refer to section 2 of Annex 4 to the Agreement.

3.14 Master Qualification Test Guide (MQTG) Refer to section 2 of Annex 4 to the Agreement.

3.15 Outsourcing means the allocation of tasks related to evaluation of FSTDs from an AA or EASA to another AA or to a qualified entity.

3.16 Qualification Test Guide (QTG) Refer to section 2 of Annex 4 to the Agreement.

3.17 Qualification Certificate means the same as "Statement of Qualification." It confirms that the FSTD meets the applicable qualification basis and that the organization operating it meets the applicable requirements to maintain the qualification of the FSTD.

3.18 Special Conditions Refer to section 2 of Annex 4 to the Agreement.

3.19 Statement of Qualification means the same as "Qualification Certificate." It confirms that the FSTD meets the applicable qualification basis and that the organization operating it meets the applicable requirements to maintain the qualification of the FSTD.

3.20 Technical Agent Refer to Article 1 of the Agreement.

4. Communication

4.1 The FAA, EASA and the AAs all recognize the importance of open communication to the successful implementation of the FSTD Annex.

4.2 If an urgent or unusual situation develops that is within the scope of the TIP-S, but not specifically addressed in the sections, the FAA, EASA, and AAs, where appropriate, shall consult with each other and take appropriate actions, including developing amendments or appendices to the TIP-S.

4.3 The FAA, EASA and AAs, where appropriate, shall keep each other informed of significant changes to their FSTD qualification systems that could affect the basis and the scope of the FSTD Annex. Examples include changes to their:

(a) Laws,

(b) Regulations,

(c) Acceptable means of compliance,

(d) Guidance material, policies, procedures, and

(e) Organizational structure (e.g., personnel, management structure, technical training, office location).

4.4 The FAA, EASA and AAs, where appropriate, shall advise one another of plans for such changes at the earliest possible opportunity, and discuss the extent to which such planned changes affect the basis of the FSTD Annex.

4.5 The FAA and EASA shall assess the significance of each change. Accordingly, upon notice of such changes by the FAA or EASA, the FAA or EASA may request a meeting to review the need for amendment to this TIP-S or to consider recommending amendment to the FSTD Annex.

4.6 As provided in the FSTD Annex, the FAA and EASA shall establish and maintain a Master List of FFSs whose qualification falls within the scope of this agreement, in accordance with Section 1 of the FSTD Annex. The FAA and EASA shall inform each other of changes to the Master List.

4.7 Under paragraph 5.4 of the FSTD Annex, the FAA, EASA and AAs, where appropriate, shall inform each other of exemptions granted to FFSs falling within the scope of the FSTD Annex.

4.8 Evaluation Instructions. Under paragraph 5.5 of the FSTD Annex, the FAA, EASA and AAs, where appropriate, shall provide any special instructions or requests to complete during an evaluation at least 30 days prior to the evaluation.

4.9 The English language will be used for all communications. The format for all dates communicated between the FAA, EASA and AAs, will be DD MM YYYY.

4.10 The FAA and EASA shall exchange and update lists of contact points for the various technical aspects of the FSTD Annex.

5. Training

5.1 In order to comply with the FSTD Annex and the procedures set forth in the TIP-S, the FAA, EASA and AA representatives must receive training that covers the FSTD Annex, applicable special conditions, and the procedures contained in the TIP-S. Every inspector who is involved in the evaluations as described in the FSTD Annex and the TIP-S must have undergone the specified training.

5.2 The FAA and EASA shall develop and provide training to their respective personnel and to applicable AA personnel.

6. Technical Consultations

In addition to the FOB meetings, the FAA Executive Director of Flight Standards and the EASA Director of Flight Standards agree to consult and to provide input when requested on technical issues and resolve technical disagreements.

7. Technical Support

7.1 When circumstances arise outside the scope of recurrent evaluations, each Party's Technical Agent, or where applicable, an AA, shall provide, as necessary, upon request and after mutual agreement, technical support in FFS evaluations to the other Party's Technical Agent or where applicable an AA.

7.2 These circumstances may include, but are not limited to the following:

(a) Follow-up actions to close an item or discrepancy;

(b) Modifications of the FSTD;

(c) Verification of a declared closed item or discrepancy;

(d) Conducting and reporting on investigations upon request;

(e) Obtaining and providing data where requested; and

(f) Conducting a special evaluation of an FFS in the event of a relocation or a modification to the device.

7.3 The Technical Agents or an AA may decline to provide such technical support due to a lack of resource availability.

8. Interpretations and Resolution of Issues between the FAA and EASA

8.1 The FAA and EASA shall address interpretations and resolve issues arising from the Agreement through consultations or any other mutually agreed means. Every effort will be made to resolve the issues at the lowest possible level.

8.2 To address interpretations and resolve issues, the FAA and EASA shall use the following processes. (If an AA is involved, EASA shall ensure adequate coordination with the AA):

(a) For issues related to verification/confirmation of FAA evaluation reports, the first point of contact is the FAA National Simulator Program Manager (NSPM).

(b) For issues related to verification/confirmation of EASA/AA evaluation reports, the first point of contact is EASA or the relevant AA.

(c) For issues related to policy or implementation of the Agreement, the FSTD Annex and the TIP-S, the first point of contact for the AA is EASA's Flight Standards Directorate.

(d) For issues related to policy or implementation of the Agreement, the FSTD Annex and the TIP-S, the first point of contact for the FAA is the NSPM.

(e) The FAA and EASA Directors of Flight Standards shall consult on any issue that was not resolved by the points of contact in (a)-(d) above.

(f) Issues that cannot be satisfactorily resolved between the FAA and EASA Directors of Flight Standards will be added to the agenda for the next formal FOB meeting for further consideration.

(g) Issues that cannot be resolved by the FOB will be forwarded to the Bilateral Oversight Board (BOB) for resolution.

9. FSTD Oversight Board (FOB) Meetings

9.1 The FOB, which is under the joint leadership of the FAA's Executive Director of Flight Standards and EASA's Director of Flight Standards, has the responsibility of ensuring the consistent application of the FSTD Annex.

9.2 In accordance of Annex 4, the FOB shall meet at least annually to review progress on implementation of, and propose changes to, this TIP-S. The meetings should rotate between the United States and Europe, and host duties will alternate between the FAA and EASA, unless otherwise agreed.

9.3 Meeting attendees should include the offices responsible for the technical coordination of this TIP-S and additional officials of the FAA, EASA and the AAs if needed to address the meeting agenda items. The joint leadership staff will invite staff and representatives of other appropriate organizations to participate at their discretion.

9.4 The host is responsible for taking the meeting minutes and recording the action items that are continuously updated and tracked.

9.5 The FOB functions include:

(a) Developing, approving, and revising the TIP-S for FSTD evaluation and qualification, including cooperation, assistance, exchange of information, and continued confidence activities to be used for the processes covered by the FSTD Annex;

(b) Sharing information on relevant safety issues and developing action plans to address them;

(c) Ensuring the consistent application of the FSTD Annex;

(d) Exchanging information on planned and ongoing rulemaking activities that could affect the basis and the scope of the FSTD Annex;

(e) Sharing information on significant changes to the FSTD qualification systems that could affect the basis and the scope of the FSTD Annex;

(f) Resolving technical issues falling within the responsibilities of the Technical Agents and AAs that cannot be solved at a lower level;

(g) Reporting unresolved issues to the BOB; and

(h) Proposing amendments to the FSTD Annex to the BOB.

10. Expanding the Scope of the FSTD Annex

10.1 The initial scope of the FSTD Annex is limited to the recurrent evaluation and continuing qualification of level C, CG, D and DG FFS for airplanes.

10.2 In accordance with paragraph 1.2 of the FSTD Annex, the initial scope may be expanded through an amendment of the FSTD Annex pursuant to a decision of the BOB.

10.3 Several possible areas of expansion were identified during the confidence building and regulatory comparison phases of the FSTD Annex development. They include, in no particular order of priority:

(a) FSTDs which are located outside the territorial applicability as defined by Article 12 of the Agreement;

(b) The recurrent evaluation and continuing qualification of FFS from other aircraft categories;

(c) The assessment of compliance monitoring systems (CMS) and simulator quality management systems (SQMS);

(d) The recurrent evaluation and continuing qualification of FSTDs other than FFS; and

(e) The initial evaluation and qualification of FSTDs.

10.4 The FOB has the mandate to prioritize possible FSTD Annex scope expansions and to propose such expansions to the BOB for approval. Once approved, the FOB will initiate expansion activities.

11. Revisions

The FOB shall review and approve revisions to the TIP-S, as necessary. Approved changes to the TIP-S will be implemented within 90 days after the revision is signed unless otherwise

specified. If revisions to the Agreement or Annex are necessary, the proposal to revise must be elevated to the BOB for review and resolution.

12. Continued Confidence

To promote continued understanding and compatibility with each other's FSTD evaluation and qualification systems, the FAA and EASA shall consult and share information on quality assurance and standardization activities. The FAA and EASA shall exchange schedules upon request to allow for mutual attendance as observers in each other's activities.

12.1 FAA Continued Confidence in the EU System

12.1.1 To maintain continued confidence in the EU system, the FAA shall rely on information obtained from the following:

(a) EASA's standardization program,

(b) Direct FAA observation of EASA/AA FFS evaluations, and

(c) EASA verification of AA compliance with FAA special conditions.

12.1.2 EASA standardisation program.

(a) EASA shall share relevant safety information and concerns about resources and other known limitations that may affect its or an AA's capability to fully meet applicable international safety standards or any safety requirements established under the Agreement.

(b) EASA shall share with the FAA the following aggregated information semi-annually for the EU Member States with FAA qualified devices that fall under the FSTD Annex:

(i) Average Reactivity Index,

(ii) Standardization Rating, and

(iii) Exposure Indicator: Number of devices.

(c) The FAA shall analyze this information and, if observing significant departures from the norm or adverse patterns, solicit additional information from EASA. If further action is required, the FAA and EASA shall collaborate on a way forward. If coordination with EASA does not resolve the issue, the FAA may intervene, using the provisions of the Agreement and paragraph 14, below.

(d) The FAA shall retain the right to participate as an observer in FSTD standardization inspections and/or ad hoc inspections. EASA shall determine a visit schedule and provide it to the FAA upon request.

(e) In order to facilitate EASA planning and management of the FSTD standardization inspection visit program and team assignments, the FAA shall notify the EASA contact in writing 90 days in advance indicating which visits FAA representatives wish to attend as observers.

12.1.3 Direct FAA observation of EASA/AA FFS evaluations.

(a) The FAA retains the right to participate as an observer in FFS evaluations.

(b) If the FAA intends to observe an evaluation, the FAA shall select an FFS from the Master List.

(c) In order to facilitate the planning and management of the FFS evaluations visit schedule and team assignments, the FAA shall notify EASA or the applicable AA in writing 30 days in advance indicating which visits FAA representatives wish to attend as observers.

12.1.4 EASA verification of compliance with FAA special conditions.

(a) EASA shall monitor the AAs to ensure compliance with the terms of the Agreement and in particular, FAA special conditions applicable to EU-based FFS as provided for in the FSTD Annex. The audit schedule may not be synchronized with the EASA standardization inspection schedule. Visit frequency is determined on risk.

(b) EASA shall determine a visit schedule and provide it to the FAA. EASA shall notify the NSPM of the individual visit schedule at least 2 months in advance and invite them to attend as observers during the visit.

(c) EASA shall use the checklist provided in Appendix 1 of Section A to assess compliance of the AAs with FAA special conditions. Upon completion of the visit, EASA shall provide to the FAA, the checklist plus accompanying information, such as items or discrepancies and corrective action plans.

12.2 EASA Continued Confidence in the FAA System

12.2.1 To maintain continued confidence in the FAA system, EASA shall rely on information obtained from the following:

(a) The FAA annual standardization meeting, typically held as part of National Simulator Program (NSP) annual team meetings,

(b) Direct EASA observation of FAA FFS evaluations, and

(c) FAA verification of compliance with EU special conditions.

12.2.2 FAA internal standardization meetings.

(a) EASA may participate in FAA internal standardization meetings.

(b) The FAA shall share relevant safety information and concerns about resources and other known limitations that may affect its capability in meeting applicable international safety standards or any safety requirements established under the Agreement.

(c) The FAA shall inform EASA of the date of the annual standardization meeting 90 days in advance and coordinate EASA participation in the meeting. EASA shall notify the FAA in writing 30 days in advance indicating which EASA representatives wish to attend the standardization meeting.

12.2.3 Direct EASA observation of FAA FFS evaluations.

(a) EASA retains the right to participate as an observer in FFS evaluations.

(b) If EASA intends to observe an evaluation, EASA shall select an FFS from the Master List.

(c) In order to assist in planning and managing the FFS evaluations visit schedule and teams, EASA shall notify the FAA in writing at least 30 days in advance indicating which visits the EASA representatives wish to attend as observers.

12.2.4 FAA verification of compliance with EASA special conditions.

(a) FAA management shall conduct observations of evaluations performed by FAA inspectors.

(b) FAA inspectors shall be evaluated on their knowledge and compliance with EASA special conditions and procedures outlined in the TIP-S using the template in Appendix 3 of Section A.

(c) The FAA shall inform EASA of observation results semi-annually using the template in Appendix 4 of Section A.

(d) EASA shall analyze this information and, if necessary, solicit additional information from the FAA. If further action is required, the FAA and EASA shall collaborate on a way forward. If coordination with FAA does not resolve the issue, the EASA may intervene, using the provisions of the Agreement and paragraph 14, below.

13. Procedure for Assessment of AAs who Will Exercise Evaluation Activities Under This Annex for the First Time After it has Entered Into Force

13.1 Procedures for Assessment of AAs Already Overseeing FFS

13.1.1 EASA shall perform a supplemental standardization inspection on FAA special conditions, new procedures, and completion of the technical training.

13.1.2 EASA shall inform the FAA of the assessment result, using the template in the Appendix 2 of Section A.

13.2 Procedures for Assessment of AAs who are New to Overseeing FFS

13.2.1 EASA shall perform the standardization inspection in accordance with the EU standardization regulation 628/2013, as amended.

13.2.2 EASA shall perform a supplemental standardization inspection on FAA special conditions, new procedures, and completion of the technical training.

13.2.3 EASA shall inform the FAA of the assessment result, using the template in the Appendix 2 of Section A.

13.3 Procedures for Outsourced Evaluations

When outsourcing, EASA or the AA, as applicable, shall ensure that outsourced evaluations are performed in accordance with the terms of the FSTD Annex.

14. Procedure for Suspending Acceptance of Findings of Compliance

The FAA and EASA agree that the following provisions will apply if findings of compliance are to be suspended under the FSTD Annex:

14.1 If either EASA or the FAA believes that technical competency is no longer adequate, EASA and the FAA shall consult and propose an action plan, including any necessary rectification activities, in order to address deficiencies.

14.2 In the event EASA, the FAA or an AA does not rectify the deficiencies within the timeframe specified in the action plan, either EASA or the FAA may initiate a proposed suspension of acceptance of findings of compliance.

14.3 This proposal must be made in writing to the FOB co-chairs and must be based on a failure to demonstrate continued confidence in accordance with the terms of the FSTD Annex.

14.4 This notification may occur between FOB meetings using the agreed FOB procedures.

14.5 If the FOB co-chairs agree that a suspension is justified, they will issue a joint recommendation to the BOB. The recommendation will be in writing and will detail the reason for the suspension. This recommendation may occur between BOB meetings.

14.6 If the FOB fails to organize a meeting within 45 days of the receipt of the notification or it fails to come to a consensus on the recommendation to suspend acceptance of findings within 90 days of the receipt of the notification, the issue will be referred to the BOB.

15. Procedure for Reinstatement of Acceptance of Findings of Compliance

The FAA and EASA agree that the following provisions will apply if findings of compliance are to be suspended under the FSTD Annex:

15.1 Upon completion of necessary rectification activities, either EASA, the FAA or AAs may request reinstatement.

15.2 The request for reinstatement will be made in writing to the FOB co-chairs.

15.3 This request may occur between FOB meetings using the agreed FOB procedures.

15.4 This FOB will evaluate the rectification activities and issue a recommendation to the BOB.

16. FSTD Master List

16.1 All FFSs covered by the FSTD Annex are to be listed in a Master List. This list will contain the relevant information to identify each device. The Master List will be contained in one file.

16.2 The FAA shall be responsible for updating and sharing, with EASA, information on FSTDs located in the EU, and EASA will be responsible for updating and sharing, with the FAA, information on FSTDs located in the United States.

16.3 The file naming convention is the following: EU US FSTD TIP-S Master List DDMMYYYY.

16.4 The Master List File will exist as an MS Excel (.xls) format and contain three tabs:

16.4.1 Tab 1 – Revision history. This tab will contain a summary of any changes made to the Master List, which will allow an audit trail and add clarity and awareness to the information.

16.4.2 Tab 2 – EASA qualified devices located in United States. This tab will contain information on FFS with dual qualification located in the United States. The information in this tab is the responsibility of EASA.

16.4.3 Tab 3 – FAA qualified devices located in EU. This tab will contain information on FFS with dual qualification located in the EU. The information in this tab is the responsibility of the FAA.

16.5 The Master List will contain the data contained in Figure 1.

Figure 1 Master List Data

Column	Data Item	Description
A	EU ID	EASA or AA FFS identification number
B	Competent Auth	The competent authority
C	FAA ID	FAA FFS identification number
D	Mfr Serial Number	Manufacturer serial number of the device (should be unique)
E	A/C MMS	Aircraft Make, Model, Series
F	A/C Marketing Name	Common name for aircraft
G	Sponsor/Operator	Name of FFS Sponsor (FAA term) or Operator (EU term)
H	City	City location of FFS
I	Country	Country location of FFS
J	FSTD Level	Current qualification level of the device
K	Remarks Column	General notes, i.e., Denotes whether multiple IDs exist or additional avionics configurations that drive longer evaluation visits.

16.6 During the first year of the FSTD Annex's implementation, the FAA and EASA due dates for recurrent evaluations will be aligned, mutually agreed and set for future evaluations.

16.7 Master List Review

The FAA and EASA shall review the Master List for accuracy. The frequency of this review will be at the discretion of each Technical Agent. Any changes to the Master List will be made by the applicable Technical Agent, a revision log entry will also be made and the revised copy will be sent to the other Technical Agent and participating AAs.

16.8 Master List Sharing

The Master List will be shared between the Technical Agents and the participating AAs when revisions to the information are made.

16.9 Adding Devices to the Master List

16.9.1 FFSs will be added to the Master List in accordance with the following procedure:

(a) In the EU, when an EASA or AA qualified FFS receives an FAA qualification; or

(b) In the United States, when an FAA qualified FFS receives an EASA qualification; or

(c) When the FAA, EASA and/or AAs are made aware of dual qualification by the operator/sponsor:

(i) The FAA, EASA and/or AAs shall communicate with one another to validate that each Technical Agent or AA has qualified the same FFS.

(ii) Upon validation, anniversary date alignment shall be agreed to and the device shall then be added to the Master List by the applicable Technical Agent (EASA for United States based FFS; FAA for EU-based FFS).

(iii) Notification shall be made to the sponsor/operator by the applicable Technical Agent (EASA for United States based FFS; FAA for EU-based FFS).

(iv) An updated Master List shall be sent to the FAA, EASA and the AAs by the applicable Technical Agent (EASA for United States based FFS; FAA for EU-based FFS).

16.9.2 The above process should be completed within 12 months from the events in 16.9.1 (a), (b), or (c).

16.10 Removing Devices from the Master List

16.10.1 FFSs will be removed from the Master List under the following conditions:

(a) When an FFS loses either the AA, EASA or the FAA qualification; or

(b) When the FAA, EASA, or AAs are informed by the operator/sponsor that they intend to surrender either EU or U.S. qualification.

16.10.2 The FAA, EASA and/or AAs shall communicate with one another to validate that a qualification has been suspended, revoked or surrendered.

16.10.3 Upon confirmation, the FFS shall be removed from the Master List by the applicable Technical Agent (EASA for U.S. based FFS; FAA for EU-based FFS).

16.10.4 Notification shall be made to the sponsor/operator by the applicable Technical Agent (EASA for U.S. based FFS; FAA for EU-based FFS).

16.10.5 An updated Master List shall be sent to the FAA, EASA and the AAs by the applicable Technical Agent (EASA for U.S. based FFS; FAA for EU-based FFS).

17. Transfer Provisions

The FAA and EASA agree that the transfer of FFS evaluations in accordance with the FSTD Annex will be accomplished in accordance with the provisions of paragraphs 17.1 and 17.2 set out below.

17.1 Training

17.1.1 The FAA and EASA shall develop a training program for the inspectors on the roles and responsibilities under this TIP-S. The training program will also focus on the specific procedures associated with the special conditions. The FAA and EASA shall jointly deliver this training in the United States and EU.

17.1.2 The FAA and EASA shall develop a briefing/workshop that informs the sponsors/operators of their roles and responsibilities under this TIP-S. The briefing/workshop will also focus on the specific procedures associated with the special conditions.

17.1.3 The FAA and EASA shall mutually determine that a sufficient number of staff has completed training and remain qualified to conduct these evaluations.

17.1.4 Upon completing this training, the Technical Agents shall transfer FFS evaluations to the Technical Agents or the AAs, as applicable. The transfers will take place within 18 months of the date of the entry into force of the FSTD Annex.

17.2 Synchronizing

17.2.1 The FAA and EASA and the AAs shall compare evaluation dates for devices that fall within the scope of the FSTD Annex.

17.2.2 EASA and FAA shall agree on a single anniversary date for each FFS evaluation. The FAA and EASA anniversary date will be established during the first evaluation conducted by either the FAA for EASA qualification, or EASA for FAA qualification.

Appendix 1 - EASA Visit Report AA

EASA Visit Report AA (EASA monitoring of AAs with respect to the U.S./EU Safety Agreement, Annex 4 and TIP-S)		
AA:	**AA Office:**	**Visit Date:**

Compliance check-list actions recommended to be verified at different locations:		
Bold: at AA HQ	Normal: at sponsor location	*Italic: during evaluation*

Compliance Checklist With Annex 4			*****
*****	(N/R)=applicable but not reviewed; (N/A)=not applicable; ☑=in compliance; (xy)=if not in compliance, put consecutive numbering in the box and make finding or comment in relevant section.		
EU Aviation Authority:			
1.1.1	**Has the AA established specific procedures to work in accordance with Annex 4 to the Agreement requirements?**	- Verify procedures.	
1.1.2	**Does the AA exchange and maintain a list of contact points between the FAA and EASA/AA?**	- Verify list available. - Verify list up to date.	
1.1.3	**Does the AA inform the FAA of exemptions and derogations granted to FFSs falling within the scope Annex 4 to the Agreement?**	- Verify if exemptions and derogations exist. - Verify information has been transmitted.	
1.1.4	**Is the communication made in English language with the appropriate date format?**	- Verify records. - Verify date format.	
1.1.5	**Does the AA identify the FSTDs to be evaluated based on the FSTD Master List available?**	- Verify availability of the latest version of the FSTD Master List. - Verify identification of the FSTDs to be evaluated from the Master List.	
1.1.6	**Does the AA hold a list of inspectors qualified/authorized to perform FSTD evaluations under Annex 4 to the Agreement?**	- Verify list (including technical and flight inspectors). - Verify records.	
1.1.7	**Are the inspectors listed properly qualified?**	- Verify validity of training provided. - Verify training completed. - Verify validity of qualification (recency of training, if applicable).	

1.1.8	**Are the FSTD evaluations conducted by qualified inspectors?**	- Verify inspectors assigned to evaluations are qualified).	
Evaluation Scheduling:			
1.2.1	Does the Sponsor submit the proposed EU evaluation schedule to the NSPM in due time?	- Verify records of notification.	
1.2.2	**Does the AA notify the FAA upon confirmation of the scheduled evaluation date?**	- Verify records of notification.	
1.2.3	**Does the AA ensure that continuing evaluations are performed no later than the FAA SOQ expiration date?**	- Verify availability of records containing FAA SOQ expiration date.	
1.2.4	**Does the AA notify the FAA in case of evaluation delay or conflict that precludes evaluation prior to SOQ expiration?**	- Verify records.	
Evaluation Preparation:			
1.3.1	**Does the AA receive the updated FAA FSTD Configuration list (T001A form) from the sponsor, within 60 days of the scheduled evaluation?**	- Verify records.	
1.3.2	Does the sponsor identify and make ready all required documents, records, and resources for the evaluation?	- Verify list of required documents. - Verify documents available to the AA.	
1.3.3	For all the FSTDs identified in the Master List, does the sponsor identify and schedule a subject matter expert who is experienced in FAA procedures during the special condition evaluation?	- Verify FAA SME identification list. - Verify procedure including experience required for nomination.	
1.3.4	Does the sponsor hold a list identifying all FAA required objective tests which are in addition to or different from EU qualification requirements for all the FSTDs concerned?	- Verify identification list.	
1.3.5	**Does the AA review the FAA special conditions applicable to EU-based approved FFS (Appendix 1 to Annex 4 to the Agreement)?**	- Verify records (Appendix 1 Section C). - Verify AA reviewing the special conditions list.	
1.3.6	**Does the AA identify and consider any limitations/restrictions that may affect the evaluation by examining the FAA configuration list (T001A form)?**	- Verify records (?). - Verify AA reviewing the T001A form.	
Onsite Evaluation:			
1.4.1	Does the sponsor ensure that he complies with all applicable requirements and the provisions of Annex 4 to the Agreement?	- Verify existing compliance procedure/statement/checklist.	

1.4.2	**Does the sponsor provide AA inspectors with:** - **A copy of the FAA FSTD configuration list (NSP Form T001A)?** - **A copy of the previous year's evaluation report?** - **The FAA required objective tests which are in addition to or different from EU qualification requirements?**	- Verify documents provided.	
1.4.3	Does the sponsor ensure that any corrections needed to the NSP Form T001A are made prior to completion of the evaluation and a copy provided to the EASA/ AA inspector?	- Verify existing procedure/statement/ checklist/records.	
1.4.4	Does the sponsor supply a subject matter expert who is experienced in FAA procedures during the special condition evaluations?	- Verify the SME provided is the one defined by the SME list.	
1.4.5	*Does the AA inspector verify the accuracy of the data on the FAA FSTD configuration list (NSP Form T001A), note any changes from the previous list, and confirm FAA configuration information for the device?*	- Observe FSTD evaluation process.	
1.4.6	*Does the AA Identify and consider the 'training, testing and checking considerations' including capabilities listed on the FSTD configuration (NSP Form T001A)?*	- Observe FSTD evaluation process.	
1.4.7	*Does the AA amend the simulator evaluation by checks and tests as specified in Appendix 1 to Annex 4 of the Agreement?*	- Observe FSTD evaluation process.	
1.4.8	**Does the AA record the evaluation of special conditions on the special conditions report(s) (Appendix 1 of Section C)?**	- Verify records.	
Post-Evaluation Tasks:			
1.5.1	Does the sponsor enter all discrepancies identified during the evaluation into their discrepancy log and inform crews using the device about new limitations/restrictions?	- Verify discrepancy log. - Verify that the crew using the device is made aware about limitations/restrictions (information system).	
1.5.2	*Does the AA evaluation debrief to the sponsor include the issues relevant to the FAA special conditions evaluation?*	- Observe FSTD evaluation process. - Verify debriefing records.	
1.5.3	**Does the AA following completion of the evaluation transmit the following information/documents within five working days to the FAA:** - **A copy of the EASA/AA evaluation report?** - **A copy of the special conditions report?** - **A copy of the FAA FSTD configuration list (NSP Form T001A)?**	- Verify records sent out. - Verify format (doc or docx). - Verify submission date.	
Follow-Up:			
1.6.1	Does the sponsor file/maintain copies of the documents received by the FAA in accordance with requirements in 14 CFR part 60?	- Verify records.	

1.6.2	**Does the sponsor close the discrepancies within the timeframe specified?**	- Verify follow-up records provided.	

Compliance Checklist With TIP-S Special Conditions			*****
*****	(N/R)=applicable but not reviewed; (N/A)=not applicable; ☑=in compliance; (xy)=if not in compliance, put consecutive numbering in the box and make finding or comment in relevant section.		
Special Conditions:			
2.1	Are the FSTD directives inserted in the MQTG and up to date?	- Verify FSTD directives applicable. - Verify MQTGs update.	
2.2	Does the sponsor identify any changes to the published FAA FFS configuration list?	- Verify procedure. - Verify records.	
2.3	Does the instructor operating station manual include operating instructions with U.S. standards?	- Verify documents.	
2.4	Do the instructor operating station settings and indications conform to the U.S. units of measurement?	- Check the Instructor Operating Station (IOS) station setup.	
2.5	*Does the AA evaluate at least one declared qualification U.S. airport/airfield model featuring proper modelling and navigation/communication facilities?*	- Verify the existence and update of at least one U.S. airport/airfield model. - Observe FSTD evaluation process.	
2.6	Does the FSTD demonstrate Category I, II, or III (as applicable) Instrument Approaches at a U.S. Airport and with corresponding settings selectable from the instructor operating station?	- Check the IOS station setup. - Check visual settings.	
2.7	Does the FFS reflect the U.S. configuration of the simulated aeroplane?	- Check simulator aircraft configuration.	
2.8	*Does the AA evaluate all configurations listed in the FAA FFS qualification certificate during each evaluation?*	- Observe FSTD evaluation process.	
2.9	*Does the AA conduct a circling approach to a U.S. airport at the maximum demonstrated landing weight?*	- Observe FSTD evaluation process.	
2.10	*Does the AA perform the FFS-specific objective, functional, and subjective tests as per applicable U.S. requirements that are not covered by the applicable European FFS standard level of qualification?*	- Observe FSTD evaluation process.	

Findings Raised Against the AA (Non-Compliance With Annex 4)		Reference
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		

Findings Raised Against the AA (Non-Compliance With Special Conditions)		Reference
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		

Comments	
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

Signatures	Date:
EASA Inspector	AA Coordinator
Name: Signature:	Name: Signature:
Name: Signature:	

Appendix 2 - EASA Standardization Inspection Report AA

EASA Standardisation Inspection Report AA (EASA monitoring of AAs with respect to the U.S./EU Safety Agreement, Annex 4 and TIP-S)		
AA:	**AA Office:**	**Visit Dates:**

From *DD to DD Month Year*, EASA conducted a standardisation inspection of the *Competent Authority* covering the implementation of European Regulations in the field of Flight Simulation Training Devices. It was carried out in accordance with COMMISSION IMPLEMENTING REGULATION (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EU) 2018/1139.

The scope of this inspection covered:

- REGULATION (EU° 2018/1139 of the European Parliament and of the Council of 04 July 2018, as amended.
- COMMISSION REGULATION (EU) No 1178/2011 of 3 November 2011, as amended.
- Certification Specifications CS – FSTD A.

During this inspection, the implementation of the FFS domain was assessed in full, as this area has been newly included in the *Competent Authority* scope of tasks. The result of the inspection has been reported under document # FSTD.*CC (2 digit country code).MM.YYYY*.

Signatures	
EASA Standardisation team leader	
Name: Signature:	Date:

Appendix 3 - FAA Monitoring Checklist with Respect to the U.S./EU Safety Agreement

FSTD Annex – TIP-S (EU-US Only)	
1. Special Condition (a)	
Did Inspector ensure sponsor provided the following: (i) Recurrent evaluation dossier; (ii) Annual fly-out records; (iii)Simulator safety features check records (ORA.FSTD.115 (b) Installations) (iv)Changes to the published EASA FFS datasheet?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.
2. Special Condition (b)	
Did Inspector ensure the IOS manual included operation with European standards?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.
3. Special Condition (c)	
Did Inspector ensure IOS settings and indications conformed to the International System of Units (SI)?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.

4. Special Condition (d)	
Did Inspector evaluate at least one declared qualification European airport/airfield model featuring proper modelling and navigation/communication facilities?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.
5. Special Condition (e)	
Did Inspector evaluate Low Visibility Take-Off operations (LVTO) and Category I, II, or III (as applicable) Instrument Approaches at a European Airport and ensure corresponding settings were selectable from the instructor operating station?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.
6. Special Condition (f)	
Did Inspector ensure the FFS reflected the European configuration of the simulated airplane?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.
7. Special Condition (g)	
Did Inspector perform a continuous, uninterrupted flight phase during the evaluation?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.

8. Special Condition (h)	
Did Inspector evaluate all engine fits listed in the EASA FFS qualification certificate?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.
9. Special Condition (i)	
Did Inspector evaluate all EASA approved avionics configurations for the FFS?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.
10. Special Condition (j)	
Did Inspector review the FFS-specific objective, functional and subjective tests applicable to European requirements?	
☐--Yes ☐--No ☐--N/A ☐--Knowledge Check	Click here to enter text.

Appendix 4 - FAA Monitoring Report

U.S. Department
of Transportation
Federal Aviation Administration

Federal Aviation Administration
National Simulator Program, AFS-205
1701 Columbia Ave.
College Park, GA 30337

DATE

European Union Aviation Safety Agency
Konrad-Adenauer-Ufer 3
D-50668 Köln
Germany

Re: FSTD Annex Ongoing Confidence

In accordance with Section II of the Technical Implementation Procedures - Simulator, the FAA National Simulator Program Office conducted the following ongoing confidence activities:

Activity	**No./Hrs.**
Evaluation Observations	
Knowledge Checks	
Training	

Based on results of these activities, the National Simulator Program Manager has a high level of confidence that the FAA continues to demonstrate full compliance and effective oversight as detailed in the FSTD Annex to the Agreement between the United States of America and the European Union on Cooperation in the Regulation of Civil Aviation Safety and relevant provisions of the TIP-S.

SIGNATURE

National Simulator Program Manager

Section B - Continuing EASA Qualification of FFS Located in the United States

(For evaluations performed by the FAA)

1. Purpose of this Section

The section describes the tasks to be performed by the FAA, and EASA regarding the continuing qualification of full flight simulators located in the United States holding an EASA and FAA qualification and falling under the scope of the FSTD Annex. The section also identifies regulations and guidance applicable to operators/sponsors of FSTD.

2. Applicable Regulations and Guidance

2.1 The current European requirements for the evaluation and qualification of FSTDs are contained in the Commission Regulation (EU) No 1178/2011 as amended, specifically:

(a) Part-ARA;

(b) Part-ORA;

(c) The associated Acceptable Means of Compliance (AMC) and Guidance Material (GM); and

(d) The Certification Specifications for Flight Simulation Training Devices – Aeroplanes - CS-FSTD (A).

2.2 Additionally, Commission Regulation (EU) No 1178/2011, as amended, recognizes previous existing certification specifications valid for FSTD qualifications. Therefore, the following Joint Aviation Requirement (JAR) compliant requirements may also be applicable:

(a) JAR-Synthetic Training Device (STD) 1A, all amendments; and

(b) JAR-FSTD (A).

2.3 The current FAA requirements for the evaluation and qualification of FSTDs are contained in 14 CFR part 60 as amended. Additional information is contained in Guidance Bulletins and FSTD Directives.

2.4 14 CFR § 60.17, describes the applicability of previous qualification standards used for the evaluation and qualification of FSTDs addressed by the FSTD Annex, which are:

(a) Advisory Circular (AC) 120-40 A;

(b) AC 120-40 B; and

(c) AC 120-40 B/C.

3. Stakeholders (Involved Parties)

(a) The FAA;

(b) EASA; and

(c) FSTD operators/sponsors.

4. Special Conditions

The special conditions are based on the differences between the FAA and EASA qualification basis, together with operational requirements related to European standards. The special conditions are contained in Appendix 1 of the FSTD Annex. They are reproduced in Section B, Appendix 1 of the TIP-S and additional guidance is contained in Section B, Appendix 2 of the TIP-S.

5. Evaluation Scheduling

5.1 General

5.1.1 The operators/sponsors are required to comply with the relevant FAA and EASA regulations.

(a) Recurrent evaluations will be scheduled in accordance with 14 CFR § 60.19.

(b) Recurrent evaluations will be performed no later than the anniversary date related to the EASA qualification and not earlier than 60 days prior to such due date (ARA.FSTD.120 of Regulation (EU) No 1178/2011).

5.1.2 EASA shall conduct evaluations of FSTDs that fall under the FAA Extended Evaluation Interval (EEI) program in the off years when the FAA does not perform an annual evaluation.

5.2 FAA Responsibilities

For U.S.-based devices evaluated by the FAA, the FAA shall notify EASA upon confirmation of the evaluation date by email (FSTD.BASA.US@easa.europa.eu).

6. Evaluation Preparation

6.1 General

6.1.1 The operators/sponsors are required to comply with the relevant FAA and EASA regulations.

(a) A recurrent evaluation dossier is required by GM3 ORA.FSTD.100(d) of Regulation 1178/2011 (Part-ORA)

(b) MQTG and QTG testing are required by both EASA (AMC1 ARA.FSTD.120) and FAA (14 CFR § 60.19). The FAA will

coordinate with the sponsor/operator to identify and review the differences between the FAA MQTG and QTG testing documents as defined in the special conditions.

6.2 FAA Responsibilities

6.2.1 Based on the published information available from the EASA FSTD Information System (EASA FSTD IS - https://lisstdis.easa.europa.eu/eqstdis) or the datasheet sent by the sponsor, the evaluating inspector(s) shall:

(a) Review the configuration information for the FFS (EASA FSTD datasheet, see Appendix 5);

(b) Identify and consider during evaluation any limitations/restrictions;

(c) Identify and consider during evaluation the current 'training, testing and checking considerations' including capabilities listed on the FSTD datasheet under 'other'; and

(d) Review the special conditions contained in Appendix 1 of the FSTD Annex.

6.3 EASA Responsibilities

6.3.1 EASA shall inform the FAA of any information that may be required or that may have an impact on the recurrent evaluation (i.e., modification details, special checks, etc.). Such information will be sent as soon as possible.

6.3.2 EASA shall review and endorse the QTG list of tests and the special conditions contained in Section B, Appendix 1.

7. Onsite Evaluation

7.1 General

7.1.1 The relevant FAA and EASA regulations are applicable. Additionally, under the terms of Annex 4, the FAA shall assess the following: elements:

(a) Recurrent evaluation dossier,

(b) Annual fly-out records,

(c) Simulator safety features check records (ORA.FSTD.115(b), Installations of Regulation (EU) 1178/2011), and

(d) Changes to the published EASA FSTD datasheet.

7.1.2 An operator/sponsor subject matter expert who is experienced in EASA procedures should be available during the special condition evaluations. This subject matter expert would be expected to be a type-rated instructor/examiner (TRI/TRE) qualified on the type, and should have experience with FFS evaluations carried out by EASA.

7.2 FAA Responsibilities

7.2.1 The evaluating inspector(s) shall:

(a) Confirm EASA configuration information for the FFS (EASA FSTD datasheet);

(b) Identify and consider the 'training, testing and checking considerations' including capabilities listed on the EASA FSTD datasheet;

(c) Perform the simulator evaluation in accordance with FAA evaluation practices and procedures amended by checks and tests as specified in Appendix 1; and

(d) Document the evaluation of special conditions on the special conditions report.

7.3 EASA Responsibilities

There are no specific EASA responsibilities applicable to this section.

8. Post-Evaluation Tasks

8.1 FAA Responsibilities

8.1.1 The evaluating inspector(s) shall perform an evaluation debrief with the operator/sponsor in accordance with their current practices and procedures.

8.1.2 Within five working days following completion of the evaluation, the FAA shall transmit the following information/documents to EASA (see Section B, Appendix 7 - Naming Conventions for Documents sent to EASA):

(a) Copy of the FAA evaluation report (.doc or .docx or .pdf format) (see Section B, Appendix 8 - Example of FAA evaluation report).

(b) Special conditions report (.doc or .docx or .pdf format).

(c) A marked-up copy of the EASA datasheet, if applicable (.pdf format).

8.1.3 A special conditions report template, as well as additional guidance, are provided in Section B, Appendices 1 and 2.

8.2 EASA Responsibilities

Upon receipt of the evaluation documents, EASA shall:

(a) Assign an inspector who will review the information/documents, as defined in paragraph 8.2.1 above, and determine if the FFS continues to meet EASA standards for qualification.

(b) Review, and identify any items or discrepancies that could lead to an EASA qualification certificate change or an enforcement action. Additional information on the terms used to describe items or discrepancies can be found in Section B, Appendix 6.

(c) Communicate directly with the operator on items or discrepancies that may lead to a change to the EASA qualification certificate (all other items or discrepancies will be resolved under the FAA closure process).

(d) If necessary, amend and reissue a new EASA qualification certificate.

(e) Update the EASA FSTD Information System (FSTD IS) accordingly so that the next evaluation due date and the FSTD Datasheet are available to all interested parties.

(f) Send the updated qualification certificate (if applicable) to the FSTD operator/sponsor, within fifteen working days from the receipt of the FAA evaluation report.

Note: In case the anniversary date is before the date of the fifteen working days from the receipt of the evaluation report mentioned above, contacts will be established, on an ad-hoc basis, between the FSTD operator/sponsor and EASA.

9. Oversight and Follow-Up Tasks

9.1 FAA Responsibilities

9.1.1 The FAA shall provide to EASA, when requested, clarifications or additional explanations on the evaluation report.

9.1.2 Where appropriate, the FAA shall inform EASA of post-evaluation actions that may be taken by the FAA.

9.2 EASA Responsibilities

9.2.1 EASA shall inform the FAA when:

(a) Suspension or revocation of the corresponding EASA qualification certificate;

(b) Modification of the corresponding EASA qualification certificate;

(c) Any other circumstances that may have an impact on the applicable special conditions, and/or the next recurrent evaluation; or

(d) Deactivation of a device.

9.2.2 In accordance with Section 4 of the FSTD Annex and with Article 15 B of the Agreement, EASA may conduct independent evaluations and/or audits in case of specific safety concerns. If these circumstances arise, charges will apply in accordance with Commission Regulation (EU) No 319/2014 of 27 March 2014 on the fees and charges levied by the EASA.

9.2.3 A constant dialog and communication should exist to avoid any duplicated efforts while ensuring compliance with applicable regulations.

Appendix 1 - Special Conditions Report

The special conditions report is part of the documents provided to EASA when an evaluation under the FSTD Annex is accomplished. Additional guidance provided in Section B, Appendix 2.

FSTD Special Conditions Report and Checklist for U.S./EU Safety Agreement, Annex 4 & TIP-S Evaluation (AIRPLANE)

EASA FSTD ID Code: EU-

FAA ID Number:

No.	Special Conditions	Condition met?	Remarks
(a)	The FAA shall request the following information from the FFS sponsor: (i) Recurrent evaluation dossier; (ii) Annual fly-out records; (iii) Simulator safety features check records (ORA.FSTD.115 (b) Installations); and (iv) Changes to the published EASA FFS datasheet.	☐ Yes ☐ No ☐ Yes ☐ No ☐ Yes ☐ No ☐ Yes ☐ No	Enter any comments here:

No.	Special Conditions	Condition met?	Remarks
(b)	The instructor operating station manual shall include operation with European standards.	☐ Yes ☐ No	Enter any comments here:
(c)	Instructor operating station settings and indications shall conform to the International System of Units (SI).	☐ Yes ☐ No	Enter any comments here:
(d)	At least one declared qualification European airport/airfield model featuring proper modelling and navigation/communication facilities shall be evaluated.	☐ Yes ☐ No	Record International Civil Aviation Organization (ICAO) airport four letter code *(ICAO Airport Designator/Approach/Landing Runway)*
(e)	Aircraft All Weather Operations (AWOPS) Low visibility take-off operations (LVTO) and Category I, II, or III (as applicable) Instrument Approaches shall be demonstrated at a European Airport and corresponding settings selectable from the instructor operating station.	☐ Yes ☐ No ☐ N/A ☐ CAT I RVR 550m DH 200 ft. ☐ CAT II RVR 300m DH 100 ft. ☐ CAT III (*lowest minimum)	LVTO Runway Visual Range (RVR): _____ m (Record minimum RVR checked in meters) Record ICAO airport four letter code *(ICAO Airport Designator/Approach/Landing Runway)* Enter the RVR and Decision Height (DH) applicable to the lowest applicable to the aircraft type (CAT IIIA: 200m/50ft or CATIIIB: 75m/no DH) RVR: _____ m DH: _____ ft.
(f)	The FFS shall reflect the European configuration of the simulated aeroplane.	☐ Yes ☐ No ☐ N/A	Enter any comments here:

No.	Special Conditions	Condition met?	Remarks
(g)	A continuous, uninterrupted flight phase shall be conducted during the evaluation.	☐ Yes ☐ No	Enter any comments here:
(h)	All engine fits listed in the EASA FFS qualification certificate shall be evaluated during each evaluation.	☐ Yes ☐ No	Enter any comments here:
(i)	When several EASA FFS qualification certificates are issued for several avionics configurations of a single FFS, each configuration – with each engine fit if applicable – shall be evaluated during each evaluation.	☐ Yes ☐ No	Record configuration(s):
(j)	FFS-specific objective, functional and subjective tests as per applicable European requirements that are not covered by the applicable FAA FFS standard level of qualification shall be performed.	☐ Yes ☐ No	Enter any comments here:

By sending this report from an official FAA email address, the author of this report confirms the authenticity of this report.

Name of the FAA inspector:

For the FAA Date: DD MM YYYY

Appendix 2 - Additional Guidance for EU Special Conditions

1. Provision of the recurrent evaluation dossier by the FFS operator/sponsor.

1.1 Under GM3 ORA.FSTD.100 General (d) a dossier is required to be presented for a recurrent evaluation.

1.2 Provision of annual fly-out records.

1.2.1 Background Information:

1.2.1.1. The Operator/Sponsor is required to have run through the functions and subjective tests throughout the year. These are typically checked as part of a program of fly-outs, with appropriate records held.

1.2.1.2. It is essential that the pilots tasked with carrying out these fly-outs are adequately experienced. They would be expected to be type-rated instructor/examiner (TRI/TRE) qualified on the type, and should have experience with FFS evaluations carried out by the competent authority.

1.2.2 Task of the FAA Inspector:

To check that the fly-out records are available in the dossier.

1.3 Provision of the simulator safety features check records by the FFS operator/sponsor (ORA.FSTD.115 (b) Installations).

1.3.1 Background Information:

1.3.1.1. The requirements state that the holder of an FSTD qualification certificate shall ensure that:

(a) The FSTD is housed in a suitable environment that supports safe and reliable operation;

(b) All FSTD occupants and maintenance personnel are briefed on FSTD safety to ensure that they are aware of all safety equipment and procedures in the FSTD in case of an emergency; and

(c) The FSTD and its installations comply with the local regulations for health and safety.

1.3.1.2. The FSTD safety features, such as emergency stops and emergency lighting, shall be checked at least annually and recorded.

1.3.1.3. To be checked and recorded as a minimum:

(a) Simulator operator/sponsor has procedures in place for flight simulator occupants to be briefed to ensure that they are aware of all safety equipment and arrangements in the flight simulator in case of emergency.

(b) Operator/Sponsor has preventative maintenance, or equivalent, record of the FSTD safety features checked in the last recurrent period.

1.3.1.4. Task of the FAA Inspector:

To check that the safety features check records are available in the dossier.

1.4 Changes to the Published EASA FSTD datasheet.

1.4.1 Background Information:

1.4.1.1 The purpose is to identify any changes to the published EASA FFS datasheet (see FSTD IS).

1.4.1.2. Where the Modification Annex has been presented by the operator/sponsor to EASA and evaluated as acceptable, confirm those changes to the published EASA FFS datasheet. Where the 'FSTD Modification Annex Information Sheet' as amended has not been presented by the operator/sponsor to EASA, identify the issue in the remarks section of the special conditions report.

1.4.2 Task of the FAA Inspector:

To ask the operator/sponsor if changes made to the datasheet since the last evaluation have been notified to EASA.

1.5 The instructor operating station (IOS) manual should include sufficient instructions for the operation of the FSTD with European metric standards. Sample areas to check include:

(a) How to convert relevant FSTD displays to metric units of measurement.

(b) How to convert the FSTD to European/Joint Aviation Authorities (JAA) aircraft configuration.

(c) Appropriate instructions for the use of European airports.

1.6 The IOS is capable of controlling and monitoring:

1.6.1 The aircraft systems as appropriate in "metric", e.g.:

(a) Weight in Kilograms

(b) Fuel Quantity in Kilogrammes or Litres (as appropriate); and

(c) Temperature in Centigrade.

1.6.2 Environment indications use appropriate units of measurement (e.g., RVR in Meters, QFE/QNH in mbars/hPa).

1.7 At least one declared qualification European airport/airfield model evaluated featuring proper modelling and navigation/communication facilities appropriate to the European airport model:

1.7.1 Surfaces on runways, taxiways, and ramps;

1.7.2 Lighting of appropriate colour for all runways including runway edge, centreline, VASI/PAPI, and approach lighting for the runway in use;

1.7.3 Airport taxiway lighting;

1.7.4 Ramps and terminal buildings which correspond to an operator's Line-Oriented Flight Training and Line Oriented Simulator scenarios;

1.7.5 Correct Comm/Nav frequencies; and

1.7.6 ATIS in appropriate European units.

1.8 AWOPS.

1.8.1 LVTO – record minimum RVR checked appropriate to the aircraft.

1.8.2 Instrument approaches and landing (An appropriate sample should be flown. Record which approaches have been evaluated).

1.9 CAT I.

1.9.1 Manual approach with/without flight director including landing.

1.9.2 Autopilot/autothrottle coupled approach and manual landing.

1.9.3 Manual approach to DH and go-around, all engines.

1.9.4 Manual one engine out approach to DH and go-around.

1.9.5 Autopilot/autothrottle coupled approach, one engine out to DH and go-around.

1.9.6 Approach and landing with minimum/standby power.

1.10 CAT II.

1.10.1 Autopilot/autothrottle coupled approach to DH and landing.

1.10.2 Autopilot/autothrottle coupled approach to DH and go-around.

1.10.3 Autocoupled approach to DH and manual go-around.

1.11 CAT III: Does not call out approach with generator failure.

1.11.1 Autopilot/autothrottle coupled to land and roll-out.

1.11.2 Autopilot/autothrottle coupled approach to DH/Alert height and go-around.

1.11.3 Autopilot/autothrottle coupled approach to land and roll-out with one engine out.

1.11.4 Autopilot/autothrottle coupled approach to DH/Alert height and go-around with one engine out.

1.12 Flight Simulator Configuration.

1.12.1 Background Information:

The FSTD's aircraft configuration must conform to European Standards. The FSTD Sponsor should provide a document that lists the differences between the European and the FAA certified aircraft configurations. A conformity evaluation will include a check of stall warning and stick shaker indications, centre of gravity limits, aural warnings/callouts and the instrument indications to ensure conformity to European units of measurement. In addition to the static checks of the instruments for conformity, a dynamic check (e.g., vary the altimeter settings at more than one airport) should be accomplished. A spot check of European differences is satisfactory for recurrent qualification.

1.12.2 Task of the FAA Inspector:

Communications and navigation equipment corresponding to that installed in the FSTD Operator's/Sponsor's declared European configuration and aeroplane operation in the tolerances prescribed for the applicable airborne equipment including but not limited to:

1.12.2.1 To be systematically checked:

(a) Systems – Configurable options for program pin selectable items;

(b) All relevant instrument indications show numerical values in the appropriate units for European Operations;

(c) FMS database configuration, content and units;

(d) 8.33 KHz VHF communication; and

(e) Enhanced Ground Proximity Warning System (EGPWS) – ensure database supports training in a European environment.

1.12.2.2 Items that can be part of a sampling approach are:

(a) RNP Approach;

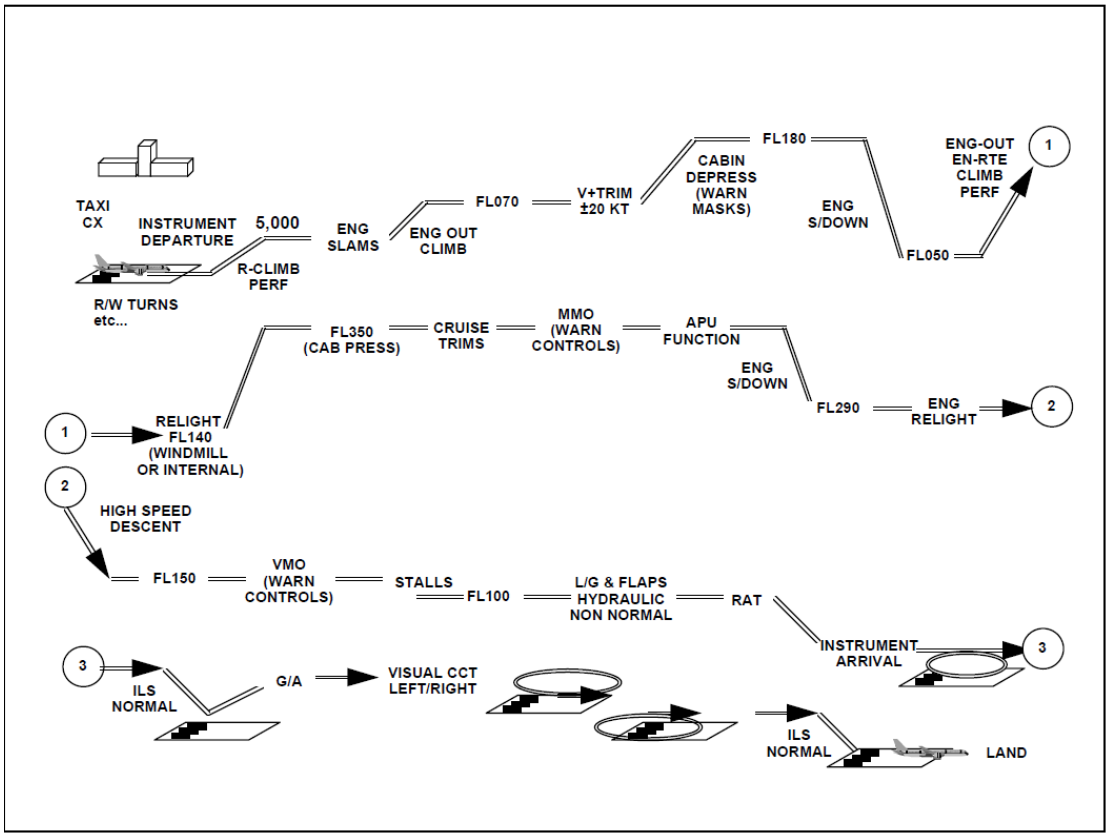
(b) Reduced Vertical Separation Minimum (RVSM) capabilities (Altimeter, Terrain Collision Avoidance System (TCAS);

(c) ETOPS capability with regard to additional equipment required; and

(d) Items listed under 'other' on the EASA qualification certificate.

1.13 Conduct of a continuous, uninterrupted flight phase during the evaluation. Part of the Subjective Tests routine for an FSTD should involve an uninterrupted fly-out comparable with the duration of typical training sessions; any flight freezes and/or repositioning assessments must occur outside of this uninterrupted flight phase.

Figure 2 – Typical Test Profile



NOTE: The typical test profile (Figure 2) should be flown over approximately 2 hours. Ambient conditions should be varied from Standard Atmosphere to test the validity of the limits of temperature and pressure likely to be required in the practical use of the FSTD. Part of the flight may be conducted with Automatic Flight Control System (AFCS).

1.14 All engine fits listed in the EASA FFS qualification certificate will be evaluated during each evaluation. The engines listed should be selected (e.g., at the IOS) and any equipment change made (as applicable). Where a separate engine fit, or

equipment fit (e.g., Flight Management Guidance Computer (FMGC) from Thales or Honeywell) is identified on the Qualification Certificate, these require a sample functional and subjective evaluation. Any specific objective tests associated with the identified fit also require to be checked. A short duration check flight should be performed to establish the correct operation of items such as engine start (normal), engine Start (non-normal), in-air operation, etc.

1.15 Each configuration requires an evaluation. Where a configuration has a separate Qualification Certificate for the same FSTD, this requires a separate recurrent evaluation.

1.16 FFS-specific objective, functional and subjective tests as per applicable European requirements that are not covered by the applicable FAA FFS standard level of qualification will be performed.

1.16.1 Each device received its initial U.S. qualification against U.S. applicable standards, and its initial EU qualification against EU applicable standards. These standards were different. However, the tests required to prove fidelity are identical in most, but not all, areas.

1.16.2 Continued EASA and FAA qualification is based on the FFS sponsor/operator ability to demonstrate continued compliance with both agencies initial qualification standards in order to receive and maintain an SOQ and QC (each based on the applicable standard).

1.17 Task of the FAA Inspector:

The FAA inspector shall evaluate the above-mentioned tests identified in 1.15. The MQTG will, therefore, contain a table, referred to in paragraph 6.1.2, indicating those EASA tests that are different from, or are in addition to, the tests required by the FAA.

Appendix 3 - EASA "FSTD Modification Information Sheet"*

European Union Aviation Safety Agency **Form**

FSTD Modification Information Sheet

Date of the notification:	Select a date
Report issue number:	Select a revision
FSTD operator name:	FSTD operator name
FSTD EASA Id#:	EASA code
Modification reference:	Please provide a brief, unique identifier that we will use to refer to the modification
Aircraft type and variant:	A/C type and/or variant
Affected engine fit:	Affected engine type
Implementation start date:	Select a date
Implementation end date:	Select a date
Expected RFT date:	Select a date

Note: select "Print preview" after entering the previous data, to update the header on each page

In compliance with **COMMISSION REGULATION (EU) No 1178/2011 of 3 November 2011 ORA.FSTD.110 Modifications**, this form shall be used by Flight Simulation Training Device operators to inform EASA in advance of modifications of the FSTD hardware and software that affect:

a) handling of the simulated aircraft,
b) performance of the simulated aircraft,
c) systems operation of the simulated aircraft,
d) any major modifications of the motion,
e) any major modifications of simulated flight controls,
f) any major modifications of the visual system (either display or image generation).

In case of modifications due to an airworthiness directive, or service bulletin either from the aircraft manufacturer, or the FSTD manufacturer, please ensure the associated supporting documentation is submitted together with this form.

FSTD Modification Notification forms are not required for the incorporation of additional (or updated) airport visual scenes or navigation databases.

This notification is sent to FSTD.qualification@easa.europa.eu only. Following its review by the Organisation Team Leader, he/she may require the organisation to send EASA a form FO.FCTOA.00134, in case a special evaluation on site is required.

An agency of the European Union

* https://www.easa.europa.eu/document-library/application-forms/fofctoa00007

FSTD Modification Information Sheet

1 Information	
(a) Date of the last evaluation performed on-site: Select a date	(b) Date of the next evaluation to be performed on-site: Select a date
Only EASA evaluation. EEP self-evaluation should not be considered.	
(c) Point of contact for this modification:	
Name:	Position:
Telephone:	E-mail:

2 Nature of the modification
(a) Modification description:
(b) Rationale for the modification:
(c) Modification initiated by: ☐ FSTD operator ☐ FSTD manufacturer ☐ aircraft manufacturer ☐ regulation
(d) Type of modification: ☐ validation data ☐ simulation software ☐ aircraft cockpit ☐ flight controls ☐ motion ☐ visual ☐ instructor station ☐ host computer & interface ☐ other:

FSTD Modification Information Sheet

(e) In case validation data modifications affecting the Validation Data Roadmap (VDR):
Enter the current VDR reference/name
Enter the new proposed VDR reference/name

3 Modification assessment

(a) Simulation areas affected:

☐ aircraft handling ☐ aircraft performance ☐ aircraft systems ☐ other:

(b) Affected tests in the Master Qualification Test Guide (MQTG):
Note: Affected tests shall be amended and comply with the current criteria CS-FSTD(A/H)

(c) Primary Reference Document(s) used for the technical requirements of the modification:
Select or enter the technical criteria primary reference document.

FSTD Modification Information Sheet

4 Modification implementation/validation	
(a) Modification to be implemented by:	
☐ FSTD operator ☐ FSTD manufacturer ☐ Contractor	
(b) Modification to be validated by:	
Name:	Position:
Qualification(s):	
(c) List of tests (Acceptance tests, functions and subjective tests or other) to be performed during the validation: *Note: EASA shall determine if the tests described in this section are satisfactory and therefore if a special evaluation is necessary prior to returning the FSTD to training following the modification*	
(d) FSTD operator representative:	
Name:	Position:
Telephone:	E-mail:
Date: Select a date	Signature

Appendix 4 - EASA "FSTD/Organisation Change"*

European Union Aviation Safety Agency **Form**

Application for Activities related to CHANGES to Flight Simulation Training Devices / Organisation operating Flight Simulation Training Devices

Data protection: Personal data included in this application is processed by EASA pursuant to Regulation (EU) No 2018/2175 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data. It will be processed solely for the purposes of the performance, management and follow-up of the Application by the Agency, without prejudice to possible transmission to internal audit services, to the Court of Auditors, to the European Union Anti-Fraud Office (OLAF) for the purposes of safeguarding the financial interests of the European Union. The Applicant shall have the right of access to his personal data and the right to rectify any such data that is inaccurate or incomplete. Should the Applicant have any queries concerning the processing of his personal data, he shall address them to the Agency at the following address: dpo [at] easa.europa.eu. The Applicant shall have right of recourse at any time to the European Union Data Protection Supervisor.

1 Your Reference	**Please provide a brief, unique identifier that we will use to refer to your application**

2 Applicant Address and Contact Data			
2.1 Applicant Data			
2.1.1 Name and Address (registered (business) name and address/legal seat of the company)	Account Number	**3XXXXX**	
	(Company) Name		
	Street / Nr		
	Post Code		
	City		
	Country		
2.1.2 Contact Person (Responsible for this application)	Title	☐ Mr ☐ Ms	
	Name		
	First name		
	Job title		
	Phone / Fax		
	Email		
2.1.3 FSTD	Certificate FSTD ID #		EU-**XXXXXX**
	EASA Project #(FSTD or Organisation surveillance)		00100**XXXXX**
	Date of last evaluation (dd/mm/yyyy)		
	FSTD under Extended Evaluation Programme (EEP)		☐ No ☐ Yes: Date of last evaluation: dd/mm/yyyy

* https://www.easa.europa.eu/document-library/application-forms#flight-simulation-training-devices-fst

Application for Activities related to CHANGES to Flight Simulation Training Devices / Organisation operating Flight Simulation Training Devices

3 Changes (Only complete the parts affected by the change)		
3.1 Changes to Billing Data	☐ **No** (Proceed to 3.2)	☐ **Yes** (Please specify changes below)
3.1.1 Billing Address (EASA Fees and Charges Invoices will state the address entered here.)	(Company) Name	Same as in section 2.1.1
	Street / Nr	
	PO Box	
	Post Code	
	City	
	Country	
3.1.2 Contact Person (Responsible for ensuring the EASA terms of payment are honoured. The electronic invoices will be issued to the email address indicated here.)	Title	☐ Mr ☐ Ms
	Name	
	First name	
	Job title	
	Phone / Fax	
	Email	generic email address, if available, e.g. accounting@company.com
3.2 Change of FSTD Location	☐ **No** (Proceed to 3.3)	☐ **Yes** (Please specify changes below)
3.2.1 New device Location Address	(Company) Name	
	Street / Nr	
	Post Code	
	City	
	Country	
3.2.2 Contact Person at new location	Title	☐ Mr ☐ Ms
	Name	
	First name	
	Job title	
	Phone	
	Email	

Application for Activities related to CHANGES to Flight Simulation Training Devices / Organisation operating Flight Simulation Training Devices

3.3 Changes to FSTD	☐ **No** (Proceed to 3.4) ☐ **Yes** (Please specify changes below)
3.3.1 Modification	☐ Modification This application has to be sent only if requested by EASA after the review of FSTD Modification Information Sheet in case additional hours are needed for assessment. The EASA response sheet requesting a special evaluation (form FO.FCTOA.00137) must be submitted with this application.
3.3.2 EEP (See paragraph 5)	☐ FSTD to be considered for Extended Evaluation Programme (EEP) Proposed starting date (dd/mm/yyyy): ..... Proposed period: ☐ 2 years ☐ 3 years
3.3.3 Certificate (See paragraph 5)	☐ Administrative re-issuance of an FSTD qualification certificate Reason for re-issuance
3.3.4 Deactivation (See paragraph 5)	☐ FSTD de-activation (This should be sent to EASA **at least FIVE months** prior to the FSTD due date for recurrent evaluation) Date of De-activation (dd/mm/yyyy): .....
3.3.5 Reactivation	☐ FSTD re-activation Date of Re-activation (dd/mm/yyyy): .....
3.3.6 Surrender (See paragraph 5)	☐ FSTD qualification certificate surrender (This should be sent to EASA **at least FIVE months** prior to the FSTD due date for recurrent evaluation) Date of surrender (dd/mm/yyyy): ..... Please return ALL certificate revisions (current and previous) to EASA

Application for Activities related to CHANGES to Flight Simulation Training Devices / Organisation operating Flight Simulation Training Devices

3.4 Changes to the Organisation	☐ **No** (Proceed to 4)	☐ **Yes** (Please specify changes below)
3.4.1 Post holder Nominee (Accountable Manager, Compliance Manager and Compliance Monitoring Manager)	Title	☐ Mr ☐ Ms
	Name	
	First name	
	Nominated for the post (see completion instructions)	
	Phone / Fax	
	Email	
	Qualification relevant to the post	
	Experience relevant to the post	
3.4.2 Documentation (Management System Manuals, Procedures) (See paragraph 5)	☐ Major changes to the organisation documentation	

5 Dates	
5.1 Requested FSTD evaluation start date	(dd/mm/yyyy)
5.2 Intended Ready For Training (RFT) date	(dd/mm/yyyy)
Important Note: A minimum of three (3) months' notice is required before any evaluation or audit may be conducted.	

Application for Activities related to CHANGES to Flight Simulation Training Devices / Organisation operating Flight Simulation Training Devices

6 Documents and manuals to be submitted with application (as applicable)

☐ FSTD modification EASA response sheet (form FO.FCTOA.00137) ☐ Amendment to the Management System documentation describing the EEP process ☐ Amended Management System manual, procedures	☐ Surrendered certificate documentation (all previously issued revisions of the qualification certificate) ☐ FSTD De-activation supporting plan, documentation

7 Additional comments

(Additional features, capabilities or special equipment not covered in section 4, or any other information considered to be relevant to be able to complete the requested activity.)

8 Applicant's declaration and acceptance of the General Conditions and Terms of Payment

I declare that I have the legal capacity to submit this application to EASA and that all information provided in this application form is correct and complete.

I have understood that I am submitting an application for which fees or charges will be levied by EASA in accordance with Commission Implementing Regulation (EU) on the fees and charges levied by the European Union Aviation Safety Agency, as last amended and available from http://easa.europa.eu/ > Regulations > Fees & Charges.

I acknowledge that I have read and understood the Agency's Terms of Payment (see http://easa.europa.eu/ > the Agency > FAQs > Fees & Charges > Downloads > Terms of Payment) and agree to abide by them.

I declare that I am aware that fees or charges, as well as all relevant travel costs must be paid whether or not the application is successful and that they might not be refundable. For travel cost estimates a calculator is available here: http://easa.europa.eu/travel-cost-estimate-calculator

I declare that I am aware of the consequences of non-payment.

Date/Location	Name of the Accountable Manager	Signature of the Accountable Manager

Important Note: EASA cannot accept applications without signature. Please make sure that you sign the application.

This Application should be sent by e-mail to: applicant.services@easa.europa.eu	**Completion Instructions** Completion Instructions Please double-click on the icon to access the completion instructions

Appendix 5 - Example of EASA FSTD Datasheet

FSTD No EU-XXXXX

S/N: FSTD Manufacturer Serial No.

Airbus A320-200

Located at

Location address of FSTD

USA

FSTD DATA SHEET

A.	Type or variant of aircraft:	Airbus A320-200 standard X.Y
B.	FSTD qualification level:	AEROPLANE FFS LEVEL D
C.	Primary reference document:	[Example: JAR-FSTD A initial issue]
D.	Visual system:	Visual System Manufacturer, IG model, Type of projectors, FOV [specify e.g. 200degx40deg]
E.	Motion system:	Motion System Manufacturer, Leg size [e.g.60 inch], Motion type [e.g hydraulic electric], 6 DOF
F.	Engine fit:	Specify [e.g. CFM56-5B4 and IAE V2527-A5]
G.	Instrument fit:	According to aircraft type Airbus standard X.Y
H.	ACAS fit:	TCAS II (ver. 7.1)
I.	Windshear:	Profiles available
J.	Additional capabilities:	None
K.	Restrictions or limitations:	None

L.	Guidance information for training, testing and checking considerations							
CAT I	RVR	550	m	DH	200	ft	yes
CAT II	RVR	300	m	DH	100	ft	yes
CAT III (lowest minimum)	RVR	75	m	DH	no		yes
LVTO	RVR	125	m				yes
Recency							yes
IFR-training / check							yes / yes
Type rating							yes
Proficiency checks							yes
Autocoupled approach							yes
Autoland / roll out guidance							yes / yes
ACAS I /II							n/a / yes
Windshear warning system / predictive windshear							yes / yes
WX-radar							yes
HUD / HUGS							n/a / n/a
FANS							n/a
GPWS / EGPWS							n/a / yes
GPS							yes
ETOPS capability							yes
Other:	Smoke, RNP APCH limited to: [e.g. LNAV, LNAV/VNAV, AR]						

1/1

Appendix 6- Table of Terms and Translations

The following table defines EASA/AA terms as they apply to items or discrepancies on FSTD evaluation reports.

EASA/AA Term:	Explanation:
Unacceptable	An item that fails to comply with the required standard and, therefore, affects the level of qualification or the qualification itself. If these items are not corrected or clarified within a given time limit, EASA may vary, limit, suspend or revoke the FSTD qualification.
Reservation	An item where compliance with the required standard is not clearly proven and the issue will be reserved for a later decision. Resolution of these items will require either: An EASA policy ruling; or Additional substantiation.
Unserviceability	A device that is temporarily inoperative or performing below its nominal level.
Limitation	An item which prevents the full usage of the FSTD according to the training, testing and checking considerations due to unusable devices, systems or parts thereof.
Recommendation for Improvement	An item which meets the required standard, but where considerable improvement is strongly recommended.
Comment	Self-explanatory.

Appendix 7 - Naming Conventions for Documents Sent to EASA

The following table specifies the file naming convention to be utilized for documents sent to EASA from the FAA following an FSTD evaluation under this Annex.

Document	File Naming Convention	Example
EASA Datasheet	SimID datasheet YYYY-MM-DD.pdf	EU-A1234 datasheet 2016-11-16.pdf
Special Conditions Report	SimID SCR YYYY-MM-DD.docx	EU-A1234 SCR 2016-11-16.docx
FAA Evaluation Report	FAA IDno T002 YYYY-MM-DD.docx	FAA 1234 T002 2016-11-16.docx

Appendix 8 - Example of FAA Evaluation Report

Federal Aviation Administration
National Simulator Program

FSTD Evaluation Report

Evaluation End Date:	11/14/2019 4:30:00 PM
FAA ID	888
Make/Model/Series:	SF-340-340B
Sponsor:	Very Best Flight Academy
Location:	224 Falcon Rd, Miami , FL 33166
Evaluating Inspector:	Kern, Donald;
Evaluation Type:	Continuing
Qualification Level Authorized:	D

EVALUATION INFORMATION

FSTD Configuration(s) Evaluated SF-340-340B

Was This A BASA-SIP Evaluation? ☑ YES ☐ NO

For Which Authority: EASA

Outcome Status: Qualified

Next Evaluation Date: 11/4/2020

Notes for next evaluation

EVALUATION TEAM MEMBERS

FAA Representatives (Other than Evaluating Inspector)	Sponsor Representatives
	Sissoro, Carlos

COMMENTS / NOTES

SME - LUIS JAUREGUI IOS - DAIRON DOMINGUEZ.

SPONSOR REQUESTED CHECK OF SMGCS AT KSEA. SYSTEM WORKED NORMALLY THIS EVALUATION.

EASA Continuing Evaluation was completed in conjunction with this FAA evaluation to include all required EASA Special requirements.

NON-QUALIFIED TASKS

Sponsor DR No.	NSP DR No.	Severity Level	Non-Qualified Task(s) / Discrepancy Description	Date Closed:	Corrective Action Taken:
0	N1	3	WEATHER RADAR INOP. DOES NOT PAINT STORMS. "STBY" INTERMITTENTLY FLASHES. SIMULATOR IS NOT QUALIFIED FOR TASKS USING WEATHER RADAR.		

DISCREPANCIES					
Sponsor DR No.	NSP DR No. No.	Severity Level	Discrepancy Description	Date Closed:	Corrective Action Taken: (For closeouts or extensions)
0	D2	1	ESCAPE LADDER NOT LABELED.		CLOSE PER SQMS
	D3	3	TURNING INTERPHONE VOLUME UP WHILE ON SPEAKER CAUSES LOUD HUM.		CLOSE PER SQMS
	D4	3	FAULT LIGHT ON CABIN PRESSURIZATION PANEL ON AT ALL TIMES		CLOSE PER SQMS
	D5	3	RIGHT ENGINE TORQUE GAUGE MISSING DIGITS		CLOSE PER SQMS
	D6	1	WET COMPASS NOT READABLE. COVERED IN DIRT		CLOSE PER SQMS
	D7	1	3 OVERHEAD PANELS HAVE BACKLIGHTING INOP		CLOSE PER SQMS
	D8	3	STANDBY PITOT FAIL LIGHT STAYS ON CONTINUOUSLY.		CLOSE PER SQMS
	D9	2	LEFT VISUAL CHANNEL OUT OF FOCUS		CLOSE PER SQMS
	D10	3	LEFT VISUAL CHANNEL CRASHED DURING PERIOD. REQUIRED RE-LOAD OF VISUAL COMPUTER.		CLOSE PER SQMS
	D11	2	LEFT VISUAL CHANNEL HAS 2 LIGHT LEAKS		CLOSE PER SQMS
	D12	2	IF A WET RUNWAY IS SELECTED, THE FIRST 500 FEET OF RUNWAY LIGHTING ON THE LEFT SIDE DO NOT PRODUCE HALOS. RIGHT SIDE LIGHTING HALO'S OK.		CLOSE PER SQMS
	D13	3	AT 22500 LBS, 10000 FT., 29.5 CG, WHENEVER YOU APPLY CONTROL COLUMN PRESSURE UP OR DOWN, IT CREATES A PULSATING BUMP IN THE FLIGHT CONTROLS PITCH CHANNEL.		CLOSE PER SQMS
	D14	3	THE IOS CRASHED DURING THE PERIOD AND A RELOAD WAS NECESSARY.		CLOSE PER SQMS
	D15	4	THE CONTROL LOADING AND MOTION CRASHED WHILE DOING A GPWS ESCAPE MANEUVER AT KSEA. SYSTEM RELOAD WAS REQUIRED.		CLOSE PER SQMS
	D16	3	QTG TEST J016201B PITCH TRIM RATE, APPROACH FAILS		CLOSE PER SQMS

RECOMMENDATIONS for SPONSOR

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
Indicate the FSTD configuration evaluated where variable FSTD configurations exist under one FAA ID number (i.e. engine types, propeller typ

T001
This is commonly referred to as the Statement of Qualification (SOQ). Check "Yes" if a new SOQ was issued. For most continuing and initial

T001A
This is 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 an
There are only two current agreements: UK CAA and Transport Canada.

Sponsor Feedback
Sponsors are encouraged to leave Feedback Feedback for the NSPM concerning this evaluation or other matters. Select the Feedback link on this

Appendix 9 - FSTD Evaluation Report

FSTD EVALUATION REPORT
AEROPLANE

0.1	**Date of the report:**	Select the date
0.2	**Report issue number:**	Issue Select the issue number
0.3	**Evaluation team:**	Select the Service Provider
0.4	**FSTD ID code:**	Enter the code
0.5	**Project or service order number:**	Enter the project or service order number
0.6	**FSTD operator name:**	Enter the FSTD Operator name
0.7	**Aircraft type and variant or class:**	Enter the A/C type and variant or class
0.8	**Engine fit(s) simulated:**	Enter the Engine1 simulated / Enter the Engine2 simulated / Enter the Engine3 simulated

The conclusions presented are those of the evaluation team. EASA reserves the right to change these after internal review.

0.9 The evaluation team recommends the FSTD certificate to be:

Issued (initial) ☐ Maintained ☐ Suspended ☐ Limited ☐

0.10 Certificate update (for recurrent or special evaluation only)

(a) The certificate (certificate number, revision and signature date) provided by the operator on-site corresponds to the data sheet published on https://lisstdis.easa.europa.eu/eqstdis/: Yes ☐ No ☐

(b) A new certificate should be issued : Yes ☐ No ☐ / List of update(s) to be done on the certificate:

Enter text.

*Important note: If the recommendation of the evaluation team is to maintain the qualification of the FSTD, and a certificate update is not required, the **final decision** from EASA will be communicated through the information system **https://lisstdis.easa.europa.eu/eqstdis/**, without any further communication.*

Name:

Date: Click here to enter a date. Signature: on behalf of EASA

1. **Flight simulation training device (FSTD) characteristics**		
(a) Organisation operating the FSTD (FSTDO): Enter the FSTD Operator name.		
(b) FSTD Location: Enter the complete address (with country).	Principal Place of Business of the Organisation : Enter the complete address (with country).	
(c) FSTD Identification: Enter the code		
(d) FSTD Manufacturer and FSTD Identification serial number: Select or enter the FSTD manufacturer name. Enter the FSTD manufacturer serial number.		
(e) First entry into service: Month / Year	JAA/EASA initial qualification: Month / Year	Last upgrade: Month / Year
(f) Visual system: IG Manufacturer / IG model / Number of channels / Capabilities Projection system Manufacturer / Projection System / Field Of View Per Pilot / Collimated		
(g) Motion system: Manufacturer / Strokes / Technology / DOF		
(h) Aircraft type and variant: Enter the A/C type and variant or class Enter additional information if necessary		
(i) Engine fit(s): Enter the Engine1 simulated / Enter the Engine2 simulated / Enter the Engine3 simulated		
(j) Engine instrumentation: Choose an item or enter your own description.	(k) Flight instrumentation: Choose an item or enter your own description.	

2. **Evaluation details**	
(a) Dates of evaluation: Select start date. to Select end date.	(b) Date of previous evaluation: Select Date.
(c) Type of evaluation: ☐ initial ☐ recurrent ☐ special	
(d) FSTD qualification level recommended: FFS ☐ A ☐ B ☐ C ☐ InterimC ☐ D ☐ AG ☐ BG ☐ CG ☐ DG ☐ Special Category FTD ☐ 1 ☐ 2 FNPT ☐ I ☐ II ☐ MCC BITD ☐	
(e) Technical criteria primary reference document: Select or enter the technical criteria primary reference document.	
(f) Validation data roadmap (VDR) ID-No: Enter the validation data roadmap (VDR) references.	

3. Supplementary information
(a) Company representative(s): Enter the FSTD Operator support staff representative name and position. Enter the FSTD Operator pilot representative name and qualification.
(b) FSTD seats available: X crew + X instructor + X observer + X jumpseat
(c) Visual databases used during evaluation: [ICAO code airport1 (rwy1,rwy2,...)], [ICAO code airport2 (rwy1,rwy2,...)], ...
(d) Software load reference/revision currently used in training: Enter text.
(e) Additional capabilities of the FSTD: Enter text.
(f) Other: Enter text.

4. Training, testing and checking considerations			
(a) CAT I	RVR 550 m	DH 200 ft	Select.
(b) CAT II	RVR 300 m	DH 100 ft	Select.
(c) CAT III (lowest minimum)	RVR XXX m	DH XXX ft	Select.
(d) LVTO	RVR XXX m		Select.
(e) Recency			Select.
(f) IFR-training / check			Select. / Select.
(g) Type rating			Select.
(h) Proficiency checks			Select.
(i) Autocoupled approach			Select.
(j) Autoland / roll out guidance			Select. / Select.
(k) ACAS I / II			Select. / Select. (TCAS ver.)
(l) Windshear profiles available			Select.
(m) Windshear warning system / predictive windshear			Select. / Select.
(n) WX-radar			Select.
(o) HUD / HUGS			Select. / Select.
(p) FANS			Select.
(q) GPWS / EGPWS			Select. / Select.
(r) ETOPS capability			Select.
(s) RNP APCH LNAV			Select.
(t) RNP APCH LNAV/VNAV			Select.
(u) RNP APCH LPV			Select.
(v) RNP AR APCH			Select.
(w) Other:	Enter other devices simulated or comments (enter None if nothing to advise)		

5. Classification of Items

UNACCEPTABLE
An item that fails to comply with the required standard and, therefore, affects the level of qualification or the qualification itself. If these items will not be corrected or clarified within a given time limit, EASA should have to vary, limit, suspend or revoke the FSTD qualification.

RESERVATION
An item where compliance with the required standard is not clearly proven and the issue will be reserved for a later decision. Resolution of these items will require either:

1. an EASA policy ruling; or
2. additional substantiation.

UNSERVICEABILITY
A device which is temporarily inoperative or performing below its nominal level.

LIMITATION
An item which prevents the full usage of the FSTD according to the training, testing and checking considerations due to unusable devices, systems or parts thereof.

RECOMMENDATION FOR IMPROVEMENT
An item which meets the required standard, but where considerable improvement is strongly recommended.

COMMENT
Self-explanatory

PERIOD OF RECTIFICATION
As set out in AMC2 ARA.FSTD.100(a)(1) point (b):
Following an evaluation, it is possible that a number of defects are identified. Generally, these defects should be rectified and the competent authority (in case of task allocation: the Service Provider) notified of such action within 30 days. Serious defects, which affect flight crew training, testing and checking, could result in an immediate downgrading of the qualification level, or if any defect remains unattended without good reason for a period greater than 30 days, subsequent downgrading may occur or the FSTD qualification could be revoked.

6. Results

6.1. Subjective/functional

A. Unacceptable

1	Item1
2	Item2
3	...

B. Reservation

1	Item1
2	Item2
3	...

C. Unserviceability

1	Item1
2	Item2
3	...

D. Limitation

1	Item1
2	Item2
3	...

E. Recommendation for improvement

1	Item1
2	Item2
3	...

F. Comment

1	Item1
2	Item2
3	...

6.2. Objective

A. Unacceptable

1	Item1
2	Item2
3	...

B. Reservation

1	Item1
2	Item2
3	...

E. Recommendation for improvement

1	Item1
2	Item2
3	...

F. Comment

1	Item1
2	Item2
3	...

7. Evaluation Team

Name	Position	Organisation	Signature
	Technical Inspector or person designated by EASA		
	Flight Inspector or person designated by EASA		
		[Representative of the main FSTD user]	
		[Representative of the organisation operating the FSTD]	

Section C - Recurrent FAA Qualification of FFS Located in the EU

(For FAA evaluations performed by EASA and/or AAs in Europe)

1. Purpose of this Section

The section describes the tasks to be performed by the FAA and EASA/ AA regarding the continuing qualification of FFS located in the EU holding an FAA and EASA/AA qualification and falling under the scope of the FSTD Annex. This section also identifies regulations and guidance applicable to operators / sponsors of FSTD.

2. Applicable Regulations and Guidance

2.1 The FAA requirements for evaluation and qualification of FSTDs are contained in 14 CFR part 60. 14 CFR § 60.17 also describes the applicability of previous qualification standards used for the evaluation and qualification of FSTD addressed by the FSTD Annex, which are:

(a) AC 120-40 A;

(b) AC 120-40 B; and

(c) AC 120-40 B/C.

2.2 Additional information is contained in FSTD Directives, and National Simulator Program Guidance Bulletins.

2.3 The current European requirements for the evaluation and qualification of FSTDs are contained in the Commission Regulation (EU) No 290/2012 of 30 March 2012, specifically:

(a) Part-ARA,

(b) Part-ORA,

(c) The associated Acceptable Means of Compliance (AMC) and Guidance Material (GM), and

(d) The Certification Specifications for Flight Simulation Training Devices – Aeroplanes - CS-FSTD (A).

2.4 Additionally, Commission Regulation (EU) No 1178/2011, as amended, recognizes previous existing certification specifications valid for FSTD qualifications. Therefore, the following JAR compliant requirements may also be applicable:

(a) JAR-Synthetic Training Device (STD) 1A, all amendments; and

(b) JAR-FSTD (A).

3. Stakeholders (Involved Parties)

3.1 The following are the involved parties:

(a) The FAA,

(b) EASA,

(c) AAs, and

(d) FSTD operators/sponsors.

4. Evaluation Scheduling

4.1 General

4.1.1 The operators/sponsors are required to comply with the relevant FAA and EASA regulations.

(a) Recurrent evaluations will be scheduled in accordance with 14 CFR § 60.19. Schedule requests should be made no later than 90 days prior to statement of qualification (SOQ) expiration and preferably 12 months prior.

(b) Recurrent evaluations will be performed no later than the anniversary date related to the EASA qualification and not earlier than 60 days prior to such due date.

4.1.2 The FAA shall conduct evaluations of FSTDs that fall under the EASA/AA Extended Evaluation Programme (EEP) in the off years when EASA/AA do not perform an annual evaluation.

4.2 EASA/AA Responsibilities

4.2.1 For EU-based devices evaluated by EASA/AA, EASA/AA shall notify the FAA upon confirmation of the scheduled evaluation date by email.

4.2.2 EASA/AA shall ensure they perform continuing evaluations no later than the FAA SOQ expiration date. They shall accomplish this through regular review of the Master List.

4.2.3 In case of evaluation delay or conflict that precludes evaluation prior to SOQ expiration, EASA/AA shall notify the FAA by email.

4.3 FAA Responsibilities

Upon receipt of the schedule request from the operator/sponsor, the FAA shall enter the date into the internal FAA Simulator Inventory & Evaluation Scheduling System (SIESS) database.

5. Evaluation Preparation

5.1 General

5.1.1 The operators/sponsors are required to comply with the relevant FAA and EASA regulations.

5.1.2 MQTG and QTG testing are required by both EASA (AMC1 ARA.FSTD.120) and FAA (14 CFR § 60.19). EASA, or the applicable AA, will coordinate with the operator/sponsor to identify and review the differences between applicable QTG test required by the EASA and FAA MQTG and QTG testing documents, as defined in the special conditions.

5.1.3 Additional information on the terms found on evaluation reports and associated forms can be found in Section C, Appendix 6.

5.2 EASA/AA Responsibilities

5.2.1 The evaluating EASA/AA inspector(s) shall:

(a) Review the special conditions contained in Appendix 1 of the FSTD Annex.

Note: Appendix 2 of Section C provides further guidance on the FAA special conditions.

(b) Identify and consider any limitations/restrictions that may affect the evaluation by examining the FAA configuration list (T001A form).

5.3 FAA Responsibilities

The FAA shall provide to EASA/AA, as soon as possible by email, any information that may be required or that may have an impact on the recurrent evaluation (i.e., modification details, special checks, etc.).

6. Onsite Evaluation

6.1 General

6.1.1 The relevant FAA and EASA regulations are applicable. Additionally, under the terms of Annex 4, the AA or EASA, as applicable, shall confirm that the operator/sponsor has provided the following:

(a) Provided evidence that the FAA FSTD directives have been incorporated in the MQTG, and

(b) Identified any changes to the published FAA FFS configuration list (NSP Form T001A).

6.1.2 An operator/sponsor subject matter expert who is experienced in FAA procedures should be available during the special condition evaluations. This subject matter expert would be expected to be a type-rated instructor/examiner (TRI/TRE) qualified on the type, and should have experience with FFS evaluations carried out by the FAA.

6.2 EASA/AA Responsibilities

6.2.1 The EASA/AA inspector(s) shall:

(a) Confirm FAA configuration information for the device (NSP Form T001A).

(b) Identify and consider the training, testing and checking considerations, including capabilities listed on the FSTD configuration (NSP Form T001A).

(c) Perform the simulator evaluation in accordance with EU evaluation practices and procedures amended by checks and tests as specified in Appendix 1 of the FSTD Annex.

(d) Document evaluation of special conditions on the special conditions report(s) (Appendix 1 of Section C).

6.3 FAA Responsibilities

No specific responsibilities apply to this section.

7. Post-Evaluation Tasks

7.1 EASA/AA Responsibilities

7.1.1 The evaluating inspector(s) shall perform an evaluation debrief with the operator/sponsor in accordance with their current practices and procedures.

7.1.2 Within five working days from completion of the evaluation, the EASA/AA inspector(s) shall transmit the following information/documents by email to 9-ASO-AFS205-NSP-SIMULATOR-EU-BASA-SIP@faa.gov:

(a) Copy of the EASA/AA evaluation report (.doc or docx format). (An example of this report is provided in Appendix 4 of Section C.)

(b) Special conditions report(s) (.doc or .docx format).

(c) Copy of the FAA FSTD configuration list (NSP Form T001A) (.doc or .docx format).

7.1.3 See Appendix 5 of Section C for the file naming convention to be utilized for documents sent to the FAA from EASA/AA following an FFS evaluation under this agreement.

7.1.4 The AA/EASA inspector shall provide to the FAA, when requested, clarifications or additional explanations of the evaluation report. AA/EASA shall inform the FAA of post-evaluation actions that may be taken by the AA/EASA.

7.2 FAA Responsibilities

7.2.1 Upon receipt of the evaluation documents listed in paragraph 7.1.3 above, the FAA shall:

(a) Assign an ASI to review the information;

(b) Determine whether the FSTD continues to meet FAA standards for qualification; and

(c) Fill out an NSP Form T002.

7.2.2 If qualification is approved, the ASI shall:

(a) Create a new FAA SOQ;

(b) Send the EASA/AA evaluation report, NSP Form T002, and the updated FAA SOQ to the FSTD sponsor (with copy to Training Program Approval Authority (TPAA/POI), within fifteen working days; and

(c) File all applicable documentation in accordance with Quality Management System (QMS) process AFS-200-002.

7.2.3 If qualification is not approved, or approved at a lower level:

(a) The ASI shall notify the NSPM and scheduler;

(b) The NSPM shall generate a letter of determination;

(c) The ASI shall send the EASA/AA evaluation report, NSP Form T002, and the letter of determination to the FAA FSTD sponsor (with copy to TPAA/POI), within fifteen working days;

(d) The ASI shall notify EASA/AA of the failure to qualify by email. A copy of the letter of determination will suffice as notification; and

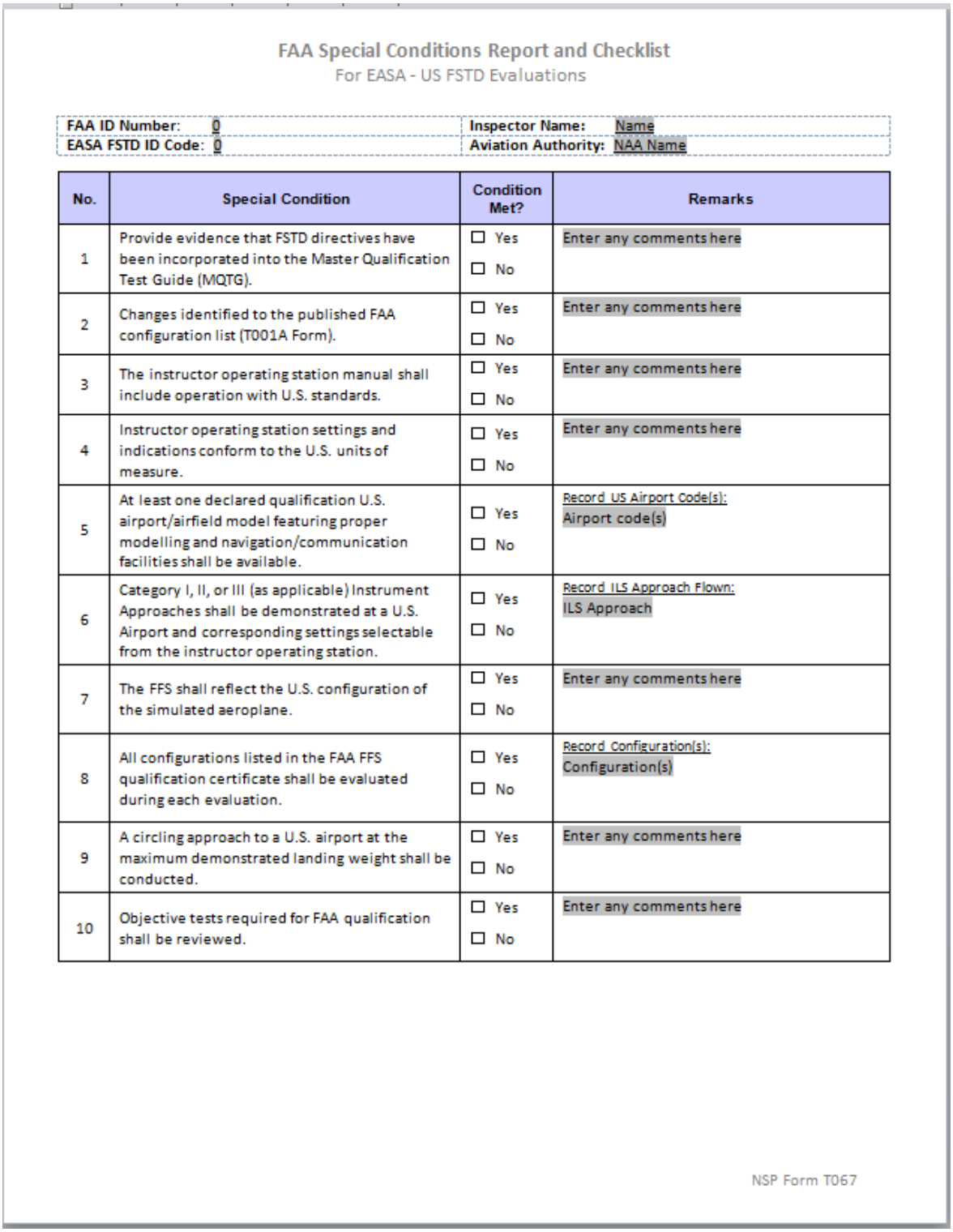
(e) The ASI shall file all applicable documentation in accordance with QMS process AFS-200-002.

8. Oversight Follow-Up Tasks

FAA Responsibilities: In accordance with section 4 of the FSTD Annex and with Article 15 B of the Agreement, the FAA may conduct independent evaluations or assessments in case of specific safety concerns. If these circumstances arise, fee-for-service charges will apply in accordance with FAA AC 187-1 (as amended)

Appendix 1 - Special Conditions Report

The special conditions report is a required document provided to the FAA when an FFS evaluation under the Agreement has been accomplished.



FAA Special Conditions Report and Checklist

For EASA - US FSTD Evaluations

FAA ID Number: 0	**Inspector Name:** Name
EASA FSTD ID Code: 0	**Aviation Authority:** NAA Name

No.	Special Condition	Condition Met?	Remarks
1	Provide evidence that FSTD directives have been incorporated into the Master Qualification Test Guide (MQTG).	☐ Yes ☐ No	Enter any comments here
2	Changes identified to the published FAA configuration list (T001A Form).	☐ Yes ☐ No	Enter any comments here
3	The instructor operating station manual shall include operation with U.S. standards.	☐ Yes ☐ No	Enter any comments here
4	Instructor operating station settings and indications conform to the U.S. units of measure.	☐ Yes ☐ No	Enter any comments here
5	At least one declared qualification U.S. airport/airfield model featuring proper modelling and navigation/communication facilities shall be available.	☐ Yes ☐ No	Record US Airport Code(s): Airport code(s)
6	Category I, II, or III (as applicable) Instrument Approaches shall be demonstrated at a U.S. Airport and corresponding settings selectable from the instructor operating station.	☐ Yes ☐ No	Record ILS Approach Flown: ILS Approach
7	The FFS shall reflect the U.S. configuration of the simulated aeroplane.	☐ Yes ☐ No	Enter any comments here
8	All configurations listed in the FAA FFS qualification certificate shall be evaluated during each evaluation.	☐ Yes ☐ No	Record Configuration(s): Configuration(s)
9	A circling approach to a U.S. airport at the maximum demonstrated landing weight shall be conducted.	☐ Yes ☐ No	Enter any comments here
10	Objective tests required for FAA qualification shall be reviewed.	☐ Yes ☐ No	Enter any comments here

NSP Form T067

Appendix 2 - Additional Guidance for FAA Special Conditions

No.	Special Condition	Guidance
1.	Provide evidence that FSTD directives have been incorporated into the Master Qualification Test Guide (MQTG).	FAA regulatory requirements state that each sponsor must file all published FSTD directives, along with an FSTD log, in the MQTG. These FSTD directives mandate certain required actions published by the National Simulator Program. Check the Master Qualification Test Guide for the FSTD Directive Tab/Section and verify that FSTD Directives are included (as of 2020 there are two FSTD Directives).
2.	Changes identified to the published FAA configuration list (T001A Form).	The FAA FSTD configuration list, commonly referred to as the T001A form, is equivalent to the EU FSTD Datasheet. It documents FSTD technical information and training, testing, and checking capabilities. The purpose of this special condition is to identify any changes to the current FSTD configuration datasheet to ensure documentation of FSTD capabilities. See an example of the T001A in Appendix 3 of Section C.
3.	The instructor operating station manual shall include operation with U.S. standards.	Verify that the instructor operating station (IOS) manual is available and includes adequate instructions for the operation of the FSTD with U.S. standards.
4.	Instructor operating station settings and indications conform to the U.S. units of measure.	Areas to check include: (a) Converts relevant FSTD displays to U.S. units of measurement; (b) Converts the FSTD to different aircraft configuration; (c) Contains appropriate instructions for the use of U.S. airports; (d) Capability to control and monitor the aircraft systems as appropriate in "U.S. Standards;" (e) Capability to display weight in pounds (lbs.); (f) Capability to display fuel quantity in gallons or quarts (as appropriate); (g) Capability to display temperature in Fahrenheit; and (h) Capability to display RVR in feet.

No.	Special Condition	Guidance
5.	At least one declared qualification U.S. airport/airfield model featuring proper modelling and navigation/communication facilities shall be evaluated.	U.S. FSTD sponsors are required to have one to three declared Class 1 qualification airport visual scenes (the number depends on the qualification basis and FSTD level). We ask that EASA or participating AAs evaluate at least one of these. Sponsors will list their qualification models on the T001A configuration list. Check that the visual representation features proper modelling and navigation/communication facilities to include: (a) Surfaces on runways, taxiways, and ramps; (b) Signage; (c) Runway markings; (d) Lighting of appropriate color for all runways including runway edge, centerline, VASI/PAPI, and approach lighting for the runway in use; (e) Airport taxiway lighting; (f) Ramps and terminal buildings which correspond to an operator's Line-Oriented Flight Training and Line Oriented Simulator scenarios; (g) Correct Comm/Nav frequencies; and (h) ATIS in appropriate U.S. units (feet, knots, degree Celsius, etc.).
6.	Category I, II, or III (as applicable) Instrument Approaches shall be demonstrated at a U.S. Airport and corresponding settings selectable from the instructor operating station.	Fly a sample of instrument approaches and landings. Record the approach(s) evaluated. Examples of approaches and configurations are: CAT I (a) Manual approach with/without flight director including landing. (b) Autopilot/Auto throttle (AT) coupled approach and manual landing. (c) Manual approach to DH and go-around, all engines. (d) Manual one engine out approach to DH and go-around. (e) Autopilot/AT coupled approach, one engine out to DH and go-around. (f) Approach and landing with minimum/standby power. CAT II (a) Autopilot/AT coupled approach to DH and landing. (b) Autopilot/AT coupled approach to DH and go-around. (c) Auto coupled approach to DH and manual go-around. CAT III (a) Autopilot/AT coupled to land and rollout. (b) Autopilot/AT coupled approach to DH/Alert height and go-around.

No.	Special Condition	Guidance
		(c) Autopilot/AT coupled approach to land and rollout with one engine out. (d) Autopilot/AT coupled approach to DH/Alert height and engine out go-around.
7.	The FFS shall reflect the U.S. configuration of the simulated airplane.	To receive an FAA qualification, the FSTD must demonstrate that it matches the configuration of the Make, Model, and Series of the aircraft being simulated. Check that the FSTD's aircraft configuration conforms to U. S. Standards by ensuring it matches the Make, Model and Series of the aircraft.
8.	All configurations listed in the FAA FFS qualification certificate shall be evaluated during each evaluation.	A conformity evaluation will include a check of stall warning and stick shaker indications, center of gravity limits, aural warnings/callouts and the instrument indications to ensure conformity to U. S. units of measurement. In addition to the static checks of the instruments for conformity, a dynamic check (e.g., vary the altimeter settings at more than one airport) should be accomplished. A spot check of U. S. differences is satisfactory for recurrent qualification. Communications and navigation equipment corresponding to that installed in the FSTD Sponsor's declared U. S. configuration and airplane operation in the tolerances prescribed for the applicable airborne equipment including but not limited to: (a) Systems – Configurable options for program pin selectable items. (b) All relevant instrument indications show numerical values in the appropriate units for U.S. operations. (c) FMS database configuration, content, units, and revision currency. (d) EGPWS – Ensure database supports training in a U.S. environment. (e) Items that may be part of a sampling approach are for example: (i) RNAV/GPS/LPV. (ii) RVSM capabilities (Altimeter, TCAS). (f) Items listed under "other" on the U. S. Statement of Qualification/T001A.
9.	A circling approach to a U.S. airport at the maximum demonstrated landing weight shall be conducted.	This check is to determine if the FSTD is task capable (visual, lighting, runways, approach etc.) to perform a circling approach. Perform by: (a) Flying a selected non-precision approach to the appropriate MDA (check aircraft category A, B, C, D). (b) Set weather minimums (actual lowest weather) for approved category. (c) Circling runway must be at least 90 degrees from the approach runway (Ex. JFK approach 04R Circle to RW31). (d) Select maximum aircraft landing weight before the approach.

No.	Special Condition	Guidance
		(e) Winds are at the evaluator's discretion. (f) Execute a missed approach whenever an identifiable part of the airport is not distinctly visible to the pilot during a circling maneuver at or above MDA, unless the inability to see an identifiable part of the airport results only from a normal bank of the aircraft during the circling approach.
10.	Objective tests required for FAA qualification shall be reviewed.	Some differences in objective tests exist between FAA standards and European standards. This is particularly true when the FAA qualification basis is 14 CFR part 60 change 2 or an FFS is modified under FSTD Directive 2. The following objective tests may fall into this area: (a) Table A2A, Objective-Testing Requirements, Test 2.a.10 (Stick Pusher Force Calibration). (b) Table A2A, Objective-Testing Requirements, Test 2.c.8.a (Stall Characteristics). (c) Table A2A, Objective-Testing Requirements, Test 3.f.5 (Characteristic Motion Vibrations – Stall Buffet). (d) Table A2A, Objective Tests, test 2.i. Engine and Airframe Icing Effects Demonstration (High Angle of Attack). It will be the Sponsor's responsibility to identify and present test requirement differences for evaluation by the Authority. Many Sponsors will configure their MQTGs such that dual-qualified devices contain all of the tests required for both qualifications.

Appendix 3 - FAA FSTD Configuration List (Form T001A)

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	FAKE SPONSOR
	FSTD ID:	1234
	Aircraft Type:	B-757-251

Email Form to: 9-ASO-AFS205-NSP-SIMULATOR-SCHEDULING@faa.gov

Sponsor Submission Date: 10/27/2016

Section 1. FSTD Sponsor Information

Sponsor Name:	**Fake Sponsor Inc**	**FSTD Location:**	
Address:	**1313 Mockingbird LN**	**Physical Address:**	**456 Nowhere Street**
City:	**Fake City**	**City:**	**Nowhere City**
State/Prov/Terr:	**GA**	**State:**	**FL**
Country:	**USA**	**Country:**	**USA**
ZIP:	**30152**	**ZIP:**	**30152**
Sponsor ID No: (FAA Certificate Number)	**UJFX**	**Nearest Airport:** (Apt Code)	**ATL**
Local FAA Authority:	**FAA Training Program Approval Authority: (TPAA)**		
Name:	Alfred E. Newman		
Address:	1314 Mockingbird LN	**Office Phone**	555-55-5555
City:	Fake City	**Cell:**	444-44-4444
State:	GA	**Fax:**	333-33-3333
ZIP:	30152	**Email:**	Anewman@faa.gov
FAA Alternate POC (APM, FTPM, if required)			
Name:	Betsy Ross		
Address :	1314 Mockingbird LN	**Office Phone**	555-55-5556
City/State:	Fake City	**Cell:**	444-44-4445
State:	GA	**Fax:**	333-33-3333
ZIP:	30152	**Email:**	BRoss@faa.gov
FSTD Management Representative::			
Name:	Bob T. Builder		
Address 1:	1313 Mockingbird LN	**Office Phone**	123-45-6789
City/State:	Fake City	**Cell:**	101-12-3456
State:	GA	**Fax:**	555-99-8888
ZIP:	30152	**Email:**	Bob.Builder@fakesponsorinc.com
FSTD Contact:			
Name:	Adam Ant		
Address 1:	456 Nowhere Street	**Office Phone**	666-77-8890
City/State:	Nowhere City	**Cell:**	667-78-8901
State:	FL	**Fax:**	999-99-9999
ZIP:	30152	**Email:**	Adam.Ant@fakesponsorinc.com

OMB No. 2120-0680 NSP Contact Information NSP Form T001A: August 24, 2016

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	FAKE SPONSOR
	FSTD ID:	1234
	Aircraft Type:	B-757-251

Section 2. FSTD Information			
Aircraft make/model/series:	B-757-251	A/C Common Name:	B757
Qualification Basis: Qualification Level:	Part 60 Change1 D	Manufacture Serial No.:	XJT123456
Base Month: May	☒ Full Flight Simulator (FFS) ☐ Flight Training Device (FTD)	Sponsor's FSTD ID:	B757#1
National Aviation Authority Qualification (For BASA-SIP Evaluations only):			
NAA Name:			
NAA FSTD ID No:		NAA Qualification Basis:	
NAA Qualification Level:			
Technical Information:			
FAA FSTD ID No: 1234 (If Applicable)	Convertible FSTD: ☐ Yes	FSTD Manufacturer:	Singer-Link/Opinicus
☒ eMQTG	Conv. FAA FSTD ID No.	Date of Manufacture:	10/01/1984
FSTD Configurations:			
Pri. Engine Type/Thrust: Alt. Engine Type/Thrust: Alt. Engine Type/Thrust: Alt. Engine Type/Thrust:	PW 2037 / 37,000# / / /	FADEC Version	N/A-DEEC
Flight Instrumentation/Systems:	☒ EFIS ☐ HUD/HGS ☐ EVS ☒ WX Radar ☐ NVG ☒ GPS ☒ GPWS ☒ FMS ☒ TCAS Ver: 7.0 ☐ CPDLC ☐ EFB Class: ☐ Other:		
FSTD seats available: #	5	Flt. control data revision: D613N102-1 Rev J	
FSTD host computer: Opinicus VME		Aero model/data: D613N101-1 Rev B, D613N101-2 RevD	
Visual image generator: RC SPX500HT, 3 channel		Avionics Type/Suite: Collins/Honeywell	
Visual system display: 4 Window CSM CRT monitors		Avionics Std/Rev:	
Visual projector: No. & Type (CRT or Matrix)		FMS: Honeywell Pegasus	
		Motion system: Singer-Link AST 6 axis hydraulic	

Airport Qualification Models	If illustrations or other presentations are attached please specify: ☐		
Airport Qualification Model 1 / Available In-Use Runways /Taxiway:	KMSP / 30L-12R, 30R-12L / from to gate F6		
Airport Qualification Model 2 / Available In-Use Runways /Taxiway:	KDTW / 04R-22L, 03R-21L, 03L-21R, 09L-27R, 04L-22R 09R-27L / from to gate A68		
Airport Qualification Model 3 / Available In-Use Runways / Taxiway:	KBOS / 04R-22L, 04L-22R, 33L-15R, 09-27 from to gate 2B /		
Visual Ground Segment:	KMSP Airport Designator	30L Landing Runway	

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	FAKE SPONSOR
	FSTD ID:	1234
	Aircraft Type:	B-757-251

Section 3a. Level 6 and Above--Additional FSTD Qualified Maneuvers, Procedures, Tasks, and Functions (For Level 4 and 5 see Section 3c below)
(not stated in 14CFR Part 60 Appendix (A,B,C, or D) Attachment 1, Table 1B)

Except for Non-Qualified items stated in section 4 below, this FSTD is qualified to perform all maneuvers, procedures, tasks, and functions listed in the applicable QPS Appendix, Tables 1B and 1C of 14 CFR Part 60 as amended. Additionally, this FSTD is qualified to perform maneuvers, procedures, tasks, and functions annotated in sections 3a, 3b, or 3c below. Specific use of this device in conjunction with any training program must be approved by the FAA Training Program Approval Authority (TPAA).

FAA Qualifying Official(s):

Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
CAT I: (RVR 2400/1800 ft. DH200 ft)	☒	☒	
CAT II: (RVR 1200 ft. DH 100 ft)	☒	☒	
CAT III: (lowest minimum evaluated) 600 RVR, DH 50 ft.	☒	☒	
Circling Approach : KJFK/04R/31R	☒	☒	
Windshear Training:	☒	☒	
Auto-coupled Approach	☒	☒	
Auto Go Around	☒	☒	
Auto-land / Roll Out Guidance	☒	☒	
TCAS/ACAS I / II	☒	☒	Version 7.0 (IMC only)
WX-Radar	☒	☒	
HUD / HGS	☐	☐	
EFVS	☐	☐	
TAWS (GPWS / EGPWS)	☒	☒	
SMGCS: **KMEM 36L/Gate C16 to J / J to T / T to N / N to M1/ M1 to rwy 36L; Rwy 36L to M9 / M9 to M / M to T / T to J / J to Gate C16, 1200, mono/bidirectional**	☒	☒	
Enhanced Taxi Markings: **Arpt/Taxi Route MEM 36L / Gate C16 to J / J to T / T to N / N to M1 / M1 to rwy 36L**	☒	☒	
RWSL/LAHSO	☒	☒	
☐ **LPV** ☒ **GPS** ☐ **WAAS**	☒	☒	
RNP/AR	☒	☒	
ADS-B ☐ In	☐	☐	
Full Stall *(14 CFR Part 60 (2016)/FSTD Directive 2)*	☐	☐	
UPRT *(14 CFR Part 60 (2016)/FSTD Directive 2)*	☐	☐	
Icing *(14 CFR Part 60 (2016)/FSTD Directive 2)*	☐	☐	
Realistic Gusting Crosswind *(14 CFR Part 60 (2016)/FSTD Directive 2)*	☐	☐	
Bounced Landing *(14 CFR Part 60 (2016)/FSTD Directive 2)*	☐	☐	

OMB No. 2120-0680 NSP Contact Information NSP Form T001A: August 24, 2016

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	FAKE SPONSOR
	FSTD ID:	1234
	Aircraft Type:	B-757-251

Section 3b. Additional Helicopter FSTD Qualified Maneuvers, Procedures, Tasks, and Functions
(not stated in 14CFR Part 60 Appendix (C or D) Attachment 1, Table 1B)

Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
Helicopter Slope Landings	☐	☐	
Helicopter External Load Operations	☐	☐	
Helicopter Pinnacle Approach to Landings	☐	☐	
Helicopter Night Vision Maneuvers Evaluated with Class A Lens ☐ Class B Lens ☐ NVG Confined Area Location:	☐	☐	
Helicopter Category A Takeoffs	☐	☐	
	☐	☐	
	☐	☐	
	☐	☐	

Section 3c. Level 4 & 5 FSTD Only --Optionally Qualified Maneuvers, Procedures, Tasks, and Functions as defined in Table B1B and D1B.

Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
Preflight Procedures			
Preflight Inspection (flight deck only).	☐	☐	
Engine Start	☐	☐	
Pre-takeoff Checks.	☐	☐	
In-flight Maneuvers			
Approach to Stalls	☐	☐	Level 5 Only
Engine Failure (procedures only)	☐	☐	Level 5 Only
Specific Flight Characteristics incorporated into the user's approved flight training program	☐	☐	
Instrument Procedures			
Standard Terminal Arrival/Flight Management System Arrival	☐	☐	Level 5 Only
Holding	☐	☐	Level 5 Only
Precision Instrument, all engines operating	☐	☐	Level 5 Only
Non-Precision Instrument, all engines operating	☐	☐	Level 5 Only
Missed Approach	☐	☐	Level 5 Only
Landings and Approaches to Landings			
Visual Approaches (normal, steep, shallow) with visual system	☐	☐	Level 5 Helicopter
Normal and Abnormal Procedures			
Powerplant	☐	☐	
Fuel System.	☐	☐	

OMB No. 2120-0680 NSP Contact Information NSP Form T001A: August 24, 2016

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	FAKE SPONSOR
	FSTD ID:	1234
	Aircraft Type:	B-757-251

Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
Electrical System.	☐	☐	
Environmental and Pressurization Systems	☐	☐	
Fire Detection and Extinguisher Systems	☐	☐	
Navigation and Avionics Systems	☐	☐	
Automatic Flight Control System, Electronic Flight Instrument System, and Related Subsystems.	☐	☐	
Flight Control Systems	☐	☐	
Anti-ice and Deice Systems	☐	☐	
Aircraft and Personal Emergency Equipment	☐	☐	
Emergency Procedures			
Emergency Descent (Max Rate)	☐	☐	Level 5 Only
Inflight fire and smoke removal	☐	☐	Level 5 Only
Rapid Decompression	☐	☐	Level 5 Only
Emergency Evacuation	☐	☐	
Post flight Procedures.			
After-Landing Procedures	☐	☐	
Rotor brake operation.	☐	☐	Helicopter only
Abnormal/emergency procedures	☐	☐	
	☐	☐	
	☐	☐	
	☐	☐	

Section 4. Non Qualified Tasks

FSTD users should also observe any Non-Qualified Tasks or Missing, Malfunctioning, or Inoperative (MMI) Components noted on the most recent FAA evaluation report or in the Sponsor discrepancy log that may or may not result in a training, testing, or checking restriction.

Maneuvers, Procedures, Tasks, and Functions for which this FSTD is NOT Qualified

Area/Function/Maneuver	Remarks
1.	
2.	
3.	
4.	
5.	
6.	

OMB No. 2120-0680 NSP Contact Information NSP Form T001A: August 24, 2016

Appendix 4 - Example of an AA Evaluation Report

Annex to ED Decision 2012/006/R

AMC5 ARA.FSTD.100(a)(1) Initial evaluation procedure

FSTD EVALUATION REPORT FOR INITIAL AND RECURRENT EVALUATION

FSTD Evaluation Report

Date:.....

[competent authority]
FSTD EVALUATION REPORT

[Member State] FSTD code (if applicable):
EASA FSTD code (if applicable):
Aircraft type and variant:
Class of aeroplane / type of helicopter:
Engine fit(s) simulated:

Contents

The conclusions presented are those of the evaluation team. The competent authority reserves the right to change these after internal review.

1. Flight simulation training device (FSTD)	
(a) Organisation operating the FSTD:	
(b) FSTD Location:	
(c) FSTD Identification (Member State FSTD code / EASA FSTD Code):	
(d) FSTD Manufacturer and FSTD Identification serial number:	
(e) First entry into service (month/year):	
(f) Visual system (manufacturer and type):	
(g) Motion system (manufacturer and type) :	
(h) Aircraft type and variant:	
(i) Engine fit(s):	
(k) Engine instrumentation: **Flight instrumentation:**	
2. Evaluation details	
(a) Date of evaluation:	(b) Date of previous evaluation:
(c) Type of evaluation: ☐ initial ☐ recurrent ☐ special	
(d) FSTD Qualification Level recommended: FFS ☐ A ☐ B ☐ C ☐ D ☐ AG ☐ BG ☐ CG ☐ DG ☐ SC FTD ☐ 1 ☐ 2 ☐ 3 FNPT ☐ I ☐ II ☐ III ☐ MCC BITD ☐	
Technical criteria primary reference document:	

Validation data roadmap (VDR) ID-No.:	
3. Supplementary information	
Company representative(s) (FSTD operator, Main FSTD user)	
FSTD seats available	
Visual databases used during evaluation	
Other	
4. Training, testing and checking considerations	
CAT I RVR m DH ft	
CAT II RVR m DH ft	
CAT III RVR m DH ft (lowest minimum)	
LVTO RVR m	
Recency	
IFR-training/check	
Type rating	
Proficiency checks	
Autocoupled approach	
Autoland/Roll out guidance	
ACAS I / II	
Windshear warning system/predictive windshear	
WX-Radar	
HUD/HUGS	
FANS	
GPWS/EGPWS	
ETOPS capability	
GPS	
Other	

Appendix 5 - Naming Conventions for Documents Sent to the FAA

The following table specifies the file naming convention to be utilized for documents sent to the FAA from EASA/AA following an FFS evaluation under this agreement.

Document	File Naming Convention	Example
FAA FSTD Configuration List (T001A Form)	FAA ID # T001A Date	FAA 1234 T001A 04AUG2014
Special Conditions Report (SCR)	FAA ID # SCR Date	FAA 1234 SCR 04AUG2014
EASA/AA Evaluation Report	As defined by AAs	

Appendix 6 - Guidance on FAA Specific Terms

The following table defines FAA specific terms found on evaluation reports and associated forms.

FAA Term	Definition
TCPM	Training Center Program Manager (TCPM). An FAA person who serves as the primary operations coordinator between the FAA and the training center. They oversee ground/flight instructors, facilities, equipment, and curriculum approvals. The TCPM's role is to ensure that the training conducted by the center, its personnel, and facilities meets the regulatory standards and complies with established policy and procedures. TCPMs also coordinate with training center management regarding regulatory changes in FAA policy matters.
STCPM	Similar to TCPM but typically oversees multiple training locations.
Non-Qualified Task	A temporary condition where an FSTD with missing, malfunctioning, or inoperative (MMI) components may continue to be used at the qualification level indicated on its SOQ, but restricted from completing functional or subjective training tasks for which the correct function of the MMI component is required.
QPS	Qualification Performance Standard (QPS). The collection of procedures and criteria used when conducting objective and subjective tests to establish FSTD qualification levels. The QPS are published in the appendices of Part 60.
TPAA	Training Program Approval Authority. An FAA person authorized by the FAA Administrator to approve the aircraft flight-training program in which the FSTD will be used.
SMGCS	Surface Movement Guidance and Control System (see FAA AC 120-57 as amended for more details). SMGCS enhances taxiing capabilities in low visibility conditions to reduce the potential for runway incursions. It incorporates new signage, lighting, and markings. The FAA requires a low visibility taxi plan for any airport that has take-off or landing operations with less than 1,200 feet runway visual range (RVR) visibility conditions. This plan affects both aircrew and vehicle operators. Taxi routes to and from the SMGCS runway must be designated and displayed on a SMGCS Low Visibility Taxi Route chart.
MMI	A *M*issing, *M*alfunctioning, or *I*noperative component that is required to be present and correctly operating for the satisfactory completion of that maneuver, procedure, task, or failed QTG test.
Continuing Evaluation	A recurrent evaluation

FAA Term	Definition
Management Representative (MR)	This is an FSTD sponsorship requirement. Each sponsor of an FSTD must identify to the FAA by name, one individual to be the management representative. The MR is a single point of contact with overall responsibility for monitoring overall qualification of FSTDs and for establishing and maintaining the SQMS program.
DR or DR Number	Discrepancy or discrepancy record. Term refers to FSTD deficiencies discovered by sponsor staff, training crews, or evaluators. DRs are entered into the sponsors DR log, which is a required FAA record.
DPS	Discrepancy Priority System. A special program sponsors may undertake with the NSP/FAA. Gives them relief on certain DR reporting.

Section D - Entry into Force and Termination

1. This TIP-S shall enter into force on the date of signature by both parties.

2. This TIP-S shall remain in force until terminated. Either Party may terminate this TIP-S at any time by providing sixty (60) days' notice in writing to the other Party. Termination of this TIP-S will not affect the validity of activity conducted thereunder prior to termination.

Section E - Authority

The FAA and EASA agree to the provisions of this TIP-S as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration
Department of Transportation
United States of America

11/19/20

Rick Domingo Date
Director
Flight Standard Service

European Union Aviation Safety Agency

19/11-20

Jesper Rasmussen Date
Flight Standards Director