**FSTD EVALUATION REPORT FOR INITIAL AND RECURRENT EVALUATION**

FSTD Evaluation Report Date:…………………………..

**CAA FSTD EVALUATION REPORT**

FSTD code (if applicable):

Aircraft type and variant:

Class of aeroplane / type of helicopter: Engine fit(s) simulated:

Contents

1. Flight simulation training device (FSTD) characteristics
2. Evaluation details
3. Supplementary information
4. Training, testing and checking considerations
5. Classification of items
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7. Evaluation team

The conclusions presented are those of the evaluation team. The CAA 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 (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 FTD 1 2 3  FNPT I II III MCC  BITD | | | | BG | CG | DG | SC |  |
| 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  (lowest minimum) | RVR | m | DH | ft |  |  |  |  |
| 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 | | | | | | | |  |
| RNP APCH LNAV | | | | | | | |  |
| RNP APCH LNAV/VNAV | | | | | | | |  |
| RNP APCH LPV | | | | | | | |  |
| RNP AR APCH | | | | | | | |  |
| Other | | | | | | | |  |

###### 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, the CAA 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. a CAApolicy ruling; or
2. additional substantiation.

**UNSERVICEABILITY**

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

**LIMITATION**

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

**RECOMMENDATION FOR IMPROVEMENT**

An item that meets the required standard, but where considerable improvement is strongly recommended.

**COMMENT**

Self-explanatory

**Period of Rectification**

Following an evaluation, it is possible that a number of defects are identified. Generally, these defects should be rectified and the CAA 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.

###### Results

* 1. **Subjective/Functional**

|  |
| --- |
| **A Unacceptable** |
| 1 |
| **B Reservation** |
| 1 |
| **C Unserviceability** |
| 1 |
| **D Restriction** |
| 1 |
| **E Recommendation for improvement** |
| 1 |
| **F Comment** |
| 1 |

* 1. **Objective**

|  |
| --- |
| **A Unacceptable** |
| 1 |
| **B Reservation** |
| 1 |
| **E Recommendation for improvement** |
| 1 |
| **F Comment** |
| 1 |

1. **Evaluation Team**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | **Position** | **Organisation** | **Signature** |
|  | Technical Inspector or person designated by  the CAA |  |  |
|  | Flight Inspector or person designated by  the CAA |  |  |
|  |  | [FSTD User] |  |
|  |  | [Organisation operating the FSTD] |  |

Signed: ……………………………………………………………. For the CAA