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eller
Luftfartstilsynet
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*This form shall be used for Commission Regulation (EU) No 1178/2011 Part FCL training only.
If training is sought in accordance to Part ORO use form NF-1077-1 Application for use of FSTD (Flight Simulation Training Device) in Part ORO training*

Application for use of FSTD (Flight Simulation Training Device) in Part FCL training

General Information	
Type of Approval:	<input type="checkbox"/> Initial <input type="checkbox"/> Special <input type="checkbox"/> Amendment
FSTD Qualification:	<input type="checkbox"/> NO/SE/DK <input type="checkbox"/> EU <input type="checkbox"/> Other
FSTD Type:	<input type="checkbox"/> FFS <input type="checkbox"/> FTD <input type="checkbox"/> FNPT <input type="checkbox"/> BITD
FSTD Code & Qualification Level:	ID Code(s): _____ Qualification level: _____

User Information	
Name of Operator:	_____
AOC No:	_____ ATO No: _____
Planned date for first use of FSTD:	_____
Contact name:	_____ Position: _____
E-mail:	_____ Phone: _____
Signature:	_____

FSTD Details	
Aircraft Type:	_____ Version: _____
Location:	_____
FSTD Operator:	_____

Training purposes (Tick appropriate boxes)	
License Skill Test i.a.w. Part-FCL (Commission Regulation (EU) No 1178/2011)	<input type="checkbox"/>
Proficiency Checks (PC's) i.a.w. Part-FCL	<input type="checkbox"/>
Difference training i.a.w. Part-FCL Subpart H	<input type="checkbox"/>
Other training, please specify	<input type="checkbox"/>

Criteria for the use of an FSTD for a given training course

The use of an FSTD to provide training for a given course will only be granted to an ATO (Approved Training Organisation) when it can demonstrate that it has adequately addressed the following:

Criteria	Yes	No	N/A	Doc ref (as applicable)/notes
Has the organisation checked that the training on the device can be credited towards the intended pilot training course according to applicable aircrew regulation requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there documented methods and procedures adopted to ensure that the device adequately represents physically the simulated aircraft type/variant, class or generic model for the purpose of the training (particularly for FFS [ORA.ATO.135 (b)(3)])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the device at present time adequately representing the simulated aircraft physically for the purpose of the training?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there documented methods and procedures adopted to ensure that the device adequately reacts as the aircraft type/variant, class or generic model would, for the purpose of the training?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the device at present time adequately reacting compared to the simulated aircraft for the purpose of the training?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For the purpose of the training, has the device to simulate a specific aircraft: <input type="checkbox"/> Type? <input type="checkbox"/> Variant? <input type="checkbox"/> Class?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For the purpose of the training, has the device to simulate a specific aircraft engine: <input type="checkbox"/> Type? <input type="checkbox"/> Variant? <input type="checkbox"/> Class?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For the purpose of the training, has the device to simulate a specific aircraft equipment or system: <input type="checkbox"/> GPWS? <input type="checkbox"/> EGPWS? <input type="checkbox"/> ACAS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has any alternative means of delivering the training been determined so as to prevent potential negative impact on training in case the special training features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has any device specific simulation biases/artefacts affecting the training been identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

ATO overview / list of courses that are associated with FSTD(s)

Training course	FSTD(s) used incl letter code (*)

* As indicated on the Qualification Certificate

Note:

No flight simulation is perfect. Simulation biases and / or artefacts are acceptable as long as they are managed properly and do not negatively affect the final outcome of the training provided.

The training organisation is responsible for the identification of any simulation bias and / or artefact that might affect the training. Some of them may have negligible impact on the training and do not need any remedial action (unrealistic ice accretion on windshield). Others might impact the training but can still be accepted if the consequences are small enough to be corrected by other training means or methods (limited realism of radio chats can easily be addressed by some additional training where the trainee is faced with real-time radio communication in real ATC environment).

Please attach the following documentation;

A copy of the JAR-FSTD / Part ORA-FSTD Qualification Certificate (or equivalent)

Please note:

If training is requested for in relation to Part ORO, use form NF-1077-1 Application for use of FSTD (Flight Simulation Training Device) in Part ORO training

Application must be made a minimum of 30 days before date for use of the FSTD.

An approval for use of FSTD in training courses will be issued with no expiry date and be shown on the ATO's Training Course Approval. The approval will be dependent upon the continued qualification of the FSTD to the qualification level specified, and the regular update of the Navigation database.

An inspection by Luftfartstilsynet may be required to evaluate the device for training, testing and checking purposes.

Please be aware of that the FSTD User application is subject to a charge in accordance with BSL A 1-2 Forskrift om gebyr til Luftfartstilsynet, § 4 *Nærmere om gebyr etter regning.*

