

APPLICATION FOR DEMONSTRATING THE ADEQUACY OF AN FSTD TO A
TRAINING COURSE (ORA.ATO.135)

This application form must be filled when:

- The ATO applies for using a new FSTD in a specific training course
- Update and / or upgrade of the FSTD used in a training course
- Change of FSTD qualification level
- Modification of a training course related to the use of an FSTD

1. ATO Details	ATO Name	
	Certificate Number	
	Training Site	
2. Manual Details (Precise the manual versions)	Operations Manual (OM)	
	Training Manual (TM)	
	Organisation Management Manual (OMM)	
3. FSTD Details	Aircraft Type Represented	
	FSTD Certificate Number	
	Please attach the following documentation:	☐ Copy of the FSTD Qualification Certificate
4. Training Course Relevant To The User Approval	☐ Integrated Course	
	☐ Type Rating / Class Rating : ☐ LVO ☐ ZFTT	
	☐ MCC	
	☐ Instructor Course	
	☐ Examiner Course	
	☐ Modular Course	
	☐ Other :	

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5. Demonstration of Compliance

The list of proposed criteria should be used in different ways depending on the course type and the technical aspect to be considered:

For an initial user approval:

Documentation:

During the review of the organisation's documentation system for all aspects that shall be documented, the list of items shall be systematically checked.

Implementation:

When considered satisfactory, all criteria in the list shall be reviewed during the audit on site for the relevant aspects that are already implemented. When not yet implemented, the items still to be checked shall be deferred to the regular monitoring of the oversight phase. The technical investigation inspector must systematically check effective implementation by attending as many sampled training sessions as needed.

During the Oversight Phase:

Documentation:

The review of the organisation's documentation system is sampled during the preparation phase of the investigation on site. This sampling shall systematically include all changes introduced after the last technical investigation.

Implementation:

Samples of the criteria in the list shall be reviewed during the audit on site. Criteria related to all changes introduced after the last technical investigation as well as the deferred items from the initial approval phase, if any, shall be checked. In all cases, the criteria related to the compliance monitoring and the safety management in the list shall be systematically reviewed. The technical investigation inspector may check effective implementation by attending as many sampled training sessions as needed.

Any "partial YES" is to be considered as a "NO". The "Documentation/Référence" column shall indicate the training organisation's documentation reference and/or the reference of the evidence/record related to the criteria.

No.	Content	Yes	No	N/A	Documentation
1.	Adequacy of the FSTD for the approved course				
1.1	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? Is this credit checking satisfactory?	☐	☐	☐	
1.2	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)])?	☐	☐	☐	
1.3	Are there documented methods and procedures adopted to ensure that the device's Instructor Operating Station (IOS), features, training capabilities, systems and controls dedicated to the management of the training sessions are adequate for the training to be provided?	☐	☐	☐	
1.4	For the training, has the device to simulate a specific aircraft: ☐ Type ☐ Variant ☐ Class	☐	☐	☐	

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1.5	For the purpose of the training, has the device to simulate a specific engine: ☐ Type ☐ Propeller	☐	☐	☐	
1.6	For the training, has the device to simulate a specific aircraft equipment or system: ☐ Soft version ☐ ACAS ☐ HUD ☐ GPWS ☐ GNSS ☐ UPRT ☐ RNP AR ☐ Others	☐	☐	☐	
1.7	For the training, has the device to simulate a specific airport related environment: List of concerned airports: ☐ Visual Approach ☐ SIDs ☐ RWYs ☐ Ground Movement ☐ STARs ☐ Other : _____ Area Layout ☐ UPRT	☐	☐	☐	
1.8	For the training, has the device to simulate a specific physical environment: Which one? ☐ Terrain ☐ Traffic ☐ Other : _____ ☐ Weather ☐ Navigation Aids	☐	☐	☐	
1.9	Has any specific training feature or capability of the device on which is based any training session been identified (Nominal session delivery specifications: automated lesson plans, particular resets, speedup functions, repositioning capabilities, freeze functions, preloaded aircraft or weather settings, pre-set visual or flight conditions, etc)?	☐	☐	☐	
1.10	Has any alternative means of delivering the training been determined to prevent potential negative impact on training in case the special training feature indicated in 1.9 is altered?	☐	☐	☐	
2	Adequacy of training course delivery on device				
2.1	Are there documented methods and procedures adopted to validate each training sessions on the device, (initial validation and subsequent continued suitability as needed)?	☐	☐	☐	
2.2	To provide the training course, has the total time of simulation on the device been determined?	☐	☐	☐	
2.3	Are there documented methods and procedures adopted to determine the ability of each instructor to deliver the training on the device at the proficiency level required by the regulation and the organisation's quality and performance criteria (for initial competence demonstration and subsequent continued proficiency as needed)?	☐	☐	☐	
2.4	Are there documented methods and procedures adopted to identify possible negative effects on training resulting from instructor fatigue?	☐	☐	☐	
2.5	Are there documented methods and procedures adopted to identify possible negative effect on training resulting from trainee's fatigue?	☐	☐	☐	

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3	Feedback on training			
3.1	Are the involved instructors enabled to provide feedback (feedback system in place, reporting schemes ...) on all aspects of the training provided on the device (as indicated in relevant parts of 1 and 2)?	☐	☐	☐
3.2	Are the involved trainees enabled to provide feedback on the training as indicated in 3.1?	☐	☐	☐
3.3	Is the feedback on the training as described in 3.1 and 3.2 part of the continued suitability assessment of the device?	☐	☐	☐
3.4	Is the feedback provided on the training as described in 3.1 and 3.2, effective? • Are the involved persons informed about the opportunity to provide feedback? • Is any feedback provided? • Is the information collected through the feedback used? • Are actions taken based on the feedback provided? Are the contributors to the feedback encouraged and informed about the outcome of their inputs?	☐	☐	☐
4	Compliance monitoring of training (ORA.GEN.200 §(a)(6))			
4.1	Are all aspects of the training provided on the device (as indicated in relevant parts of 1 and 2), under compliance monitoring (compliance with regulation requirements as well as internal criteria, standards, and procedures)?	☐	☐	☐
4.2	As part of the compliance monitoring indicated in 4.1 is the actual lesson content delivered during the training sessions on the device adequately monitored.	☐	☐	☐
4.3	As part of the compliance monitoring indicated in 4.1, is the actual timing of the training sessions conducted on the device adequately monitored?	☐	☐	☐
4.4	Are there documented methods, procedures and standards adopted to determine acceptable deviations of the lessons delivered as determined in 4.2 and 4.3 from nominal session content and timing?	☐	☐	☐
4.5	Is the compliance monitoring of the training provided on the device as indicated from 4.1 to 4.4, effective? • When was the last check performed? • When is the next check expected? • What was the result of the last check? • What changes have been made? What are the reasons for the changes made?	☐	☐	☐
5	Safety management of training (ORA.GEN.200 §(a)(3))			
5.1	Are the potential aviation safety hazards entailed by all aspects of the training provided on the device (as indicated in relevant parts under 1 and 2), continually identified, evaluated and associated risks appropriately managed?	☐	☐	☐
6	Methodology for risk mitigation			
6.1	Demonstrating that no apparent or latent condition reducing aviation safety has resulted from the training under these conditions and the subsequent training based or linked to it.	☐	☐	☐
6.2	In case any condition reducing aviation, safety cannot be excluded, evaluating and taking actions to mitigate the associated risks.	☐	☐	☐

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6. COMPLIANCE MONITORING MANAGER DECLARATION	I certify that the FSTD is in compliance with the relevant requirements: - Requirement of the Civil Aviation Authority of Thailand No. 24 Relating to the Qualifications of the Personnel Applicants - TCAR PEL Parts
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Name :	Date and Signature :

7. HEAD OF TRAINING DECLARATION	I ensure that the FSTD is use in the scope of the ATO approvals and in the approved terms of its qualification to avoid “negative transfert of training”.
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Name :	Date and Signature :