

General Information		
NAME OF FSTD ORGANISATION	TYPE / VARIANT OF AIRCRAFT	TYPE OF FSTD
SIMULATOR LOCATION	SERIAL NUMBER	TYPE OF EVALUATION
INSPECTOR NAME	DATE OF EVALUATION	FSTD Certificate Number

PRE-EVALUATION DOCUMENT REVIEW

1. Document Verification (Initial)			
Ref	Document / Requirement	Regulatory Reference	Result
DOC-I1	Certificate or official document confirming legal status, objectives, registered address, and authorized signatories.	R2CAAT No. 77 Clause 38 (1)	
<i>Comment</i>			
DOC-I2	Document evidencing ownership or lawful possession of the FSTD.	R2CAAT No. 77 Clause 38 (2)	
<i>Comment</i>			
DOC-I3	Organisation chart and responsible persons for supervision and maintenance.	R2CAAT No. 77 Clause 38 (3)	
<i>Comment</i>			
DOC-I4	Layout of the flight training device installation site.	R2CAAT No. 77 Clause 38 (4)	
<i>Comment</i>			
DOC-I5	Master Qualification Test Guide (MQTG) (if any).	R2CAAT No. 77 Clause 38 (5)	
<i>Comment</i>			
DOC-I6	Qualification Test Guide (QTG).	R2CAAT No. 77 Clause 38 (6)	
<i>Comment</i>			
DOC-I7	User guide manual for the FSTD.	R2CAAT No. 77 Clause 38 (7)	
<i>Comment</i>			
DOC-I8	Other documents or evidence as specified by the competent authority.	R2CAAT No. 77 Clause 38 (8)	
<i>Comment</i>			

2. Document Verification (Renewal)			
Ref	Document / Requirement	Regulatory Reference	Result
DOC-R1	Copy of Current/Previous CAAT FSTD Certificate.	R2CAAT No. 77 Clause 42 (1)	
<i>Comment</i>			
DOC-R2	Any changed documents (No.1 to No.8) since initial certification.	R2CAAT No. 77 Clause 42 (2)	
<i>Comment</i>			
DOC-R3	Record of Daily function pre-flight check.	R2CAAT No. 77 Clause 42 (3)	

<i>Comment</i>		
DOC-R4	Record of Daily discrepancy log and corrections.	R2CAAT No. 77 Clause 42 (4)
<i>Comment</i>		

3. Document Review (Pre-Evaluation)			
Ref	Document / Requirement	Regulatory Reference	Result
FAQ-F1	Does the current Configuration Management record for this FSTD accurately identify: host computer hardware and software version; visual system version; motion system status; IOS software version; and	ORA.FSTD.110	
<i>Comment</i>			
FAQ-F2	Where modifications affecting the QTG have been incorporated since the last evaluation — is there documented evidence that the affected validation tests were amended before the FSTD returned to service	ORA.FSTD.110	
<i>Comment</i>			
FAQ-F3	Does the technical log for this FSTD record all defects, deferred defects, and development work with: date raised; description; action taken; responsible person; and date closed?	ORA.FSTD.240	
<i>Comment</i>			
FAQ-F4	Is the current deferral register for this FSTD available and up to date? Are deferred defects reviewed at defined intervals with sign-off confirming they do not affect safety or adequacy of training?	ORA.GEN.200(a)(1)(v)	
<i>Comment</i>			
FAQ-F5	Are navigational database update records for this FSTD maintained, showing: current AIRAC cycle installed; date of last update; and responsible person?	ORA.FSTD.110, .240	
<i>Comment</i>			
FAQ-F6	Is the navigational database version currently installed in this FSTD consistent with the version declared in the evaluation dossier?	ORA.FSTD.110	
<i>Comment</i>			
FAQ-F7	Is the FSTD qualification certificate for this device currently valid (not expired) and immediately accessible at the FSTD facility?	ORA.FSTD.225	
<i>Comment</i>			
FAQ-F8	Does the qualification certificate specify all required fields: FSTD type and level; aircraft/class simulated; approved configurations; functionalities; and any restrictions or limitations?	ORA.FSTD.225	
<i>Comment</i>			
FAQ-F9	Is the most recent annual FSTD safety feature check record for this device available, signed off by the responsible person, and dated within the preceding 12 months?	ORA.FSTD.115	
<i>Comment</i>			
FAQ-F10	Is there evidence that safety briefings have been delivered to current FSTD occupants and maintenance personnel for this device?	ORA.FSTD.115	
<i>Comment</i>			
FAQ-F11	Does the modification log for this FSTD record all hardware and software changes since initial qualification, including date, description, classification (major/minor), and approval status?	ORA.FSTD.110	
<i>Comment</i>			
FAQ-F12	For any major modifications to this FSTD — has CAAT been notified in advance and has CAAT's determination on whether a special evaluation was required been obtained and documented?	ORA.FSTD.110, GM1	
<i>Comment</i>			

FAQ-F13	Where this FSTD has been relocated since initial qualification — was CAAT notified before the move; were at least one-third of validation tests and function/subjective tests completed before return to	ORA.FSTD.230	
<i>Comment</i>			
FAQ-F14	Where this FSTD has been deactivated for a prolonged period — was CAAT notified; was a reactivation plan agreed; and were reactivation tests completed and documented before return to service?	ORA.FSTD.230	
<i>Comment</i>			
FAQ-F15	Where there has been a transfer of qualification for this FSTD to a new operating organisation — was CAAT informed in advance; was a transfer plan agreed; and is the certificate valid under the new op	ORA.FSTD.235	
<i>Comment</i>			

4. FSTD Walkaround

Ref	Document / Requirement	Regulatory Reference	Result
FAQ-W1	Motion system area — external markings and access control	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W2	External motion system warning indicators	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W3	Guard rails, gates, and stairway access	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W4	Fire extinguishers and suppression equipment — external	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W5	Qualification certificate posted or accessible at or near entry	ORA.FSTD.225	
<i>Comment</i>			
FAQ-W6	Safety briefing notices posted	ORA.FSTD.115	
<i>Comment</i>			
FAQ-W7	Emergency stop controls — pilot seats	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W8	Emergency stop control — IOS position	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W9	Two-way communication system — cockpit to IOS	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W10	Escape exits — cockpit/cab	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W11	Emergency lighting — cockpit/cab	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W12	Fire/smoke detection — inside FSTD cab	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W13	IOS — daily function check log	GM2 ORA.FSTD.100	

<i>Comment</i>			
FAQ-W14	IOS — navigational database version displayed	ORA.FSTD.110	
<i>Comment</i>			
FAQ-W15	IOS — configuration build/software version displayed	ORA.FSTD.110	
<i>Comment</i>			
FAQ-W16	Defect logbook / tracking system — current entries	ORA.FSTD.240	
<i>Comment</i>			
FAQ-W17	Additional equipment — not part of original qualification	ORA.FSTD.120	
<i>Comment</i>			
FAQ-W18	Emergency lighting — facility	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W19	Escape routes — facility	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W20	Fire/smoke detection and suppression — facility	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W21	Electrical safety and plant room access	AMC1 ORA.FSTD.115	
<i>Comment</i>			
FAQ-W22	General housekeeping and safety	ORA.FSTD.115	
<i>Comment</i>			
FAQ-W23	Visual system projectors and domes (if applicable)	ORA.FSTD.225	
<i>Comment</i>			
FAQ-W24	Motion system — general condition	ORA.FSTD.225	
<i>Comment</i>			

5. QTG, MQTG and FSTD Qualification

Ref	Document / Requirement	Regulatory Reference	Result
FAQ-Q1	Does the MQTG exist, is it the current master version, and does it carry an issue number, effective date, and document control status?	ORA.FSTD.105	
<i>Comment</i>			
FAQ-Q2	Does the MQTG identify the CS-FSTD(A/H) version (issue and effective date) that constitutes the qualification basis?	ORA.FSTD.210(1)	
<i>Comment</i>			
FAQ-Q3	Is the aircraft reference data source documented — manufacturer flight test report, AFM/POH, or engineering data package? For FNPT: is class-level performance data used as the reference?	ORA.FSTD.210(2)	
<i>Comment</i>			
FAQ-Q4	For each test case in the MQTG: does the test ID correspond to a numbered item in the applicable CS-FSTD(A/H) AMC validation test table? Are all mandatory test areas represented (performance, handling	ORA.FSTD.205, CS-FSTD(A)	
<i>Comment</i>			

FAQ-Q5	For each completed test case: is the FSTD output trace plotted against the reference aircraft data? Does the trace remain within the prescribed tolerance band for the complete duration of the manoeuvre?	ORA.FSTD.210	
<i>Comment</i>			
FAQ-Q6	Are all MQTG test results dated, marked as analysed and evaluated, and retained per ORA.FSTD.240?	ORA.FSTD.105, .240	
<i>Comment</i>			
FAQ-Q7	Does the QTG status list and recurrent run records confirm that the complete MQTG test set has been run progressively within the preceding 12-month period, as required by ORA.FSTD.105?	ORA.FSTD.105	
<i>Comment</i>			
FAQ-Q8	Where footprint tests are used: is a clear rationale documented in the QTG for each footprint test explaining why manufacturer data was unavailable?	GM1 ORA.FSTD.200(3)	
<i>Comment</i>			
FAQ-Q9	Are footprint test rationales recorded in the Validation Data Roadmap (VDR) per Appendix 2 to AMC1 CS-FSTD(A).300?	GM1 ORA.FSTD.200(3)	
<i>Comment</i>			
FAQ-Q10	Was each footprint test flown by a pilot with current experience on the type, acceptable to CAAT? Does the same pilot sign off the complete test as fully representative?	GM1 ORA.FSTD.200(2)(iv)	
<i>Comment</i>			
FAQ-Q11	Is the original Initial Evaluation Package (dossier) available and retained, including all seven elements required by GM3 ORA.FSTD.100 items (1) through (7)?	ORA.FSTD.240, AMC1	
<i>Comment</i>			
FAQ-Q13	Is the initial CAAT evaluation report available and retained for the lifetime of the device?	AMC1 ORA.FSTD.240(1)(iv)	
<i>Comment</i>			
FAQ-Q14	Is the FSTD qualification certificate from initial evaluation available and retained for the lifetime of the device?	AMC1 ORA.FSTD.240(1)(iii)	
<i>Comment</i>			
FAQ-Q12	Does the organisation have an internal process that assigns a named responsible person to review regular QTG reruns and conduct function/subjective tests?	ORA.FSTD.225(b)(4)	
<i>Comment</i>			
FAQ-Q13	Where extended validity (up to 36 months) has been granted under ORA.FSTD.225(b): has the assigned person reviewed QTG reruns and function/subjective tests within the preceding 12 months and submitted	ORA.FSTD.225(b)(4)	
<i>Comment</i>			

FLIGHT SIMULATION TRAINING DEVICE STANDARDS

FLIGHT SIMULATION TRAINING DEVICE STANDARDS		FFS LEVEL				FTD		FNPT LEVEL			BITD	REMARKS
		A	B	C	D	1	2	I	II	MCC		
1. General												
1.a.1	A fully enclosed flight deck.											
1.a.2	Cockpit sufficiently enclosed to exclude distraction, replicating the aeroplane/class.											
1.a.3	Flight deck, a full-scale replica of the aeroplane simulated.											
1.a.4	Direction of movement of controls and switches identical to the aeroplane.											
1.a.5	Full-size panel of replicated system(s) with controls replicating the aeroplane.											
1.a.6	Cockpit switches, instruments, panels, controls sufficient for training, spatially correct.											

[illegible]

2. Motion System												
2.a.1	Motion cues representative of the aeroplane.											
2.b.1	Motion system: sufficient cueing, min 3 DOF, 6-DOF equivalent.											
2.c.1	A means of recording the motion response time.											
2.d.1	Motion effects: rumble, buffets, gear, stall, touchdown, etc. (13 items).											
2.e.1	Motion vibrations: characteristic modes measurable vs aeroplane data.											
3. Visual System												
3.a.1	Visual system meets all applicable standards.											
3.b.1	Min collimated FOV: 45 H x 30 V each pilot.											
3.b.2	Cross-cockpit FOV: 180 H x 40 V.											
3.b.3	Visual (night/dusk/day) min 45 H x 30 V with adjustable cloud/visibility.											
3.c.1	A means of recording the visual response time.											
3.d.1	System geometry free from optical discontinuities and artefacts.											
3.e.1	Visual textural cues for sink rate and depth perception.											
3.f.1	Horizon/attitude correlate to attitude indicator.											
3.g.1	Occulting - a minimum of ten levels shall be available.											
3.h.1	Surface (Vernier) resolution not greater than 2 arc minutes.											
3.i.1	Surface contrast ratio not less than 5:1.											
3.j.1	Highlight brightness not less than 20 cd/m2 (6ft-lamberts).											
3.k.1	Light point size not greater than 5 arc minutes.											
3.l.1	Light point contrast ratio not less than 10:1.											
3.l.2	Light point contrast ratio not less than 25:1.											
3.m.1	Daylight, twilight, night visual capability.											
3.m.2	Visual system brightness and contrast ratio criteria.											
3.m.3	Total scene content: 10,000 textured surfaces, 6,000/15,000 lights, 16 moving objects.											
3.m.4	Daylight: full colour with textural cues for visual approach, landing and taxi.											
3.m.5	Twilight: reduced ambient, self-illuminated objects, definable horizon.											
3.m.6	Night: all twilight features minus non-self-illuminating ground cues.											
4. Sound System												
4.a.1	Significant flight deck sounds for the aeroplane/class.											
4.b.1	Precipitation, rain removal, crash sound, significant noises.											
4.c.1	Comparable amplitude/frequency of noises coordinated with weather.											
4.d.1	Volume control with indication meeting qualification.											

TABLE OF FUNCTIONS AND SUBJECTIVE TESTS

TABLE OF FUNCTIONS AND SUBJECTIVE TESTS		FFS LEVEL				FTD		FNPT LEVEL			BITD	REMARKS
		A	B	C	D	1	2	I	II	MCC		
1. Preparation for Flight												
1.1A	Flight deck design/functions identical to the aeroplane or class.											
1.1B	Design/functions represent the simulated class of aeroplane.											
2. Surface Ops (Pre-Take-Off)												
2.1A	Normal engine start.											
2.1B	Alternate start procedures.											
2.1C	Abnormal starts and shutdowns (hot, hung, tail pipe fire).											
2.1D	Pushback / Powerback.											
2.2A	Taxi - Thrust response.											
2.2B	Taxi - Power lever friction.											
2.2C	Taxi - Ground handling.											
2.2D	Taxi - Nosewheel scuffing.											
2.2E	Taxi - Brake operation (normal/alternate/emergency).											
2.2E(a)	Taxi - Brake fade (if applicable).											
2.2E(b)	Taxi - Brake other.											
3. Take-Off												
3.1A	Normal - Aeroplane/engine parameter relationships.											
3.1B	Normal - Acceleration characteristics (motion).											
3.1C	Normal - Acceleration characteristics (non-motion).											
3.1D	Normal - Nosewheel and rudder steering.											
3.1E	Normal - Crosswind (max demonstrated).											
3.1F	Normal - Special performance (reduced V1, max de-rate, short field).											
3.1G	Normal - Low visibility take-off.											
3.1H	Normal - Gear, flap, leading edge devices.											
3.1I	Normal - Contaminated runway operation.											
3.1J	Normal - Other.											
3.2A	Abnormal - Rejected take-off.											
3.2B	Abnormal - Rejected special performance.											
3.2C	Abnormal - Engine failure at critical point, continued T/O.											
3.2D	Abnormal - With wind shear.											
3.2E	Abnormal - Flight control system failures, reconfig modes.											
3.2F	Abnormal - Rejected, brake fade.											

3.2G	Abnormal - Rejected, contaminated runway.												
3.2H	Abnormal - Other.												
4. Climb													
4.1	Normal climb.												
4.2	One or more engines inoperative.												
4.3	Other.												
5. Cruise													
5.1	Performance characteristics (speed vs power).												
5.2	High altitude handling.												
5.3	High Mach number handling and recovery (trim change).												
5.4	Overspeed warning (Vmo/Mmo).												
5.5	High IAS handling.												
6. Manoeuvres													
6.1A	Approach to stalls, stall warning, buffet (all configs).												
6.1B	Approach to stalls including full stall and g-break (all configs).												
6.1C	Upset prevention and recovery within FSTD validation envelope.												
6.2	Flight envelope protection (high AoA, bank limit, overspeed).												
6.3	Turns with/without speedbrake/spoilers.												
6.4	Normal and standard rate turns.												
6.5	Steep turns.												
6.6	Performance turn.												
6.7	In-flight engine shutdown and restart.												
6.8	Manoeuvring with engine(s) inoperative.												
6.9	Specific flight characteristics (e.g. direct lift control).												
6.10	Flight control system failures, reconfig, manual reversion.												
6.11	Other.												
7. Descent													
7.1	Normal descent.												
7.2	Max rate descent (clean/speedbrake).												
7.3	Descent with autopilot.												
7.4	Descent with flight control failures, reconfig, manual reversion.												
7.5	Other.												
8. Instrument Approaches													
8.1A	Precision - PAR.												
8.1B(i)	CAT I - Manual with/without flight director including landing.												
8.1B(ii)	CAT I - Autopilot/auto throttle coupled approach, manual landing.												

8.1B(iii)	CAT I - Manual to DH, G/A all engines.												
8.1B(iv)	CAT I - One engine out approach to DH and G/A.												
8.1B(v)a	CAT I - Below minima with crosswind (max demonstrated).												
8.1B(v)b	CAT I - Below minima with wind shear.												
8.1B(vi)	CAT I - Autopilot coupled, OEI to DH and G/A.												
8.1B(vii)	CAT I - Approach/landing with min/standby electrical power.												
8.1C(i)	CAT II - Auto coupled to DH and landing.												
8.1C(ii)	CAT II - Auto coupled to DH and G/A.												
8.1C(iii)	CAT II - Auto coupled to DH and manual G/A.												
8.1C(iv)	CAT II - Auto coupled/auto throttle published approach.												
8.1D(i)	CAT III - Auto coupled to land and rollout.												
8.1D(ii)	CAT III - Auto coupled to DH/Alert Height and G/A.												
8.1D(iii)	CAT III - Auto coupled to land and rollout, OEI.												
8.1D(iv)	CAT III - Auto coupled to DH/Alert Height and G/A, OEI.												
8.1E(i)	Auto coupled approach - with generator failure.												
8.1E(ii)	Auto coupled approach - with 10 kts tail wind.												
8.1E(iii)	Auto coupled approach - with 10 kts crosswind.												
8.2A	Non-precision - NDB.												
8.2B	Non-precision - VOR, VOR/DME, VOR/TAC.												
8.2C	Non-precision - RNAV (GNSS).												
8.2D	Non-precision - ILS LLZ (LOC), LLZ(LOC)/BC.												
8.2E	Non-precision - ILS offset localizer.												
8.2F	Non-precision - Direction finding facility.												
8.2G	Non-precision - Surveillance radar.												

9. Visual Approaches & Landings

9.1	Normal approach and landing, all engines.												
9.2	Approach/landing with engine(s) inoperative.												
9.3	Gear, flaps/slats, speedbrakes (normal/abnormal).												
9.4	Crosswind approach and landing (max demonstrated).												
9.5	Approach with wind shear.												
9.6	Approach/landing with flight control failures, reconfig.												
9.7A	Longitudinal trim malfunction.												
9.7B	Lateral-directional trim malfunction.												
9.8	Approach/landing with standby electrical/hydraulic power.												
9.9	Approach/landing from circling conditions.												
9.10	Approach/landing from visual traffic pattern.												

9.11	Approach/landing from non-precision approach.												
9.12	Approach/landing from precision approach.												
9.13	Approach procedures with vertical guidance (APV), e.g. SBAS.												
9.14	Other.												
10. Missed Approach													
10.1	All engines go-around.												
10.2	One or more engine(s) out go-around.												
10.3	With flight control failures, reconfig, manual reversion.												
11. Post Landing Ops													
11.1A	Spoiler operation.												
11.1B	Reverse thrust operation.												
11.1C	Directional control and ground handling, with/without reverse.												
11.1D	Reduction of rudder effectiveness with increased reverse thrust (rear pod-mounted).												
11.1E	Brake and anti-skid (dry, wet, icy).												
11.1F	Brake operation with auto-braking system.												
11.1G	Other.												
12. Any Flight Phase - Systems													
12.1A	Air conditioning and pressurisation (ECS).												
12.1B	De-icing / anti-icing.												
12.1C	Auxiliary powerplant / APU.												
12.1D	Communications.												
12.1E	Electrical.												
12.1F	Fire and smoke detection and suppression.												
12.1G	Flight controls (primary/secondary).												
12.1H	Fuel/oil, hydraulic, pneumatic.												
12.1I	Landing gear.												
12.1J	Oxygen.												
12.1K	Powerplant.												
12.1L	Airborne radar.												
12.1M	Autopilot and flight director.												
12.1N	Collision avoidance (GPWS, TCAS).												
12.1O	Flight control computers including stability and control augmentation.												
12.1P	Flight display systems.												
12.1Q	Flight management computers.												
12.1R	Head-up guidance, head-up displays.												
12.1S	Navigation systems.												

12.1T	Stall warning/avoidance.											
12.1U	Wind shear avoidance equipment.											
12.1V	Automatic landing aids.											
12.2A	Holding.											
12.2B	Air hazard avoidance (traffic, weather).											
12.2C	Wind shear.											
12.3A	Engine and systems shutdown.											
12.3B	Parking brake operation.											
12.3C	Other as appropriate including effects of wind.											
13. Visual System - Content (C/D)												
13.1A	Two parallel runways and one crossing runway displayed simultaneously.											
13.1B	Runway threshold elevations/locations modelled for system correlation.											
13.1C	Representative airport buildings, structures and lighting.											
13.1D	One useable gate at appropriate height.											
13.1E	Representative moving and static gate clutter.											
13.1F	Representative gate/apron markings and lighting.											
13.1G	Representative runway markings, lighting, signage, wind sock.											
13.1H	Representative taxiway markings, lighting, signage for taxi route.											
13.1I	Representative moving and static ground traffic.											
13.1J	Representative terrain and obstacles within 25 NM.											
13.1K	Representative natural and cultural features within 25 NM.											
13.1L	Representative moving airborne traffic.											
13.1M	Appropriate approach lighting for VFR, non-precision, CAT I/II/III.											
13.1N	Representative gate docking aids or marshaller.											
13. Visual System - Content (A/B)												
13.2A	Representative airport runways and taxiways.											
13.2B	Runway definition.											
13.2C	Runway surface and markings.											
13.2D	Lighting for runway in use including edge, centreline, and approach lights.											
13.2E	Representative taxiway lights.											
13. Visual Scene Management & Feature Recognition												
13.3A	Runway/approach lighting intensity representative for visibility set.											
13.3B	Directionality of strobe, approach, edge, centreline, threshold, TDZ lights.											
13.4A	Runway definition, strobes, approach/edge lights from 8 km (5 sm).											
13.4B	Visual approach aids lights from 8 km (5 sm).											
13.4C	Visual approach aids lights from 5 km (3 sm).											

13.4D	Runway centreline lights and taxiway definition from 5 km (3 sm).											
13.4E	Threshold and TDZ lights from 3 km (2 sm).											
13.4F	Runway markings within range of landing lights (night) / resolution (day).											
13.4G	Circling: runway of intended landing fades into view non-distractingly.											
13. Airport Model / Correlation / Scene Quality / Environment												
13.5A	Terminal approach area: portrayal, lights, ramps, terrain, dynamic effects, illusions.											
13.6A	Visual system compatibility with aerodynamic programming.											
13.6B	Visual cues for sink rate/depth; runway perspective for approach path.											
13.6C	Accurate environment portrayal relating to FSTD attitudes.											
13.6D	Visual correlates with aeroplane systems (terrain, traffic, weather, HGS).											
13.6E	Representative visual effects for each ownship external light.											
13.6F	Rain removal device visual effects.											
13.7A	Surfaces/textural cues free from aliasing.											
13.7B	Full colour realistic textural cues.											
13.7C	Light points free from jitter, smearing, streaking.											
13.7D	Occulting demonstrated through each channel.											
13.7E	Min 10 levels of occulting through each channel.											
13.8A	Scene matches surface contaminants (wet reflections, snow-obscured lights).											
13.8B	Special weather: precipitation near thunderstorm below 2000 ft within 16 km.											
13.8C	In-cloud effects: variable density, speed cues, ambient changes.											
13.8D	Multiple cloud layers (few/scattered/broken/overcast).											
13.8E	Gradual break-out to ambient visibility/RVR (20-200 ft transition).											
13.8F	Visibility/RVR measured in distance below 2000 ft within 16 km.											
13.8G	Patchy fog giving variable RVR effect.											
13.8H	Fog effects on aerodrome lighting (halos, defocus).											
13.8I	Ownship lighting in reduced visibility (glare from lights, strobes, beacons).											
13.8J	Blowing snow/sand across runway selectable from IOS.											
13.9A	IOS controls: cloud base, density, visibility, RVR.											
13.9B	IOS controls: airport/aerodrome selection.											
13.9C	IOS controls: airport lighting including variable intensity.											
13.9D	IOS controls: dynamic effects including ground and flight traffic.											
13.10	Night visual scene capability.											
13.11	Twilight visual scene capability.											
13.12	Daylight visual scene capability.											
14. Motion Effects												
14.1	Runway rumble, oleo deflections, ground speed, uneven runway, centreline lights.											

14.2	Ground buffets from spoiler/speedbrake extension and thrust reversal.											
14.3	Bumps associated with landing gear.											
14.4	Buffet during gear extension and retraction.											
14.5	Airborne buffet from flap/spoiler extension; approach to stall buffet.											
14.6	Approach to stall buffet and stall buffet (where applicable).											
14.7	Touchdown cues for main and nose gear.											
14.8	Nose wheel scuffing.											
14.9	Thrust effect with brakes set.											
14.10	Mach and manoeuvre buffet.											
14.11	Tyre failure dynamics.											
14.12	Engine malfunction and engine damage.											
14.13	Tail strikes and pod strikes.											
15. Sound System												
15.1A	Precipitation sound.											
15.1B	Rain removal equipment sound.											
15.1C	Significant aeroplane noises during normal operations.											
15.1D	Abnormal operations sound cues (fire bell, overspeed, stall, config warning).											
15.1E	Crash sound when landed in excess of limitations.											
15.1F	Significant engine/propeller noise during normal operations.											
16. Special Effects												
16.1A	Representative brake failure dynamics (antiskid) and decreased brake efficiency.											
16.2A	Effects of airframe and engine icing.											
17. Others												
17.1	GPS.											
17.2	ETOPS / EDTO Capabilities.											
17.3A	UPRT: Upset prevention and recovery within FSTD validation envelope.											
17.3B	UPRT: Instructor operating station control and briefing.											
17.3C	Icing indicators (engine and airframe).											

Audit Summary

Total Items	66	Evaluated	0	SAT (S)	0
UNSAT (U)	0	OBS (O)	0		

Findings / Observations No.		Comments	Deadline	Classification
1				
2				
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Classification of Findings (ORA.GEN.150)

Level 1	A level 1 finding shall be issued by the CAAT when <u>any significant non-compliance is</u> detected with the applicable requirements, with the <u>organisation's</u> procedures and manuals or with the terms of <u>an approval</u> , or certificate which <u>lowers safety or seriously endangers flight safety</u> .
Level 2	A level 2 finding shall be issued by the CAAT when <u>any non-compliance is</u> detected with the applicable requirement, with the <u>organisation's</u> procedures and manuals or with the terms of an approval, or certificate which could <u>lower safety or seriously hazards flight safety</u>
OBS	Observation is opportunity for <u>improvement</u> which is minor gap, mostly documented and implemented. The management system that may be weak, cumbersome, redundant, overly complex, or in some other manner, may, in the opinion of the auditor, offer an opportunity for an <u>organisation</u> to improve its <u>current status</u> . An observation is not subject to any corrective actions unless it is accepted by auditee for improvement.

Lead Auditor Signature:	Auditee's Representative Signature:
Date:	Date: