



2026/781

10.4.2026

**COMMISSION IMPLEMENTING REGULATION (EU) 2026/781**

**of 8 April 2026**

**amending Regulations (EU) No 1178/2011 and (EU) No 965/2012 as regards the requirements applicable to flight simulation training devices and the use of those devices for pilot training, testing and checking**

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91<sup>(1)</sup>, and in particular Article 23, Article 27(1) and Article 31(1) thereof,

Whereas:

- (1) Commission Regulation (EU) No 1178/2011<sup>(2)</sup> lays down the requirements for the use of flight simulation training devices (FSTDs) in pilot type training, testing and checking.
- (2) Commission Regulation (EU) No 965/2012<sup>(3)</sup> lays down technical requirements and administrative procedures related to air operations and, in particular, the requirements for the use of FSTDs in operator recurrent training.
- (3) Ever since Regulation (EU) No 1178/2011 started applying, the formal FSTD qualification, as characterised by FSTD types and levels, has determined the extent to which an FSTD can be used for pilot training, testing and checking. Considering the evolution of and innovations in FSTD technology, the provisions on the use of FSTDs for type rating and operator recurrent training, as applicable, should be revised to allow for a particular training task and the use of the most suitable FSTD based on its technical capabilities, referred to as an 'FSTD capability signature' (FCS).
- (4) The provisions on the use of FSTDs in type rating and operator recurrent training in Regulations (EU) No 1178/2011 and (EU) No 965/2012 should be amended to establish the necessary simulation features and fidelity levels required to support training tasks and to allow for more flexibility when determining the suitable FSTDs for those tasks. Those amendments should take into account guidance material published by the International Civil Aviation Organization, which recommends basing FSTD qualification on criteria related to simulation features and fidelity levels.
- (5) When introducing the FCS for qualified FSTDs, appropriate transitional provisions should be put in place to ensure a smooth transition from the current to the future applicable requirements for existing FSTDs, while at the same time supporting the implementation of the FCS by industry as soon as possible.
- (6) The application of the amendments introducing the FCS should be deferred, to give Member States' competent authorities the time required to prepare for their implementation.

<sup>(1)</sup> OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/oj>.

<sup>(2)</sup> Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1, ELI: <http://data.europa.eu/eli/reg/2011/1178/oj>).

<sup>(3)</sup> Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1, ELI: <http://data.europa.eu/eli/reg/2012/965/oj>).

- (7) Since the requirements of Regulations (EU) No 1178/2011 and (EU) No 965/2012 on training other than type rating training will continue to refer to particular FSTD types and levels, requirements should be put in place to determine the equivalence between FSTDs qualified with types and levels and FSTDs qualified with FCSs.
- (8) The European Union Aviation Safety Agency has prepared draft implementing rules and submitted them to the Commission with Opinion No 01/2025 in accordance with Article 75(2), points (b) and (c), and Article 76(1) of Regulation (EU) 2018/1139.
- (9) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 127(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

#### *Article 1*

Regulation (EU) No 1178/2011 is amended as follows:

(1) Article 2 is amended as follows:

(a) point (20) is replaced by the following:

(20) “Flight simulation training device (FSTD)” means a device for pilot training, testing and checking whose qualification certificate includes an FSTD capability signature or an assigned FSTD capability signature, or a legacy FSTD;”;

(b) point (23) is replaced by the following:

(23) “Qualification test guide (QTG)” means a document established to demonstrate that the FSTD complies with the prescribed tolerances and applicable requirements of the primary reference document(s) for the simulated aircraft type or group of aircraft;”;

(c) the following points (26) to (43) are added:

(26) “CS-FSTD” means the certification specifications for FSTDs issued by the Agency in accordance with point ORA.FSTD.205 of Annex VII (Part-ORA);

(27) “FSTD capability signature (FCS)” means the information that is endorsed on an FSTD qualification certificate, indicating the features and their fidelity levels as well as the aircraft simulated by that FSTD in accordance with CS-FSTD Issue 1 or later;

(28) “Assigned FSTD capability signature (assigned FCS)” means the information that is endorsed on the FSTD qualification certificate, indicating the features and the fidelity levels as well as the aircraft simulated by that FSTD, where that FSTD has not been qualified in accordance with CS-FSTD Issue 1;

(29) “Equipment specification list (ESL)” means a list that is part of the FSTD qualification and provides accurate and comprehensive information regarding the device qualification and its qualification basis, installed equipment, capabilities and specifications;

(30) “Primary reference document (PRD)” means the technical specification or set of technical specifications used to establish the qualification basis for an FSTD;

(31) “Initial evaluation” means the first assessment by the competent authority to determine whether an FSTD performs to the standard of the relevant qualification basis;

(32) “Validation data” means the ground and flight test data, engineering data and other applicable sources used to objectively confirm that the FSTD reflects the static as well as the dynamic handling and performance characteristics of the simulated aircraft and its relevant systems;

(33) “Verification” means, in the context of FSTDs, the process to ensure that an FSTD meets the applicable technical qualification requirements;

- (34) “Recurrent evaluation” means the periodic assessment by the competent authority subsequent to the initial evaluation to establish whether an FSTD continues to perform to the standard of the relevant qualification basis;
- (35) “Special evaluation” means any assessment by the competent authority of an FSTD other than the initial and recurrent evaluations;
- (36) “Item” means, in the context of FSTDs, non-compliance of an FSTD with respect to the applicable requirements of its qualification basis;
- (37) “Modification” means, in the context of FSTDs, a change to an FSTD;
- (38) “Validation”, in the context of FSTDs, means the process of assessing the capabilities of an FSTD for training, testing and checking;
- (39) “Legacy FSTD” means an FSTD whose qualification certificate does not include an FCS or assigned FCS and is either of the following:
  - (a) for aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT) or a basic instrument training device (BITD);
  - (b) for helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT);
- (40) “Group of aircraft” means, in the context of FSTDs, aircraft that have similar handling and operational characteristics;
- (41) “Validation data roadmap” means a document that identifies, in a matrix format, the source or sources of data for all required objective tests of an FSTD together with the applicable rationales or explanations;
- (42) “Engineering report” means a document produced by the FSTD manufacturer to describe the data and methods used to design and verify an FSTD against the applicable qualification basis;
- (43) “Fly-out” means a simulated flight performed during the conduct of the function and subjective tests of an FSTD contained in the master QTG (MQTG) by a suitably qualified pilot.;

(2) in Article 10b, the following paragraphs are added:

‘2. Member States and EASA shall, when reissuing FSTD qualification certificates in accordance with the requirements of Annex VI (Part-ARA) for FSTDs that were qualified in accordance with certification specifications applicable before 30 April 2028, take the following steps:

- (a) upon application by the certificate holder, complete the section “FSTD capability signature (FCS)” of the certificate:
  - (i) in the case of FFSs that were qualified in accordance with JAR-STD 1A amendment 3 or the JAR-STD 1H initial issue or later, in the case of FTDs level 2 (FTD 2) and level 3 (FTD 3) that were qualified in accordance with the JAR-STD 2A initial issue or the JAR-STD 2H initial issue or later and in the case of FNPTs that were qualified in accordance with JAR-STD 3A change 1 or the JAR-STD 3H initial issue or later, with either of the following entries:
    - (1) an assigned FCS in accordance with Appendix IX to Annex VI (Part-ARA);
    - (2) the FCS, after an evaluation of the FSTD in accordance with the CS-FSTD applicable as of 30 April 2028;
  - (ii) in the case of FFSs, FTD 2, FTD 3 and FNPTs other than those specified in point (a)(i), with either of the following entries:
    - (1) an assigned FCS in accordance with Appendix IX to Annex VI (Part-ARA), after an evaluation of the FSTD in accordance with the certification specifications referred to in point (a)(i), as applicable;
    - (2) the FCS, after an evaluation of the FSTD in accordance with the CS-FSTD applicable as of 30 April 2028;

- (iii) in the case of FTDs level 1 (FTD 1), with the FCS, after an evaluation of the FSTD in accordance with the CS-FSTD applicable as of 30 April 2028;
  - (iv) in any case where an FSTD has been qualified using special conditions in accordance with point ARA.FSTD.100(h)(1) of Annex VI (Part-ARA), with the FCS, after an evaluation of the FSTD in accordance with the CS-FSTD applicable as of 30 April 2028;
- (b) in all other cases, where the conditions set out in point (a)(i)-(iv) are not met:
- (i) reissue the FSTD qualification certificate without completing the section “FSTD capability signature (FCS)”;
  - (ii) when reissuing FSTD qualification certificates for BITDs, include the FSTD specifications set out in Appendix IV to Annex VI (Part-ARA), as applicable until 29 April 2028;
- (c) before reissuing an FSTD qualification certificate with an FCS in accordance with point (a), inform the applicant of the result of the re-evaluation.
3. When acting in accordance with paragraph 2, point (a), in cases where an FSTD is qualified to multiple FSTD qualification types and levels that simulate the same aircraft type, Member States and EASA shall merge those FSTD qualification certificates into a single FSTD qualification certificate with one FCS or one assigned FCS. In such cases, Member States and EASA shall take the following steps:
- (a) if an FSTD meets the qualification basis referred to in paragraph 2, point (a)(i), carry out one of the following:
    - (i) take the highest fidelity level for each feature, resulting from a comparison of the assigned FCS for each qualification;
    - (ii) if the FSTD certificate holder applies for an FCS, determine the FCS after an evaluation of the FSTD;
  - (b) if an FSTD does not meet the qualification basis referred to in paragraph 2, point (a)(i), for each qualification certificate, the Member State and EASA shall issue the FSTD qualification certificate with an FCS or an assigned FCS that is determined in accordance with paragraph 2 point (a), (ii), (iii) or (iv), as applicable.
4. Member States and EASA shall replace, no later than 30 October 2029, the existing FSTD qualification certificates with certificates complying with the format laid down in Appendix IV to Annex VI (Part-ARA), provided that they received and reviewed the following:
- (a) the ESL;
  - (b) a statement confirming that the organisation has established compliance with Part-ORA, Subpart FSTD, as amended by Commission Implementing Regulation (EU) 2026/781 (\*).

When replacing the existing FSTD qualification certificates in accordance with the first subparagraph of this paragraph, Member States and EASA shall act in accordance with paragraph 2. When the Member States and EASA issue the FSTD qualification certificate in accordance with the format laid down in Appendix IV to Annex VI (Part-ARA), the ESL developed for that FSTD certificate shall become part of the FSTD qualification.

5. Holders of FSTD qualification certificates shall, for each FSTD qualification certificate other than those for BITDs, develop an ESL and submit it to the competent authority, together with a statement confirming that the organisation has established compliance with Subpart FSTD of Annex VII (Part-ORA), as amended by Implementing Regulation (EU) 2026/781, in the following cases:

- (a) when applying for the reissuance of the certificate in accordance with the requirements of Annex VII (Part-ORA);
- (b) when the FSTD is intended to be used for the conduct of training in accordance with Annex I (Part-FCL) to this Regulation or the requirements of Regulation (EU) No 965/2012, in accordance with a new or amended training programme;
- (c) no later than 30 April 2029.

6. A BITD qualification certificate shall remain valid subject to recurrent evaluations, which shall be carried out by the competent authority every 3 years.
7. The requirements of this Regulation that include a reference to FSTD types and levels shall be applied to FSTDs with an FCS or an assigned FCS in accordance with point FCL.036 of Annex I (Part-FCL).

---

(\*) Commission Implementing Regulation (EU) 2026/781 of 8 April 2026 amending Regulations (EU) No 1178/2011 and (EU) No 965/2012 as regards the requirements applicable to flight simulation training devices and the use of those devices for pilot training, testing and checking (OJ L, 2026/781, 10.4.2026, ELI: [http://data.europa.eu/eli/reg\\_impl/2026/781/oj](http://data.europa.eu/eli/reg_impl/2026/781/oj));

- (3) Annex I is amended in accordance with Annex I to this Regulation;
- (4) Annex VI is amended in accordance with Annex II to this Regulation;
- (5) Annex VII is amended in accordance with Annex III to this Regulation;
- (6) Annex VIII is amended in accordance with Annex IV to this Regulation.

#### *Article 2*

Regulation (EU) No 965/2012 is amended as follows:

- (1) Annex I is amended in accordance with Annex V to this Regulation;
- (2) Annex III is amended in accordance with Annex VI to this Regulation.

#### *Article 3*

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 30 April 2028.

However, points (5) [FCL.740.H], (6) [point FCL.930.TRI] and (7) [point FCL.935.TRI] of Annex I shall apply from 30 April 2026.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 8 April 2026.

*For the Commission*  
*The President*  
Ursula VON DER LEYEN

## ANNEX I

**Amendments to Annex I (Part-FCL) to Regulation (EU) No 1178/2011**

Annex I to Regulation (EU) No 1178/2011 is amended as follows:

- (1) in point FCL.010, the definition of ‘flight training device’ (FTD) is replaced by the following:  
 “Flight training device (FTD)” means a full-size replica of a specific aircraft type’s instruments, equipment, panels and controls in an open flight deck area or an enclosed aircraft flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aircraft in ground and flight conditions to the extent of the systems installed in the device.”;

- (2) the following point FCL.036 is inserted:

**FCL.036 Use of FSTDs for training, testing and checking**

Applicants shall be entitled to comply with the requirements referring to FSTD types and levels by using FSTDs whose qualification certificates include FCSs or assigned FCSs, provided that all of the following apply:

- (a) for each feature, the FCS or assigned FCS indicates a fidelity level that is equal to or higher than the equivalent determined in the tables below:

- (1) for aeroplanes:

FSTD type and level reference	Equivalent FCS													
	1. Flight deck layout and structure	2. Flight control forces and hardware	3. Flight control systems operation	4. Aircraft systems	5. Performance and handling on ground	6. Performance and handling in-ground effect	7. Performance and handling out-of-ground effect	8. Sound cueing	9. Vibration cueing	10. Motion cueing	11. Visual cueing	12. Navigation	13. Atmosphere and weather	14. Operating sites and terrain
FNPT I	G	G	G	N	N	N	G	N	N	N	N	R	N	N
FNPT II / FNPT II MCC	G	G	G	G	G	G	G	G	N	N	G	R	G	G
FTD 2	S	R	S	S	N	G	G	G	N	N	N	S	N	N
FSTD qualified to an equivalent standard to level B	S	R	S	S	R	R	R	G	R	R	G	S	G	G
FFS level C	S	S	S	S	S	S	S	R	R	S	R	S	S	S
FFS interim level C	S interim	S interim	S interim	S interim	S interim	S interim	S interim	S interim	S interim	S interim	S	S	S	S
FFS level D	S	S	S	S	S	S	S	S	S	S	S	S	S	S

Note: “S”, specific; “R”, representative; “G”, generic; “N”, none.

(2) for helicopters:

FSTD type and level reference	Equivalent FCS													
	1. Flight deck layout and structure	2. Flight control forces and hardware	3. Flight control systems operation	4. Aircraft systems	5. Performance and handling on ground	6. Performance and handling in-ground effect	7. Performance and handling out-of-ground effect	8. Sound cueing	9. Vibration cueing	10. Motion cueing	11. Visual cueing	12. Navigation	13. Atmosphere and weather	14. Operating sites and terrain
FNPT I	G	G	G	N	N	N	N	N	N	N	N	R	N	N
FNPT II / FNPT II MCC	R	G	R	G	G	G	G	G	N	N	R	R	G	G
FNPT III / FNPT III MCC	R	G	R	G	G	G	G	G	N	N	R	R	G	R
FTD 2 / FTD 2 MCC	R	R	R	S	G	G	G	G	N	N	R	S	G	R
FTD 3 / FTD 3 MCC	R	R	R	S	G	R	R	G	N	N	R	S	R	R
FFS level C	S	S	S	S	S	S	S	R	R	S	R	S	S	R
FFS level D	S	S	S	S	S	S	S	S	S	S	S	S	S	S

(b) the FSTDs have:

- (1) tactile hardware;
- (2) primary flight controls whose forces change based on the different flight conditions for exercises involving manual flight, except in the case of FSTDs whose FCSs or assigned FCS are below the equivalent of an FNPT II;
- (3) where used for MCC training, the additional capability for MCC indicated in the FSTD qualification certificate.;

(3) point FCL.110.H is amended as follows:

(a) point (a) is replaced by the following:

‘(a) Applicants for the LAPL(H) shall have completed 40 hours of flight instruction in helicopters and, to the extent and under the conditions specified in point (aa), in FSTDs. The flight instruction shall include at least all of the following:

- (1) 20 hours of dual flight instruction;
- (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made;
- (3) 35 hours of flight instruction in the same type of helicopter that is to be used for the skill test.;

- (b) the following point (aa) is inserted:
- '(aa) Of the 20 hours of dual flight instruction specified in point (a)(1), applicants may complete a maximum of 5 hours in an FSTD, provided that all of the following apply:
- (1) the FSTD represents the type of helicopter that is to be used for the skill test;
  - (2) the training organisation has demonstrated to the competent authority that is responsible for the oversight of that training organisation the adequacy between the FSTD specifications and the LAPL(H) training programme. The training organisation shall be any of the following:
    - (i) an ATO;
    - (ii) a DTO, provided that the competent authority has authorised the use of that FSTD for LAPL(H) training.;
- (4) point FCL.210.H is amended as follows:
- (a) point (a) is replaced by the following:
- '(a) Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction in helicopters and, to the extent and under the conditions specified in point (aa), in FSTDs. The flight instruction shall include at least all of the following:
- (1) 25 hours of dual flight instruction;
  - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 185 km (100 NM), with full stop landings at two aerodromes different from the aerodrome of departure;
  - (3) 35 hours of flight instruction in the type of helicopter that is to be used for the skill test.;
- (b) the following point (aa) is inserted:
- '(aa) Of the 25 hours of dual flight instruction specified in point (a)(1), applicants may complete one of the following in FSTDs:
- (1) a maximum of 5 hours;
  - (2) a maximum of 10 hours, provided that they comply with all of the following:
    - (i) they complete at least 5 of those 10 hours in an FSTD that represents the type of helicopter that is to be used for the skill test;
    - (ii) they complete the training course at a training organisation that, with regard to the FSTD specified in point (i), has demonstrated to the competent authority that is responsible for the oversight of that training organisation the adequacy between the FSTD specifications and the PPL(H) training programme. The training organisation shall be any of the following:
      - (A) an ATO;
      - (B) a DTO, provided that the competent authority has authorised the use of that FSTD for PPL(H) training.;
- (5) in point FCL.740.H(c), the second paragraph is replaced by the following:
- 'The proficiency check or the refresher training, as applicable, shall be performed each time on a different type. The new validity period of all type ratings revalidated in accordance with this point shall commence together with the validity period of the type rating for which the proficiency check or the refresher training is completed.;
- (6) in point FCL.930.TRI, point (b) is replaced by the following:
- '(b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of point (ab)(1).;

(7) in point FCL.935.TRI, the following point (c) is added:

'(c) By way of derogation from point (b), the assessment of competence:

- (1) for TRIs for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible;
- (2) for TRIs for helicopters referred to in Section A, point 1e(c), of Appendix 9 may be conducted in accordance with points FCL.935.TRI(b)(1), (2) or (3), irrespective of the availability and accessibility of an FFS or FSTD.;

(8) Appendix 9 is amended as follows:

(a) Section A is amended as follows:

(i) point 1f is replaced by the following:

'1f. If FSTDs are used during training, testing or checking, the following shall apply:

- (a) an FSTD shall only be used for a particular exercise if the FSTD possesses the features and related fidelity levels to simulate the relevant aircraft, cueing and environment simulation features in that exercise to the extent necessary for the candidate to:
  - (i) develop the skills as necessary for the appropriate stage of training;
  - (ii) demonstrate the skills to safely operate the relevant aircraft during the relevant exercise for testing and checking;
- (b) additionally, the suitability of the FSTDs used shall be verified against the applicable "Table of functions and subjective tests" and the applicable "Table of FSTD validation tests" contained in the PRD applicable to the device used.

All restrictions and limitations indicated on the device's qualification certificate or associated ESL shall be considered.;

(ii) the following point 1g is inserted:

'1g. Where specified in the tables set out in Sections B–E of this Appendix, OTDs may be used to perform the training tasks of a type rating training programme. However, the training time completed on such devices shall not be counted towards the minimum FSTD training time specified in the relevant type rating training programme.;

(iii) point 18 is amended as follows:

— the introductory phrase is replaced by the following:

'For the upset recovery training, "stall event" means either an approach-to-stall or a stall. An FFS level C or level D may be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that both following conditions are met:;

— point (a) is replaced by the following:

'(a) the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A) Issue 2 or in accordance with the latest applicable qualification basis;';

(b) Section B is amended as follows:

(i) point 5 is amended as follows:

— points (a) and (b) are replaced by the following:

'(a) The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM

X = An aeroplane shall not be used for this exercise

P# = The training shall be complemented by supervised aeroplane inspection.

- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (→).

The following abbreviations are used to indicate the training equipment used:

A = aeroplane  
 FFS = full-flight simulator  
 FSTD = flight simulation training device  
 OTD = other training device.’

— the table after point (l) is replaced by the following:

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROFICIENCY CHECK	
Manoeuvres/procedures		OTD	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
<b>SECTION 1</b>							
1	Departure	P					
1.1	Pre-flight including: — documentation; — mass and balance; — weather briefing; and — NOTAM.						
1.2	Pre-start checks						
1.2.1	External	P#		P		M	
1.2.2	Internal	P#	P#	P		M	
1.3	Engine starting: normal malfunctions		P	→		M	
1.4	Taxiing		P	→		M	
1.5	Pre-departure checks: engine run-up (if applicable)		P	→		M	
1.6	Take-off procedure: — normal with flight manual flap settings; and — crosswind (if conditions are available).		P	→		M	
1.7	Climbing: — $V_x/V_y$ — turns onto headings; and — level off.		P	→		M	
1.8	ATC liaison – compliance, R/T procedures		P			M	

<b>SECTION 2</b>							
2	Airwork (visual meteorological conditions (VMC))		P	→			
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to $V_{mca}$ when applicable)						
2.2	Steep turns (360° left and right at 45° bank)		P	→		M	
2.3	Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only).		P	→		M	
2.4	Handling using autopilot and flight director (may be conducted in Section 3), if applicable		P	→		M	
2.5	ATC liaison – compliance, R/T procedures		P	→		M	
<b>SECTION 3A</b>							
3A	En route procedures VFR		P	→			
3A.1	(See B.5(c) and (d)) Flight plan, dead reckoning and map reading						
3A.2	Maintenance of altitude, heading and speed		P	→			
3A.3	Orientation, timing and revision of ETAs		P	→			
3A.4	Use of radio navigation aids (if applicable)		P	→			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)		P	→			
3A.6	ATC liaison – compliance, R/T procedure		P	→			
<b>SECTION 3B</b>							
3B	Instrument flight		P	→		M	
3B.1*	Departure IFR						
3B.2*	En route IFR		P	→		M	

3B.3*	Holding procedures		P	→		M	
3B.4*	3D operations to decision altitude/height (DA/H) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P	→		M	
3B.5*	2D operations to minimum descent altitude/height (MDA/H)		P	→		M	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: — rate 1 turns; and — recoveries from unusual attitudes.		P	→		M	
3B.7*	Failure of localiser or glideslope		P	→			
3B.8*	ATC liaison – compliance, R/T procedures		P	→		M	
	Intentionally left blank						
<b>SECTION 4</b>							
4	Arrival and landings		P	→		M	
4.1	Aerodrome arrival procedure						
4.2	Normal landing		P	→		M	
4.3	Flapless landing		P	→		M	
4.4	Crosswind landing (if suitable conditions)		P	→			
4.5	Approach and landing with idle power from up to 2 000 ft above the runway (single-engine aeroplanes only)		P	→			
4.6	Go-around from minimum height		P	→		M	
4.7	Night go-around and landing (if applicable)		P	→			
4.8	ATC liaison – compliance, R/T procedures		P	→		M	
<b>SECTION 5</b>							
5	Abnormal and emergency procedures (This section may be combined with Sections 1 through 4.)						
5.1	Rejected take-off at a reasonable speed		P	→		M	

5.2	Simulated engine failure after take-off (single-engine aeroplanes only)			P		M	
5.3	Simulated forced landing without power (single-engine aeroplanes only)			P		M	
5.4	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate		P	→			
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)		P	→			
5.6	ATC liaison – compliance, R/T procedure						
<b>SECTION 6</b>							
6 6.1*	Simulated asymmetric flight (This section may be combined with Sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)		P	→		M	
6.2*	Asymmetric approach and go-around		P	→		M	
6.3*	Asymmetric approach and full-stop landing		P	→		M	
6.4	ATC liaison – compliance, R/T procedures		P	→		M	
<b>SECTION 7</b>							
7	UPRT						
7.1	Flight manoeuvres and procedures						
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)		P	→			
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope		P	→			
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right		P	→			
7.1.1.3	Turns with and without spoilers		P	→			

7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach		P	→			
7.2 7.2.1	Upset recovery training Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration.		P	→			
7.2.2	The following upset exercises: — recovery from nose-high at various bank angles; and — recovery from nose-low at various bank angles.		P	→			
7.3	Go-around with all engines operating* from various stages during an instrument approach		P	→			
7.4	Rejected landing with all engines operating: — from various heights below DH/MDH 15 m (50 ft) above the runway threshold; — after touchdown (balked landing); — in aeroplanes that are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDA/H or after touchdown.		P	→'			

(ii) point 6 is amended as follows:

— points (a) and (b) are replaced by the following:

'(a) The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable

X = An aeroplane shall not be used for this exercise

P→ = The exercise shall be completed in a properly qualified FSTD

P# = The training shall be complemented by supervised aeroplane inspection.

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (→).

The following abbreviations are used to indicate the training equipment used:

A = aeroplane

FFS = full-flight simulator

FSTD = flight simulation training device

OTD = other training device.;

— the table after point (j) is replaced by the following:

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL / MPL / TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		OTD	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
<b>SECTION 1</b>							
1	Flight preparation	P					
1.1	Performance calculation						
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	P#	P#	P			
1.3	Cockpit inspection		P	→			
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies		P	→		M	
1.5	Taxiing in compliance with ATC instructions or instructions of instructor		P	→			
1.6	Before take-off checks		P	→		M	
<b>SECTION 2</b>							
2	Take-offs		P	→			
2.1	Normal take-offs with different flap settings, including expedited take-off						
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne		P	→			
2.3	Crosswind take-off		P	→			

2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P	→			
2.5	Take-offs with simulated engine failure:		P	→			
2.5.1*	shortly after reaching $V_2$						
	(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching $V_2$ .)						
2.5.2*	between $V_1$ and $V_2$		P	X		M FFS only	
2.6	Rejected take-off at a reasonable speed before reaching $V_1$		P	→		M	
<b>SECTION 3</b>							
3	Flight manoeuvres and procedures		P	→			
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)						
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope		P	→			
3.1.2	Steep turns using 45° bank, 180° to 360° left and right		P	→			
3.1.3	Turns with and without spoilers		P	→			
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach		P	→			

3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)		P	X		FFS only	
3.3	Normal operation of systems and controls of engineer's panel (if applicable)	P	→	→			
3.4	Normal and abnormal operations of the following systems:					M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0	Engine (if necessary, propeller)	P	→	→			
3.4.1	Pressurisation and air conditioning	P	→	→			
3.4.2	Pitot/static system	P	→	→			
3.4.3	Fuel system	P	→	→			
3.4.4	Electrical system	P	→	→			
3.4.5	Hydraulic system	P	→	→			
3.4.6	Flight control and trim system	P	→	→			
3.4.7	Anti-icing/de-icing system, glare shield heating	P	→				
3.4.8	Autopilot/flight director	P	→			M (single pilot only)	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	P	→				
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder		P				
3.4.11	Radios, navigation equipment, instruments, FMS	P	→				
3.4.12	Landing gear and brake	P	→	→			
3.4.13	Slat and flap system	P	→	→			
3.4.14	Auxiliary power unit (APU)	P	→	→			
	Intentionally left blank						

3.6	Abnormal and emergency procedures:					M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive.
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P	→			
3.6.2	Smoke control and removal		P	→			
3.6.3	Engine failures, shutdown and restart at a safe height		P	→			
3.6.4	Fuel dumping (simulated)		P	→			
3.6.5	Wind shear at take-off/landing		P	X		FFS only	
3.6.6	Simulated cabin pressure failure / emergency descent		P	→			
3.6.7	Incapacitation of flight crew member		P	→			
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)		P	→			
3.6.9	Traffic Alert and Collision Avoidance System (TCAS) event	P→	→	X		FFS only	
3.7	Upset recovery training		P	X			
3.7.1	Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration.		FFS qualified for the training task only				
3.7.2	The following upset exercises: — recovery from nose-high at various bank angles; and — recovery from nose-low at various bank angles.		P FFS qualified for the training task only	X		FFS only	

3.8	Instrument flight procedures						
3.8.1*	Adherence to departure and arrival routes and ATC instructions		P	→		M	
3.8.2*	Holding procedures		P	→			
3.8.3*	3D operations to DA/H of 200 ft (60 m) or to higher minima if required by the approach procedure						
	<p>Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (e.g. by choosing an ILS for 3.8.3.1 in the case of such an AFM limitation).</p>						
3.8.3.1*	Manually, without flight director		P	→		M (skill test only)	
3.8.3.2*	Manually, with flight director		P	→			
3.8.3.3*	With autopilot		P	→			
3.8.3.4*	<p>Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting:</p> <ul style="list-style-type: none"> <li>(i) before passing 1 000 ft above aerodrome level; and</li> <li>(ii) after passing 1 000 ft above aerodrome level.</li> </ul> <p>In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDA/H of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.</p>		P	→		M	

3.8.4*	2D operations down to the MDA/H		P*	→		M	
3.8.5	<p>Circling approach under the following conditions:</p> <p>(a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions;</p> <p>followed by:</p> <p>(b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude.</p> <p><i>Remark:</i> If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>		P*	→			
3.8.6	Visual approaches		P	→			
<b>SECTION 4</b>							
4	Missed approach procedures		P*	→			
4.1	Go-around with all engines operating* during a 3D operation on reaching decision height		P*	→			
4.2	Go-around with all engines operating* from various stages during an instrument approach		P*	→			
4.3	Other missed approach procedures		P*	→			
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt		P*	→		M	
4.5	<p>Rejected landing with all engines operating:</p> <ul style="list-style-type: none"> <li>— from various heights below DH/MDH;</li> <li>— after touchdown (balked landing).</li> </ul> <p>In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes</p>		P	→			

	(SFAR 23), the rejected landing with all engines operating shall be initiated below MDA/H or after touchdown.						
<b>SECTION 5</b>							
5	Landings		P				
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation						
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position		P	X		FFS only	
5.3	Crosswind landings (aircraft, if practicable)		P	→			
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats		P	→			
5.5	Landing with critical engine simulated inoperative		P	→		M	
5.6	Landing with two engines inoperative: — aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to the data of the AFM; and — aeroplanes with four engines: two engines on one side.		P	X		M FFS only (skill test only)'	

(c) Section C is amended as follows:

(i) points 5 and 6 are replaced by the following:

‘5. The following symbols mean:

P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi-pilot helicopters (MPH)

X = A helicopter shall not be used for this exercise

P→ = The exercise shall be completed in a properly qualified FSTD

P# = The training shall be complemented by supervised helicopter inspection.

6. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (→).

The following abbreviations are used to indicate the training equipment used:

FFS = full-flight simulator

FTD = flight training device

H = helicopter

OTD = other training device.;

(ii) the table after point 12 is replaced by the following:

‘SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		OTD	FSTD	H	Instructor initials when training completed	Tested or checked in FSTD or H	Examiner initials when test or check completed
<b>SECTION 1 – Pre-flight preparations and checks</b>							
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	P#	P#	P		M (if performed in the helicopter)	
1.2	Cockpit inspection		P	→		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies		P	→		M	
1.4	Taxiing / air taxiing in compliance with ATC instructions or with instructions of instructor		P	→		M	
1.5	Pre-take-off procedures and checks		P	→		M	
<b>SECTION 2 – Flight manoeuvres and procedures</b>							
2.1	Take-offs (various profiles)		P	→		M	
2.2	Sloping ground or crosswind take-offs and landings		P	→			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P	→			
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO		P	→		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO		P	→		M	

2.5	Climbing and descending turns to specified headings		P	→		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments		P	→		M	
2.6	Autorotative descent		P	→		M	
2.6.1	For single-engine helicopters (SEH): — autorotative landing; or — power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbooks by the instructor. For multi-engine helicopters (MEH): power recovery.		P	→		M	
2.7	Landings, various profiles		P	→		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL		P	→		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL		P	→		M	
<b>SECTION 3 – Normal and abnormal operations of the following systems and procedures</b>							
3	Normal and abnormal operations of the following systems and procedures:					M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	→	→			
3.2	Air conditioning (heating, ventilation)	P	→	→			
3.3	Pitot/static system	P	→	→			
3.4	Fuel system	P	→	→			
3.5	Electrical system	P	→	→			

3.6	Hydraulic system	P	→	→			
3.7	Flight control and trim system	P	→	→			
3.8	Anti-icing and de-icing system (if applicable)	P	→	→			
3.9	Autopilot/stability augmentation devices/flight director	P	→	→			
3.10	Enhanced Ground Proximity Warning System (EGPWS) / Helicopter Terrain Awareness and Warning System (HTAWS) (if applicable)	P	→	→			
3.11	Weather radar, radio altimeter, transponder	P	→	→			
3.12	Area navigation system	P	→	→			
3.13	Landing gear system	P	→	→			
3.14	APU	P	→	→			
3.15	Radio, navigation equipment, instruments and FMS	P	→	→			
<b>SECTION 4 – Abnormal and emergency procedures</b>							
4	Abnormal and emergency procedures					M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)		P	→			
4.2	Smoke control and removal		P	→			
4.3	Engine failures, shutdown and restart at a safe height		P	→			
4.4	Fuel dumping (simulated, if applicable)		P	→			
4.5	Tail rotor control failure (if applicable)		P	→			

4.5.1	Tail rotor loss (if applicable)		P	X			
4.6	Incapacitation of crew member – only for MPH and SPH operated in multi-pilot operations		P	→			
4.7	Transmission malfunctions		P	→			
4.8	TCAS event (if applicable)	P→	→	X			
4.9	Other emergency procedures as outlined in the appropriate flight manual		P	→			
<b>SECTION 5 – Instrument flight procedures (to be performed in IMC or simulated IMC)</b>							
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne		P*	→*			
5.1.1	Simulated engine failure during departure		P*	→*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions		P*	→*		M*	
5.3	Holding procedures		P*	→*			
5.4	3D operations to DA/H of 200 ft (60 m) or to higher minima if required by the approach procedure		P*	→*			
5.4.1	Manually, without flight director <i>Note:</i> According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (e.g. by choosing an ILS for 5.4.1 in the case of such an AFM limitation).		P*	→*		M* (unless Exercise 5.4.2 is completed)	

5.4.2	Manually, with flight director		P*	→*		M* (unless Exercise 5.4.1 is completed)	
5.4.3	With coupled autopilot		P*	→*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure		P*	→*		M*	
5.5	2D operations down to the MDA/H		P*	→*		M*	
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH		P*	→*			
5.6.1	Other missed approach procedures		P*	→*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH		P*	→*		M*	
5.7	IMC autorotation with power recovery		P*	→*		M*	
5.8	Recovery from unusual attitudes manually and, if applicable, with auto-recovery mode		P*	→*		M*	
<b>SECTION 6 – Use of optional equipment</b>							
6	Use of optional equipment		P	→'			

## ANNEX II

**Amendments to Annex VI (Part-ARA) to Regulation (EU) No 1178/2011**

Annex VI to Regulation (EU) No 1178/2011 is amended as follows:

- (1) point ARA.FSTD.100 is replaced by the following:

**'ARA.FSTD.100 Evaluation procedure**

- (a) Upon receiving an application for an FSTD qualification certificate, the competent authority shall:
- (1) verify that the organisation operating the FSTD is in compliance with the applicable requirements;
  - (2) assess whether the chosen validation data is suitable to support each objective test;
  - (3) review the ESL for compliance with the applicable requirements;
  - (4) evaluate whether the FSTD complies with the applicable qualification basis by conducting objective, functions and subjective tests;
  - (5) assess the FSTD in those areas that are essential to completing the flight crew member training, testing and checking process, as applicable.
- (b) The competent authority shall perform the tasks under points (a)(3), (4) and (5) in the event of recurrent evaluation of an FSTD.
- (c) In the event of a major modification to an FSTD, the competent authority shall perform those among the tasks listed in point (a) that it deems relevant, taking into consideration the nature of the modification.
- (d) The competent authority shall provide a report and notify the organisation operating the FSTD of the results of the evaluation.
- (e) If, during an evaluation or by any other means, evidence is found by the competent authority that the FSTD does not perform in accordance with its qualification basis or that the ESL contains inaccurate information about the FSTD, the competent authority shall raise an item, record it and communicate it to the organisation operating the FSTD in writing. The competent authority shall, unless the nature of the item requires the application of enforcement measures in accordance with point ARA.FSTD.135(b), take all the following steps:
- (1) grant the organisation a corrective action implementation period appropriate to the nature of the item that, in any case, shall not be more than 30 days. At the end of that period, and subject to the nature of the item, the competent authority may extend the implementation period subject to a satisfactory corrective action plan agreed by the competent authority;
  - (2) assess whether the corrective action plan proposed by the organisation addresses the item;
  - (3) assess whether the implementation of the corrective action plan addresses the item.
- (f) The QTG resulting from the initial evaluation shall be approved by the competent authority only after all items have been addressed to the satisfaction of the competent authority. After such approval, it shall be referred to as the master qualification test guide (MQTG) and shall be the basis for the FSTD qualification and recurrent FSTD evaluations.
- (g) The competent authority shall qualify the FSTD only after having validated that, in accordance with point ORA.FSTD.120(d) of Annex VII, the additional equipment of the FSTD, if applicable, has no adverse effect on the training capability of the FSTD.

(h) Qualification basis and special conditions

- (1) The competent authority may prescribe special conditions for the FSTD qualification basis when the requirements of point ORA.FSTD.210(a) of Annex VII are met and when it is demonstrated that the special conditions ensure an equivalent level of safety to that established in the applicable certification specification.
- (2) When the competent authority, if other than the Agency, has established special conditions for the qualification basis of an FSTD, it shall without undue delay notify the Agency thereof. The notification shall be accompanied by a full description of the special conditions prescribed and a safety assessment demonstrating that an equivalent level of safety to that established in the applicable certification specification is met.;

(2) point ARA.FSTD.110 is replaced by the following:

**'ARA.FSTD.110 Issue of an FSTD qualification certificate**

The competent authority shall issue an FSTD qualification certificate of unlimited duration, using the form as established in Appendix IV, only after having completed the evaluation of the FSTD in accordance with point ARA.FSTD.100 and having verified that:

- (a) the organisation operating the FSTD meets the applicable requirements of Annex VII (Part-ORA);
- (b) the FSTD meets the applicable qualification basis in accordance with point ORA.FSTD.210.;

(3) point ARA.FSTD.115 is replaced by the following:

**'ARA.FSTD.115 Interim FSTD qualification**

- (a) In the case of the introduction of new aircraft programmes, when compliance with the requirements established in this Subpart for FSTD qualification is not possible, the competent authority may issue a qualification certificate with an interim FSTD qualification.
- (b) That interim qualification shall remain valid for no longer than 3 years.;

(4) point ARA.FSTD.120 is amended as follows:

(a) in point (a), point (1) is replaced by the following:

- '(1) the complete set of tests in the MQTG is rerun progressively in accordance with the requirements as specified in points ORA.FSTD.105(a)(2) and (3) of Annex VII.;

(b) point (b) is replaced by the following:

- '(b) The competent authority shall conduct recurrent evaluations of the FSTD in accordance with the procedures detailed in point ARA.FSTD.100. Those evaluations shall take place every year. The start for each recurrent 12-month period is the end of the month of the initial qualification unless another date is agreed between the competent authority and the organisation operating the FSTD. Each FSTD recurrent evaluation shall take place within a period of 60 days before and 30 days after the start of each recurrent 12-month period.;

(c) in point (c), the introductory phrase is replaced by the following:

- 'The competent authority may extend the recurrent evaluation period of an FSTD specified in point ARA.FSTD.120(b) to a maximum of 36 months, provided that all of the following apply.;

(5) the following point ARA.FSTD.125 is inserted:

**'ARA.FSTD.125 Transfer of an FSTD**

- (a) When being notified of a transfer of an FSTD from one organisation to another in accordance with point ORA.FSTD.235 of Annex VII, the competent authority may decide to conduct a special evaluation in accordance with the original qualification basis of the FSTD, unless the FSTD qualification certificate is surrendered or revoked.

- (b) The competent authority shall verify that the receiving organisation complies with the applicable requirements of Annex VII (Part-ORA).
  - (c) When the transfer of an FSTD in accordance with point ORA.FSTD.235 of Annex VII involves two competent authorities, those authorities shall coordinate the transfer.’;
- (6) point ARA.FSTD.130 is replaced by the following:

**‘ARA.FSTD.130 Modifications**

- (a) Upon receiving an application for approval of a major modification of the FSTD as specified in point ORA.FSTD.110(a) of Annex VII, the competent authority shall verify the compliance of that major modification with the FSTD’s qualification basis. If deemed necessary by the competent authority, such verification may include a special evaluation of the FSTD. When satisfied that the major modification of the FSTD is in compliance with its qualification basis, the competent authority shall approve the modification, unless the organisation operating the FSTD is acting in accordance with point ORA.FSTD.110(b)(2) of Annex VII.
  - (b) Upon receiving an application from an organisation operating the FSTD, the competent authority may approve a procedure for that organisation to implement major modifications, provided that all the following conditions are met:
    - (1) the procedure complies with point ORA.FSTD.110(b)(2) of Annex VII;
    - (2) during the preceding 36 months, the organisation operating that FSTD has demonstrated that it has managed changes in accordance with point ORA.GEN.200(a)(3) of Annex VII.
  - (c) When the competent authority detects non-compliance of a major modification with the qualification basis, it shall act in accordance with point ARA.FSTD.100(e).
  - (d) Where a modification of an FSTD requires the use of a qualification basis that is different from the original qualification basis, the competent authority shall document the qualification of such changes, and the certification specification used.
  - (e) When a legacy FSTD or an FSTD with an assigned FCS in accordance with Appendix IX is to be qualified for UPRT, the special evaluation shall be conducted using CS-FSTD(A) Issue 2.’;
- (7) point ARA.FSTD.135 is replaced by the following:

**‘ARA.FSTD.135 FSTD qualification certificate – limitation, suspension and revocation**

- (a) The competent authority shall limit, suspend or revoke, as applicable, an FSTD qualification certificate in accordance with point ARA.GEN.350 in, but not limited, to the following circumstances:
  - (1) the FSTD qualification certificate was obtained through the falsification of submitted documentary evidence;
  - (2) the organisation operating the FSTD no longer complies with the applicable requirements of Annex VII (Part-ORA).
- (b) The competent authority shall limit, suspend or revoke, as applicable, an FSTD qualification certificate after raising an item in accordance with point ARA.FSTD.100(e) and detecting that:
  - (1) the FSTD fails to comply with its qualification basis and the non-compliance adversely affects training, testing or checking;
  - (2) an organisation operating the FSTD fails to submit an acceptable corrective action plan to address item(s) raised during an evaluation or by any other means, or to perform the corrective action to the satisfaction of and within the period agreed by the competent authority in accordance with point ARA.FSTD.100(e).’;

- (8) point ARA.FSTD.140 is replaced by the following:

**'ARA.FSTD.140 Record-keeping**

In addition to the records required in point ARA.GEN.220, the competent authority shall keep and update all of the following:

- (a) the documentation related to the initial, recurrent or special evaluations of the qualified FSTDs under its oversight, including the planning, execution and outcome of those evaluations;
  - (b) the ESL.;
- (9) Appendix IV is replaced by the following:

*'Appendix IV to Annex VI (Part-ARA) – Flight simulation training device qualification certificate*

**European Union (\*)**

**[Competent authority]**

**FLIGHT SIMULATION TRAINING DEVICE (FSTD) QUALIFICATION CERTIFICATE**

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the [competent authority] hereby certifies that

**FSTD [IDENTIFICATION]**

**[FSTD MANUFACTURER AND SERIAL NUMBER]**

located at

[LOCATION OF THE DEVICE]

operated by

[HOLDER OF THE QUALIFICATION CERTIFICATE]

has satisfied the qualification requirements in accordance with the applicable primary reference document of the device and Annex VII (Part-ORA) to Regulation (EU) No 1178/2011, subject to the conditions of the attached FSTD specifications.

This qualification certificate shall remain valid subject to the FSTD's compliance with the applicable requirements of the qualification basis and the holder of the qualification certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

Date of initial issue:

Revision:

Date of revision:

For the [competent authority]

Signature:

---

(\*) "European Union" to be deleted for non-EU Member States or EASA.  
EASA Form 145, Issue 3 – page 1/2

## FSTD QUALIFICATION CERTIFICATE: [Reference]

## FSTD SPECIFICATION

A.	Primary reference document (PRD)	
B.	(For legacy FSTDs only) FSTD type and level Group of aircraft/type/type and variant	
C.	Additional capabilities:	
D.	Limitations:	
E.	Remarks:	

## FSTD CAPABILITY SIGNATURE (FCS)

F.	FSTD FEATURE	FIDELITY LEVEL	SIMULATED AIRCRAFT
1.	Flight deck layout and structure (FDK)		
2.	Flight control forces and hardware (CLH)		
3.	Flight control systems operation (CLO)		
4.	Aircraft systems (SYS)		
5.	Performance and handling on ground (GND)		
6.	Performance and handling in-ground effect (IGE)		
7.	Performance and handling out-of-ground effect (OGE)		
8.	Sound cueing (SND)		
9.	Vibration cueing (VIB)		
10.	Motion cueing (MTN)		
11.	Visual cueing (VIS)		
12.	Navigation (NAV)		
13.	Atmosphere and weather (ATM)		
14.	Operating sites and terrain (OST)		

**Instructions for the issue of the FSTD qualification certificate**

- (a) EASA Form 145 shall be used for the FSTD qualification certificate.

This document shall contain the FSTD specification and the FCS or assigned FCS, where applicable, including any limitation(s) as appropriate to the FSTD concerned.

- (b) The qualification certificate shall be printed in English and in any other language(s) determined by the competent authority.

- (c) Separate qualification certificates shall be issued for:

- (1) each FCS or assigned FCS;
- (2) each combination of flight deck and platform in the case of major interchangeable assemblies;
- (3) each flight deck to be used as an FSTD in the case of major interchangeable assemblies.

The FSTD qualification certificate shall specify the serial number of the flight deck.

- (d) The identification of each flight deck and platform shall be established by using serial number placards and each flight deck and platform combination shall have a qualification certificate with a single FSTD serial number that contains the identification/serial number of the flight deck and platform.

- (e) Different engine fits and alternate thrust ratings on one FSTD shall not require separate qualification certificates as long as the FCS or assigned FCS is not changed.

- (f) Different equipment, such as avionics fits, included in one FSTD shall not require separate qualification certificates. However, major differences in avionics may result in aircraft variants, which may require separate software loads. In such cases, separate FSTD qualification certificates shall be issued.

- (g) The FSTD indicated on the qualification certificate shall carry a serial number prefixed by a code in letters. The letter code shall be specific to the issuing competent authority.

- (h) In the table "FSTD specification", the FSTD shall be defined by the PRD, which is defined in the MQTG and indicates any limitations of the FSTD, if applicable. In the case of a legacy FSTD, the FSTD specification table shall specify all of the following:

- (1) the FSTD type and level;
- (2) the simulated aircraft type or type and variant or group of aircraft (e.g. aircraft category, engine configuration, wake turbulence category, as applicable).

- (i) The competent authority shall specify in the table "FSTD specification" under "Additional capabilities" that an FSTD with an FCS or assigned FCS is qualified for MCC where both following conditions are met:

- (1) the FSTD meets the requirements for MCC as specified in the applicable PRD;

(2) the FSTD has an FCS or assigned FCS that is equal to or higher than those in the following table:

	1. Flight deck layout and structure	2. Flight control forces and hardware	3. Flight control systems operation	4. Aircraft systems	5. Performance and handling on ground	6. Performance and handling in-ground effect	7. Performance and handling out-of-ground effect	8. Sound cueing	9. Vibration cueing	10. Motion cueing	11. Visual cueing	12. Navigation	13. Atmosphere and weather	14. Operating sites and terrain
Aeroplane FSTD	G	G	G	G	G	G	G	G	N	N	G	R	G	G
Helicopter FSTD	R	G	R	G	G	G	G	G	N	N	R	R	G	G

- (j) The competent authority shall specify, in the table “FSTD specification” under “additional capabilities” that an aeroplane FSTD is qualified for UPRT and indicate whether it is “approach to stall” or “full stall”.
- (k) In the table “FSTD capability signature (FCS)”, the FSTD shall be defined by its FCS, unless it is a legacy FSTD. In the case of an FSTD that falls under Article 10b(2), point (a)(i)(1), and Article 10b(2), point (a)(ii)(1), the table “FSTD capability signature (FCS)” shall be filled in with the assigned FCS in accordance with Appendix IX to Annex VI (Part-ARA).
- (l) Completion of the qualification certificate for FSTDs with FCSs.
- (1) When the FSTD qualification process validates the FCS declared in the application, the relevant FSTD feature fidelity levels (N, G, R or S) shall be entered on the FSTD qualification certificate in the “fidelity level” column of the “FSTD capability signature (FCS)” table for each feature in turn. The fidelity levels are defined as follows:
- (i) specific (S) is the highest level of fidelity for a given FSTD feature;
  - (ii) representative (R) is the intermediate level of fidelity for a given FSTD feature;
  - (iii) generic (G) is the lowest level of fidelity for a given FSTD feature;
  - (iv) none (N) means either of the following:
    - (a) the FSTD feature is not installed, functional or available for use in training;
    - (b) a feature is installed but is not required and, in that case, it shall not be distracting or detracting from the other features for the intended use of the device.
- (2) Where an FCS feature is either not applicable or not available for the FSTD being qualified, the fidelity level “N” shall be entered in the “fidelity level” column.
- (3) Where the FSTD feature “aircraft systems” reflects different aircraft systems that are at different fidelity levels, the highest fidelity level shall be entered and marked with an asterisk (\*). The simulated aircraft systems and the related fidelity level shall be specified on the ESL. In that case, the following statement shall be made in the “remarks” column: “Not all aircraft systems are simulated and/or at the same fidelity level. Please refer to the ESL.”.
- (4) Where the FSTD feature “flight control forces and hardware” reflects flight controls that are at different fidelity levels, the highest fidelity level shall be entered and marked with an asterisk (\*). The simulated flight control forces and hardware and the related fidelity level shall be specified on the ESL. In that case, the following statement shall be made in the “remarks” column: “Not all flight control forces and hardware are simulated and/or at the same fidelity level. Please refer to the ESL.”.
- (5) In the case of an interim qualification in accordance with point ARA.FSTD.115, the qualification certificate shall indicate the fidelity level and include “interim” in the column “fidelity level” for the applicable features in the table “FSTD capability signature (FCS)”.

(m) Completion of the qualification certificate for FSTDs with FCSs and with assigned FCS.

For the aircraft simulation features (1–7) and/or the cueing features (8–9), the simulated aircraft shall be entered on the FSTD qualification certificate in the “simulated aircraft” column of the table “FSTD capability signature (FCS)”. For each feature, the simulated aircraft shall be specified as follows:

- (i) if the fidelity level is “S”, an aircraft type and variant (make, model and series);
- (ii) if the fidelity level is “R”, an aircraft type (make and model);
- (iii) if the fidelity level is “G”, a group of aircraft by indicating all of the following:
  - (a) the aircraft category;
  - (b) the engine configuration;
  - (c) the wake turbulence category for the features, where it is applicable.;

(10) the following Appendix IX (Assigned FCS for FSTDs) is added:

'Appendix IX to Annex VI (Part-ARA)

#### Assigned FCSs for FSTDs

When Article 10b refers to this Appendix, competent authorities, when reissuing FSTD qualification certificates, shall assign an FCS in accordance with the table below. When an FSTD that is listed in column (A) meets the requirements in accordance with the PRD specified in column (B) of the same row and does not present any limitation, it shall receive an assigned FCS as specified in column (C) of that row.

	(A)	(B)	(C)													
			ASSIGNED FCS													
	FSTD level	PRD	1. Flight deck layout and structure	2. Flight control forces and hardware	3. Flight control systems operation	4. Aircraft systems	5. Performance and handling on ground	6. Performance and handling in-ground effect	7. Performance and handling out-of-ground effect	8. Sound cueing	9. Vibration cueing	10. Motion cueing	11. Visual cueing	12. Navigation	13. Atmosphere and weather	14. Operating sites and terrain
(1)	FFS level D	JAR-STD 1A amendment 3 or later with UPRT qualification under CS-FSTD(A) Issue 2	S	S	S	S	S	S	S	S	S	S	S	S	S	S
(2)	FFS level D	JAR-STD 1A amendment 3 or later	S	S	S	S	S	S	S	S	S	S	S	S	S	S
			With limitation of no UPRT training, testing and checking													
(3)	FFS level C	JAR-STD 1A amendment 3 or later with UPRT qualification under CS-FSTD(A) Issue 2	S	S	S	S	S	S	S	R	R	S	R	S	S	S
(4)	FFS level C	JAR-STD 1A amendment 3 or later	S	S	S	S	S	S	S	R	R	S	R	S	S	S
			With limitation of no UPRT training, testing and checking													
(5)	FFS level B	JAR-STD 1A amendment 3 or later	S	R	S	S	R	R	R	G	R	R	G	S	G	G

(6)	FFS level A	JAR-STD 1A amendment 3 or later	S	R	S	S	G	G	G	G	G	G	G	S	G	G
(7)	FTD level 2	JAR-STD 2A initial issue or later	S	R	S	S	N	G	G	G	N	N	N	S	N	N
(8)	FNPT level II MCC	JAR-STD 3A change 1 or later	G	G	G	G	G	G	G	G	N	N	G	R	G	G
(9)	FNPT level II	JAR-STD 3A change 1 or later	G	G	G	G	G	G	G	G	N	N	G	R	G	G
(10)	FNPT level I	JAR-STD 3A change 1 or later	G	G	G	N	N	N	G	N	N	N	N	R	N	N
(11)	FFS level D	JAR-STD 1H initial issue or later	S	S	S	S	S	S	S	S	S	S	S	S	S	S
(12)	FFS level C	JAR-STD 1H initial issue or later	S	S	S	S	S	S	S	R	R	S	R	S	S	R
(13)	FFS level B	JAR-STD 1H initial issue or later	S	S	S	S	R	R	R	G	R	R	G	S	G	R
(14)	FFS level A	JAR-STD 1H initial issue or later	S	R	S	S	G	G	G	G	G	G	G	S	G	G
(15)	FTD level 3 MCC	JAR-STD 2H initial issue or later	R	R	R	S	G	R	R	G	N	N	R	S	R	R
(16)	FTD level 3	JAR STD 2H initial issue or later	R	R	R	S	G	R	R	G	N	N	R	S	R	R
(17)	FTD level 2 MCC	JAR STD 2H initial issue or later	R	R	R	S	G	G	G	G	N	N	R	S	G	R
(18)	FTD level 2	JAR STD 2H initial issue or later	R	R	R	S	G	G	G	G	N	N	R	S	G	R

(19)	FNPT level III MCC	JAR-STD 3H initial issue or later	R	G	R	G	G	G	G	G	N	N	R	R	G	R
(20)	FNPT level III	JAR-STD 3H initial issue or later	R	G	R	G	G	G	G	G	N	N	R	R	G	R
(21)	FNPT level II MCC	JAR-STD 3H initial issue or later	R	G	R	G	G	G	G	G	N	N	R	R	G	G
(22)	FNPT level II	JAR-STD 3H initial issue or later	R	G	R	G	G	G	G	G	N	N	R	R	G	G
(23)	FNPT level I	JAR-STD 3H initial issue or later	G	G	G	N	N	N	N	N	N	N	N	R	N	N'

## ANNEX III

**Amendments to Annex VII (Part-ORA) to Regulation (EU) No 1178/2011**

Annex VII to Regulation (EU) No 1178/2011 is amended as follows:

(1) in point ORA.ATO.135(b), point (1) is replaced by the following:

'(1) the adequacy of the FSTD specifications for the related training programme, on the basis of the FSTD qualification certificate and the ESL;'

(2) point ORA.FSTD.100 is replaced by the following:

**'ORA.FSTD.100 General**

(a) The organisation operating the FSTD shall demonstrate to the competent authority that it has established a management system in accordance with Subpart GEN, Section II. That demonstration shall ensure that the applicant has, directly or through contract, the capability to maintain the performance, functions and other characteristics specified in the applicable qualification basis for the FSTD and to control the installations of the FSTD.

(b) The organisation operating the FSTD shall provide the competent authority with documentation demonstrating how it complies with the requirements established in this Regulation. Such documentation shall include a procedure describing how the ESL is established and maintained.

(c) If the organisation operating the FSTD is notified by the competent authority of non-compliance of the FSTD with its qualification basis in accordance with point ARA.FSTD.100(e) of Annex VI, the organisation shall:

(1) draw up a corrective action plan addressing all the items and, in the case of recurring, systemic or critical items, identify the root cause of the non-compliance(s);

(2) submit the corrective action plan, which shall be implemented to the satisfaction of the competent authority and within the period specified in point ARA.FSTD.100(e)(1) of Annex VI;

(3) demonstrate corrective action implementation to the satisfaction of the competent authority by providing the associated evidence.

(d) Every year, the organisation operating the FSTD shall provide the competent authority with FSTD metrics to demonstrate the FSTD performance, use and other characteristics;'

(3) point ORA.FSTD.105 is replaced by the following:

**'ORA.FSTD.105 Maintaining the FSTD qualification**

(a) The organisation operating the FSTD shall perform all of the following to maintain the FSTD qualification:

(1) maintain the FSTD in a condition in which it consistently performs in accordance with the qualification basis, including by conducting functional pre-flight checks within the 24 hours preceding the use of the FSTD for training, testing or checking;

(2) conduct the complete set of objective tests contained in the MQTG progressively over a 12-month cycle. Results from those tests shall be evaluated, dated, marked as analysed and retained in accordance with point ORA.FSTD.240 in order to demonstrate that compliance with the FSTD qualification basis is being maintained;

- (3) conduct the complete set of functions and subjective tests contained in the MQTG progressively over a 24-month cycle. The results of each fly-out shall meet all the following requirements:
    - (i) be accompanied by a declaration that the FSTD has been tested;
    - (ii) demonstrate that the compliance with the FSTD qualification basis is being maintained;
    - (iii) be retained in accordance with point ORA.FSTD.240;
  - (4) preserve the integrity of the hardware and software of the FSTD and establish and maintain a configuration control system, including database management.
- (b) If non-compliance is identified during the tests referred to in points (a)(2) and (3), the organisation shall implement corrective actions to address the non-compliance. The evidence of the implemented corrective actions shall be retained in accordance with point ORA.FSTD.240.
- (c) If an organisation plans to remove an FSTD from active status for a prolonged period, the organisation shall take the following steps:
- (1) notify the competent authority;
  - (2) establish suitable controls for the period during which the FSTD is inactive.
- The organisation shall agree with the competent authority a plan for the deactivation, storage and reactivation to ensure that the FSTD can be restored to active status at its original qualification.;
- (4) point ORA.FSTD.110 is replaced by the following:

**'ORA.FSTD.110 Management of modifications**

- (a) A modification of the FSTD affecting any of the following shall be considered a major modification and shall be implemented subject to the conditions set out in point (b) and in accordance with points (c), (d), (e) and, if applicable, (f):
- (1) the FSTD qualification certificate;
  - (2) any modification to the FSTD qualification, affecting training, testing or checking.
- (b) The organisation operating the FSTD shall implement a major modification of an FSTD only if one of the following conditions is met:
- (1) it obtains approval of the modification from the competent authority in accordance with point ARA.FSTD.130(a) of Annex VI;
  - (2) it is managing the modification in accordance with a procedure approved by the competent authority in accordance with point ARA.FSTD.130(b) of Annex VI. The procedure shall include all of the following:
    - (i) the scope of each major modification;
    - (ii) the management of the modification;
    - (iii) the notification of the competent authority.
- (c) In the event of a major modification to the FSTD, the organisation operating the FSTD shall take all the following steps:
- (1) prepare and evaluate any modification, including all applicable objective, functions and subjective tests, to determine the impact on the original qualification criteria;
  - (2) apply for prior approval and submit the documentation related to the activities specified in point (c)(1) and any other relevant documentation to the competent authority, unless the organisation operating the FSTD is entitled to act in accordance with point (b)(2);
  - (3) manage any modifications to the FSTD in compliance with its organisation management system;
  - (4) declare to the competent authority that the FSTD complies with its qualification basis when the modification is implemented.

- (d) The organisation operating the FSTD shall establish and maintain a system to identify, assess and incorporate any modifications into the FSTD it operates, especially:
    - (1) aircraft modifications that are essential for training, testing and checking, whether or not they are enforced by an airworthiness directive;
    - (2) modifications of an FSTD that affect the FCS or the assigned FCS, the qualification certificate, the ESL, the MQTG or the FSTD hardware or software, or both, including the motion and visual system, handling, performance and systems operations;
    - (3) any other modifications of the FSTD essential for training, testing and checking.
  - (e) The organisation operating the FSTD shall validate:
    - (1) any modification to the MQTG and, in the case of major modifications, inform the competent authority;
    - (2) any modification to the ESL and, in the case of major modifications that affect the ESL, submit the updated ESL to the competent authority.
  - (f) In the event of a modification to the FSTD that is managed in accordance with point (b)(2) and affects the qualification certificate, the organisation operating the FSTD shall apply to the competent authority for the issue of a new qualification certificate.;
- (5) point ORA.FSTD.115 is replaced by the following:

**‘ORA.FSTD.115 Installations**

- (a) The organisation operating the FSTD shall ensure that:
    - (1) the FSTD is housed in a suitable environment that supports safe and reliable operation;
    - (2) 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;
    - (3) the FSTD and its installations comply with the local regulations for health and safety;
    - (4) the qualification certificate and ESL are displayed and accessible to all FSTD users and authorities.
  - (b) The assessment of FSTD safety features, such as emergency stops and emergency lighting, shall be part of the organisation management system and checked at least annually and recorded to ensure safe operations.;
- (6) point ORA.FSTD.120 is replaced by the following:

**‘ORA.FSTD.120 ESL**

- (a) The organisation operating the FSTD shall develop and maintain an ESL for each FSTD qualification certificate.
- (b) The ESL shall include accurate and comprehensive information regarding the FSTD qualification and its qualification basis, installed equipment, capabilities and specifications and shall be designed to allow for all of the following:
  - (1) assessment of the suitability of the FSTD for its intended use;
  - (2) evaluations of the FSTD in accordance with point ARA.FSTD.100 of Annex VI;
  - (3) maintenance of the FSTD qualification in accordance with point ORA.FSTD.105.
- (c) The organisation operating the FSTD shall validate and verify that the information in the ESL as referred to in point (b) is accurate and comprehensive.
- (d) The organisation operating the FSTD shall add to the FSTD additional equipment for which qualification is not required only if, after an assessment, it concludes that such equipment does not adversely affect the training.;

- (7) point ORA.FSTD.200 is replaced by the following:

**'ORA.FSTD.200 Application for an FSTD qualification certificate**

The application for an FSTD qualification certificate shall be made by the organisation operating the FSTD in a form and manner established by the competent authority. It shall include all of the following:

- (a) the initial application form, together with all of the following:
    - (1) a table of chosen validation data, specifying the unique data source for each objective test;
    - (2) an ESL;
  - (b) a declaration that the organisation operating the FSTD has performed all required objective tests of the FSTD and meets the criteria in the applicable qualification basis, together with the QTG, including the validation data roadmap and the engineering report;
  - (c) a declaration indicating that the following requirements are met:
    - (1) all objective tests, functions and subjective tests have been completed and the general requirements for the requested FCS have been met;
    - (2) the FSTD complies with the applicable requirements and with the simulated aircraft or group of aircraft as appropriate for each FSTD feature.;
- (8) in point ORA.FSTD.210, point (b) is replaced by the following:

'(b) The qualification basis shall be applicable for recurrent evaluations of the FSTD unless a modification of the FSTD requires the use of a different qualification basis.;

- (9) point ORA.FSTD.225 is amended as follows:

- (a) in point (b), the introductory phrase is replaced by the following:

'If the competent authority has extended the recurrent evaluation period for an FSTD in accordance with point ARA.FSTD.120(c) of Annex VI (Part-ARA), the organisation shall assign a person or group of persons with adequate experience who shall do all of the following within a period of 60 days before and 30 days after the start of each recurrent 12-month period in accordance with point ARA.FSTD.120(b) of Annex VI.;
- (b) point (c) is deleted;

- (10) point ORA.FSTD.230 is deleted;

- (11) point ORA.FSTD.235 is replaced by the following:

**'ORA.FSTD.235 Transfer of an FSTD**

- (a) When there is a change of the organisation operating the FSTD:
    - (1) the receiving organisation shall notify the competent authority in advance in order to agree upon a plan for the transfer of the FSTD;
    - (2) the transferring organisation shall inform the competent authority before the transfer and upon surrendering the FSTD qualification certificate.
  - (b) When the FSTD no longer complies with its qualification basis, the organisation shall apply for a new FSTD qualification certificate.;
- (12) point ORA.FSTD.240 is replaced by the following:

**'ORA.FSTD.240 Record-keeping**

The holder of an FSTD qualification certificate shall keep records of all of the following:

- (a) all documents describing and proving the qualification basis and level of the FSTD, including the FCS or assigned FCS, if applicable, and the initial ESL of the FSTD for the duration of the FSTD's lifetime;

- (b) superseded versions of the MQTG and ESL for the duration of the FSTD's lifetime;
  - (c) any recurrent documents and reports related to each FSTD and compliance monitoring activities for a period of at least 5 years.'
-

## ANNEX IV

**Amendments to Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011**

In point DTO.GEN.240 of Annex VIII to Regulation (EU) No 1178/2011, the following point (aa) is inserted:

- (aa) The DTO shall use FSTDs in accordance with point (a) only when it demonstrates to the competent authority the adequacy of the FSTD specifications for the related training programme, on the basis of the FSTD qualification certificate and the ESL.’
-

## ANNEX V

**Amendments to Annex I (Definitions) to Regulation (EU) No 965/2012**

Annex I to Regulation (EU) No 965/2012 is amended as follows:

(1) definition (50) is replaced by the following:

'(50) "flight simulation training device (FSTD)" means a device for pilot training, testing and checking whose qualification certificate includes an FSTD capability signature (FCS) or an assigned FSTD capability signature, or a legacy FSTD;'

(2) the following definitions (144) and (145) are added:

'(144) "legacy FSTD" means an FSTD whose qualification certificate does not include an FCS or assigned FCS and is either of the following:

(a) for aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT) or a basic instrument training device (BITD);

(b) for helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT);

(145) "equipment specification list (ESL)" means a list which is part of the FSTD qualification and provides accurate and comprehensive information regarding the device qualification and its qualification basis, installed equipment, capabilities and specifications.'

—

## ANNEX VI

**Amendments to Annex III (Part-ORO) to Regulation (EU) No 965/2012**

In point ORO.FC.145 of Annex III to Regulation (EU) No 965/2012, point (d) is replaced by the following:

‘(d) The operator shall use a suitable FSTD that complies with all of the following requirements:

- (1) it is qualified in accordance with Regulation (EU) No 1178/2011;
- (2) it replicates the aircraft used by the operator, as far as practicable;
- (3) it is used for a particular exercise only if the FSTD possesses the features and related fidelity levels to simulate the relevant aircraft in that exercise to the extent necessary for the flight crew member to develop or maintain the competence required for the safe, effective and efficient operation of aircraft.

The operator shall verify the suitability of an FSTD for the intended use on the basis of the FSTD qualification certificate and ESL.

When the requirements of this Regulation refer to particular FSTD types and levels, the operator may use FSTDs in accordance with point FCL.036 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011.

Differences between the FSTD and the aircraft shall be described and addressed through a briefing or training, as appropriate.’

---