



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 38: Other issues to be considered by the Technical Commission

IMPLEMENTATION OF REGULATIONS BASED ON DOC 9625 GUIDANCE

(Presented by the International Air Transport Association)

EXECUTIVE SUMMARY

Operators of Flight Simulation Training Devices (FSTDs) face multiple audits by various Civil Aviation Authorities (CAAs). The absence of recognition of FSTD audits by the States where they are operated has resulted in a cost to the industry millions of dollars and decreased the availability of training devices by a considerable amount.

In July 2009, ICAO published the *Manual of Criteria for the Qualification of Flight Simulation Training Devices, Volume I – Aeroplane* (Doc 9625, 3rd Edition), to provide the means for the CAAs of all Member States to accept the audit results already issued by a State that has conducted an initial or recurrent evaluation of that FSTD.

To this date the implementation of systems to recognize the approval of FSTD's based on Doc 9625 is still very limited resulting in the continuation of repetitive FSTD evaluations.

**Action:** The Assembly is invited to review and adopt the Resolution presented in the Appendix.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	The establishment of systems to recognize the approval of FSTD's, based on guidance in Doc 9625, can be supported through the International Pilot Training Consortium (IPTC), composed by IATA, ICAO, IFALPA and the Royal Aeronautical Society
<i>References:</i>	<i>Doc 9625 — Criteria for the Qualification of Flight Simulation Training Devices, Volume I – Aeroplane</i> (3rd Edition), and <i>Volume II — Helicopters</i> , (1st Edition)

<sup>1</sup> Arabic, Chinese, French, Russian and Spanish versions provided by IATA.

## 1. INTRODUCTION

1.1 Currently, each Flight Simulation Training Device (FSTD) in use for flight crew training, testing and checking requires a qualification by the civil aviation authorities (CAA) that has jurisdiction over the FSTD users. These repetitive evaluations add costs and administrative burden for the CAAs and to FSTD operation, without improving the FSTD fidelity. They also result in lost business opportunities and prevent optimum use of worldwide available FSTD capacity.

1.2 By following the guidance contained in Doc 9625, each CAA can use common criteria, thus improving reciprocity of qualifications whilst allowing, at the same time, the inclusion of particular administrative needs of States.

1.3 The International Pilot Training Consortium (IPTC) made it its objective to improve safety, quality and efficiency of commercial aviation by developing an international agreement on a common set of pilot training, instruction and evaluation standards and processes for the benefit of the industry worldwide and that might result in ICAO provisions.

1.4 IPTC, as an ICAO/IATA/IFALPA/Royal Aeronautical Society initiative, aims at making FSTD training more accessible, supporting industry growth and enhancing training practices. In 2012, IATA conducted a study to analyse the annual cost burden to the airline and training industry of multiple FSTD evaluations by CAAs. The evaluation of the data collected which included 1 274 full flight simulators currently operated in 64 of the 191 ICAO Member States, resulted in an estimated direct cost burden for the aviation training industry of US\$ 32 million per annum. This estimate did not include the cost of lost business opportunities and the cost of CAA personnel.

1.5 While some recognition principles have been introduced among a few States, commercial training centres still report cases where some of their full flight simulations (FFSs) are subject to between five and eleven qualifications over and above the qualification from the country where the FFS is located.

## 2. ACTIVITIES SUPPORTING THE IMPLEMENTATION OF DOC 9625 MATERIAL IN STATE REGULATIONS

2.1 The first edition of Doc 9625, Volume II – *Helicopters* was published in December 2012 and will similarly need a concerted implementation effort.

2.2 To promote such effort, ICAO published a State letter on 6 May 2013 titled “Implementation of guidance in the *Manual of Criteria for the Qualification of Flight Simulation Training Devices* (Doc 9625), Volumes I — *Aeroplanes* and II — *Helicopters*”.

2.3 Doc 9625 will be kept up-to-date through a joint effort by ICAO, the RAeS and IATA, and an amendment is forecasted to be published in early 2014 for Volume I.

2.4 Through its Training Devices Workstream, the four partners of the IPTC (ICAO, IATA, IFALPA and RAeS) will continue promoting global implementation of systems to recognize the approval of FSTD’s as per guidance contained in Doc 9625.

### 3. CONCLUSIONS

3.1 Doc 9625, Volume I (3rd Edition) and Volume II (1st Edition) provide internationally agreed qualification criteria for all FSTDs as a basis for recognition.

3.2 The utilization of Doc 9625 guidance in the establishment of systems to recognize the approval of FSTD's remains one condition for worldwide recognition, yet there has been very slow progress towards establishment of such by States of such systems.

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## APPENDIX

### DRAFT RESOLUTION FOR ADOPTION BY THE 38TH SESSION OF THE ASSEMBLY

#### **Resolution 38/X: Recognition of approval of flight simulation training devices (FSTD)**

*Whereas* ICAO published Doc 9625 — *Criteria for the Qualification of Flight Simulation Training Devices, Volume I – Aeroplane*, (3rd Edition) and Volume II — *Helicopters*, (1st Edition) to provide the means for the authorities of other States to accept, without repetitive evaluations, the qualifications granted by the State that conducted the initial and recurrent evaluations of a Flight Simulation Training Device (FSTD);

*Recognizing* that despite an internationally agreed mechanism for harmonization provided for in Doc 9625, the absence of recognition of FSTD qualifications is fostering multiple evaluations and causing high costs to States and the industry;

*Recognizing* that there has been slow progress towards implementation of systems to recognize the approval of FSTD's based on guidance contained in Doc 9625;

*The Assembly:*

1. *Urges* Contracting States to establish systems to recognize the approval of FSTD's based on guidance provided in using Doc 9625;
2. *Directs* the Council to continue to support Contracting States in the establishment of systems to recognize the approval of FSTD's; and
3. *Urges* Contracting States to assist each other in the establishment of systems to recognize the approval of FSTD's.

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