



ICAO

Flight Simulation Training Device (FSTD) Certification Guidance Document

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

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Sixth NAM/CAR Regional Meeting for National Continuous Monitoring
Coordinators (NCCMC/WG/6)

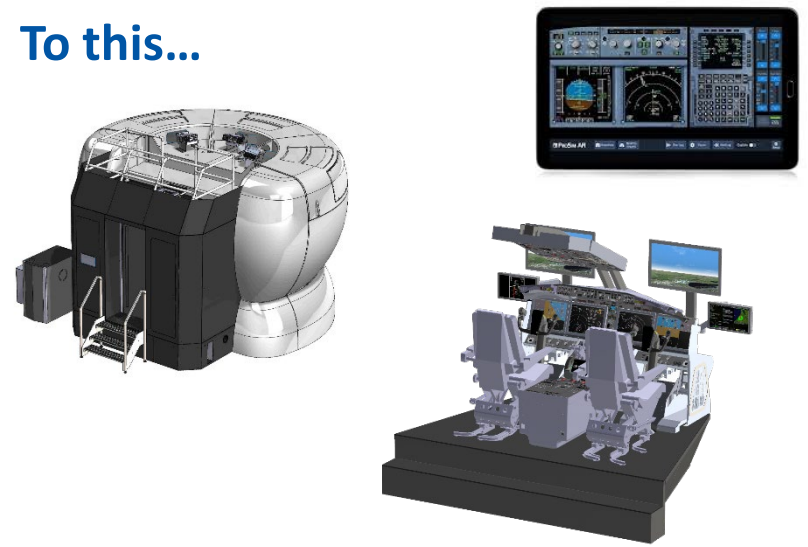
P/05 Agenda Item 7

Flight Training Devices evolution enable us to offload many training hours from a Full Flight Simulator, in all phases of a pilot training

From this...



To this...



Project: to standardize regulations in our region, based on ICAO Doc 9625, to allow better use of FSTDs, optimizing training, surveillance and certification processes



ICAO Doc 9625 at a glance

FSTD Capability Signature (FCS) ICAO 9625 task to tool philosophy

| Feature | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|----------|---|---|---|---|---|---|---|---|---|----|----|----|
| Fidelity | S | S | S | S | S | R | S | R | S | S | R | R |



| Licence or type of training | Type | T/TP | Flight Deck Layout and Structure | Flight Model (Aero and Engine) | Ground Handling | Aeroplane Systems | Flight Controls and Forces | Sound Cues | Visual Cues | Motion Cues | Environment — ATC | Environment — Navigation | Environment — Atmosphere and Weather | Environment — Aerobionics and Terrain |
|-----------------------------|------|------|----------------------------------|--------------------------------|-----------------|-------------------|----------------------------|------------|-------------|-------------|-------------------|--------------------------|--------------------------------------|---------------------------------------|
| MPL4 — Advanced | | T+TP | S | S | S | S | S | R | S | R | S | S | R | R |
| TR / ATPL | | TP | S | S | S | S | S | R | S | R | S | S | R | R |
| Re | VII | T | S | S | S | S | S | R | S | R | N | S | R | R |
| RL / RO / IO / CO | | TP | S | S | S | S | S | R | S | R | S | S | R | R |
| MPL3 — Intermediate | VI | T+TP | R | R | R | R | R | R | S | R1 | S | S | R | R |
| TR / ATPL / RL / RO / IO | V | T | S | S | S | S | S | R | R | N | G | S | R | R |
| MPL2- Basic | IV | T+TP | R | G | G | R | G | R | G | N | G | S | G | R |
| CR | III | T | R | R | R | R | R | G | R | N | N | S | G | G |
| IR | II | T | G | G | G | R | G | G | G | N | G | S | G | G |
| CPL | | T | R | R | R | R | R | G | R | N | N | S | G | G(S) |
| MPL1 — Core flying skills | I | T | R | R | R | R | R1 | G | G | N | G | S | G | G |
| PPL | | T | R | R | R | R | R | G | R | N | N | S | G | R(S) |

| | Aircraft | Cueing | Environment |
|--------------------|--|---|--|
| | 1. Flight Deck 2. Flight Model 3. Ground Handling 4. A/C Systems 5. Flight Controls and Forces | 6. Sound 7. Visual 8. Motion | 9. ATC 10. Navigation 11. Atmosphere & weather 12. Aerodromes & Terrain |
| None (N) | Not required | Not required | Not required |
| Generic (G) | Not specific to aeroplane model, type or variant | Generic to an aeroplane of its class | Simple modelling of key basic environment features |
| Representative (R) | Representative of an aeroplane of its class, does not have to be type specific | Represents the specific aeroplane to the maximum extent possible | Representative of the real-world environment |
| Specific (S) | Replicates the specific aeroplane | Applicable to visual only – replicates the real-world environment and perspective | Replicates the real-world environment as far as possible for any specific location |

Benefits to Airlines

- **Economic**
- Train at home vs training off-base
 - Reduction of travel expenses and increased productivity
 - Not depending on slot demand from third party training centers
- More use of less costly devices vs 100% use of FFS or aircraft
- **Safety and Human Factors**
- Training quality is increased – more and better training
 - Re-training
 - Self and remote training
- Use of new tools to support competency achievement: Evidence-based training and Competency-based training and assessment. The right tool for the right task



Thank You!