

EXAMPLES OF QUALIFICATION CERTIFICATES

EXAMPLE [1]

INITIAL QUALIFICATION –

PRD CS-FSTD(A) Issue 2

By implication compliance to be demonstrated – otherwise a Restriction to be raised

Full Stall is an OPTION. Show if FSTD capable

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FSTD QUALIFICATION CERTIFICATE: EU-A0XXX FSTD SPECIFICATIONS

| | | |
|--------|---|--------------------|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | CS-FSTD(A) Issue 2 |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | Full/Post Stall |
| K. | Restrictions or limitations: | |
| Other: | <i>Normally associated with equipment/options</i> | |

Explanatory notes :

In above example the PRD is used as the basis for qualification. All requirements have to be met. Any non-compliance affecting Training, Testing and Checking considerations are shown as Restrictions or Limitations.

In above example all Issue 2 elements are met and in addition 'Full Stall' has been taken as an option.

EXAMPLE [2]**INITIAL QUALIFICATION –****PRD CS-FSTD(A) Issue 2**

Full Stall OPTION not taken

**FSTD QUALIFICATION CERTIFICATE: EU-A0XXX
FSTD SPECIFICATIONS**

| | | |
|----|------------------------------|--------------------|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | CS-FSTD(A) Issue 2 |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | |
| K. | Restrictions or limitations: | |

Explanatory notes :

In above example the PRD is used as the basis for qualification. As the Full Stall is only an OPTION it is not shown and is not listed under Restrictions or Limitations.

EXAMPLE [3]**INITIAL QUALIFICATION –****PRD CS-FSTD(A) Issue 2**Restriction applied**FSTD QUALIFICATION CERTIFICATE: EU-A0XXX
FSTD SPECIFICATIONS**

| | | |
|----|------------------------------|---|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | CS-FSTD(A) Issue 2 |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | |
| K. | Restrictions or limitations: | No training for high altitude stall event |

Explanatory notes :

In above example compliance is not shown for high altitude stall event (e.g. no validation data) – reference AMC9 (b) (1) (iii)

EXAMPLE [4]**INITIAL QUALIFICATION –****PRD CS-FSTD(A) Issue 2**Limitation applied**FSTD QUALIFICATION CERTIFICATE: EU-A0XXX
FSTD SPECIFICATIONS**

| | | |
|----|------------------------------|---|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | CS-FSTD(A) Issue 2 |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | |
| K. | Restrictions or limitations: | UPRT: IOS does not display pilot control inputs |

Explanatory notes :

In above example the UPRT tool-set does not show full compliance – reference AMC12 and associated GM12. There may be other examples.

UPDATES

EXAMPLE [5]

UPDATE QUALIFICATION –

PRD CS-FSTD(A) Initial Issue

Addition of CS-FSTD(A) Issue 2

FSTD QUALIFICATION CERTIFICATE: EU-A0XXX FSTD SPECIFICATIONS

| | | |
|----|------------------------------|--|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | CS-FSTD(A) initial issue and refer to section J. & K. |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | UPRT / High altitude stall event / Icing / Full Stall according to CS-FSTD(A) Issue 2 |
| K. | Restrictions or limitations: | |

Explanatory notes :

In above example the PRD is used as the basis for the original initial qualification. The elements of Issue 2 are added to the initial qualification.

[NOTE: If the whole MQTG has been updated to Issue 2 then it is treated as an Initial Qualification – see Example [1]]

EXAMPLE [6]**UPDATE QUALIFICATION –****PRD JAR-FSTD(A) [or earlier]****Addition of CS-FSTD(A) Issue 2****FSTD QUALIFICATION CERTIFICATE: EU-A0XXX
FSTD SPECIFICATIONS**

| | | |
|----|------------------------------|---|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | JAR-FSTD(A) and refer to section J. & K. |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | UPRT / High altitude stall event/ Icing / Full Stall according to CS-FSTD(A) Issue 2 |
| K. | Restrictions or limitations: | |

Explanatory notes :

In above example the PRD is used as the basis for the original initial qualification.
The elements of Issue 2 are added to the initial qualification.

EXAMPLE [7]**UPDATE QUALIFICATION –****PRD JAR-FSTD(A) [or earlier]****Addition of CS-FSTD(A) Issue 2**Restriction applied**FSTD QUALIFICATION CERTIFICATE: EU-A0XXX
FSTD SPECIFICATIONS**

| | | |
|----|------------------------------|--|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | JAR-FSTD(A) and refer to section J. & K. |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | UPRT / Icing according to CS-FSTD(A) Issue 2 |
| K. | Restrictions or limitations: | No training for high altitude stall event |

Explanatory notes :

In above example the PRD is used as the basis for the original initial qualification. The elements of Issue 2 are added to the initial qualification.

In the example compliance to AMC11 FSTD(A).300 Guidance on high angle of attack/stall model evaluation, and approach to stall for previously qualified FSTDs is not met

EXAMPLE [8]**NO UPDATE – After Implementation of FCL requirements****PRD CS-FSTD(A) Initial Issue or JAR-FSTD(A) [or earlier]****NO Addition of CS-FSTD(A) Issue 2**Restrictions applied**FSTD QUALIFICATION CERTIFICATE: EU-A0XXX
FSTD SPECIFICATIONS**

| | | |
|----|------------------------------|--|
| A. | Type or variant of aircraft: | |
| B. | FSTD qualification level: | |
| C. | Primary reference document: | CS-FSTD(A) Initial Issue <i>or</i> JAR-FSTD(A) <i>or</i> earlier |
| D. | Visual system: | |
| E. | Motion system: | |
| F. | Engine fit: | |
| G. | Instrument fit: | |
| H. | ACAS fit: | |
| I. | Windshear: | |
| J. | Additional capabilities: | |
| K. | Restrictions or limitations: | No training for : UPRT / High altitude stall event / Icing / Full Stall |

Explanatory notes :

In above example the PRD is used as the basis for the original initial qualification.

CS-FSTD(A) Issue 2 has not been incorporated.

Restrictions have been applied to each of CS-FSTD(A) Issue 2 elements:

UPRT – If no UPRT Tool set as per AMC 12

Stall event high altitude cruise – If no validation data as per AMC9

Icing – If no compliance with AMC13

Full Stall – This option not possible without UPRT