

# Evaluate Simulator or Flight Training Device

CAAI OPS DIRECTIVE  
OPS 1.1.062



**AIR OPERATOR  
CERTIFICATION**

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| OPS 1.1.062              | <br><small>רשות התעופה האזרחית<br/>Civil Aviation Authority</small> | OPS Inspector Handbook |
| Evaluate Simulator / FTD |  | Revision 2             |
|                          |  | 24 OCT 2012            |

## 1. Objective

- 1.1. This directive contains guidance for use by inspectors when approving a Simulator or FTD for use by an air operator in its training program.
- 1.2. This directive may not be used for certification or qualification of Simulators and FTDs. It is intended for validating an already certified device (usually by FAA, EASA, or other contracting state) and for approving its use in a specific training program.

## 2. General

### 2.1. Simulators

- 2.1.1. Flight simulators are qualified as a Level A, B, C, or D flight simulator. Simulators approved for use in training, checking, and testing under an approved curriculum must represent the make, model, series, variant, and in some cases serial number range of the aircraft training described by the curriculum. The simulator must be equipped/modified to include mandatory aircraft modifications. Each simulator must meet and maintain the standards under which they were originally qualified (i.e., under the provisions of FAA [AC 120-40](#), current edition, Airplane Simulator Qualification).
- 2.1.2. Some curriculum modules or elements require a specific visual scene to accomplish a particular training event. These events may require an accurate representation of the airport, its lighting, the surrounding environment, etc. For example:
  - Special airports and approaches,
  - Approach and landing using visual (ground or airport) references,
  - Surface Movement Guidance and Control System training,
  - Line-Oriented Flight Training (LOFT),
  - Circling approaches, or
  - Other special circumstances.
- 2.1.3. With respect to the circling approach, the simulator initial certification evaluates and qualifies the simulator's ability to conduct the circling maneuver. However, the CAAI is responsible for evaluating and approving each proposed circling approach to be used for training, checking, or testing.

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## 2.2. Flight Training Devices.

- 2.2.1. Advanced FTDs are those FTDs qualified as Level 6 or 7.
- 2.2.2. These devices must meet and maintain the qualification standards set forth in FAA [AC 120-45](#), Airplane Flight Training Device Qualification, as amended or other equivalent document issued by the applicable regulatory agency.
- 2.2.3. Once the FAA qualifies the FTD, the POI may approve training, testing, and checking in those events that may be accomplished in that level of FTD in accordance with the appropriate Skill-Test-Standards (STS).
- 2.2.4. The qualification and approval of an advanced FTD is the same process as that used to approve a simulator.

## 3. Reference Material, Forms & Job-Aids

### 3.1. Reference Material

- 3.1.1. FAA [AC 120-40](#)
- 3.1.2. FAA [AC 120-45](#), Airplane Flight Training Device Qualification

### 3.2. Forms

- 3.2.1. F 1.1.062-1 – Simulator or FTD Approval Checklist.

### 3.3. Regulatory Requirements

- 3.3.1. IANR.Ops. 434(b)(4)
- 3.3.2. IANR.Ops. 436.

## 4. Process

### 4.1. Approval Guidelines

- 4.1.1. Following the appropriate authority qualification of a particular simulator or FTD, the POI must evaluate and approve the device for use in the operator's training program.
- 4.1.2. This approval will include the specific curriculum, particular maneuver, procedure, and/or crewmember function permitted to be performed in the device.

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4.1.3. ANRs requires the operator's flight training equipment to be appropriate for and adequate to support the curriculum goals and each curriculum.

4.1.4. The flight training equipment must represent the specific aircraft make, model, series, variant, and in some cases, serial number of the aircraft represented by the training device and curriculum.

4.1.5. When describing flight-training equipment, the curriculum must use terminology consistent with the level of qualification authorized for the particular device.

#### 4.2. Circling Approach Approval

Circling approach approval guidelines require:

4.2.1. The proposed airport scene to represent an accurate airport visual presentation of the airport layout and environment.

4.2.2. Only those combinations of instrument approach procedures and landing runway that meet the criteria of the airline transport pilot Skill Test Standards (STS) (landing runway heading that is at least 90 degrees to the final approach course) to be approved for use in curriculum leading to airman certification or proficiency.

4.2.3. The approach to be flown at the appropriate approach speed by an airman qualified and current in the aircraft.

4.2.4. The aircraft should be at maximum landing weight and in the appropriate configuration.

4.2.5. Evaluate night and day scenes (if day is available) with emphasis on airport and runway lighting.

4.2.6. Ceiling and visibility should be set at the minimums for the aircrafts circling approach category.

4.2.7. The simulator should be frozen in a position the represents the minimum descent altitude and visibility minimums for the approach and observe the airport environment and lighting to determine the appropriateness of the simulator's visual cues.

4.2.8. Conduct a circling maneuver by constant visual reference to the airport environment and to the landing runway. Freeze the simulator periodically as the maneuver is being accomplished to observe whether the airport environment, ceiling, and visibility are maintained.

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4.2.9. Conduct the approach and circling maneuver again in “real time” (without pause) to determine if the procedure requires any unusual maneuvering and if it is a viable approach and landing.

4.2.10. Provided the evaluation parameters are acceptable, the POI will approve the simulator for the specific runway and circling approach combinations that may be used in the operator’s training curricula.

#### 4.3. Inoperative Components

In order for a training center or operator to conduct training, testing, and checking with inoperative components, the operator or training center may elect to have an approved Simulator Component Inoperative Guide (SCIG).

4.3.1. The SCIG outlines the training, checking, or testing that will not be permitted when a component is inoperative.

4.3.2. Although similar in effect, the operator or training center must not use an aircraft minimum equipment list (MEL) to determine the operational status of simulators or FTDs.

4.3.3. If a SCIG is used, the training center must develop as a part of the SCIG a management program for managing the repair of items, the use of the device in the degraded condition, and notification of the appropriate personnel. The SCIG management program must include procedures to ensure the reliability of the performance functions, and all other characteristics that were required for qualification for each flight simulator or FTD.

4.3.4. SCIGs require the POIs approval in order to be used in an approved training curriculum. Once approved, the POI will authorize the use of an SCIG by entry in the operator’s training program.

#### 4.4. Approving FTD

4.4.1. The first step requires the regulatory authority to evaluate and qualify flight-training equipment in accordance with technical standards.

4.4.2. The second step in the process requires the POI to evaluate the qualification report and recommendations. Before approval, the POI must determine if the flight training equipment is capable of performing each particular maneuver, procedure, or crewmember function required by the curriculum and that the equipment represents the specific category and class of aircraft, type of aircraft, and

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particular variation within the type of aircraft addressed by the curriculum. Training, testing, and checking in aircraft not of the same model, series, and variant (including, in some cases, similar serial numbers), and not equipped the same as the simulator or FTD must not be approved.

- 4.4.3. After determining that the flight training equipment is appropriately equipped and capable of accomplishing the curriculum requirements, the POI issues approval for the simulator or FTD to be used in a training program. The approval must specify any limitations that are appropriate. Approval to use a particular FTD (simulator or FTD) is authorized through the operator's training program.
- 4.4.4. Levels 4 and 5 FTDs.  
These devices are qualified by the FAA or other appropriate local regulatory agency in accordance with the qualification test guide submitted by the training center and accepted by that regulatory agency. Each device must meet and maintain the qualification standards set forth in FAA [AC 120-45](#) or equivalent. These devices are limited in capability and may only be used to conduct those maneuvers identified in the appropriate [Skill-Test-Standards \(STS\)](#).
- 4.4.5. Daily Inspection Requirements.  
Each simulator or FTD must be given a functional preflight inspection each day before use. As part of the approval process, the POI must determine if the training center has a procedure for accomplishing and documenting required preflight inspections. Preflight inspections will be conducted in accordance with a predetermined list of inspection items that are acceptable to the POI and must include a method of logging deficiencies.
- 4.4.6. Operating Deficiencies (Simulator or FTD).  
Each simulator and FTD must have a method to log discrepancies and to advise instructors and evaluators that training must not be conducted in events that rely on the inoperative equipment. POI must determine how the training center will identify, record, and resolve discrepancies. Training center must have in place a quality control system for discrepancies that provides instructors and evaluators with information on equipment status prior to the conduct of evaluations or instruction.
- 4.4.7. As part of the process for maintaining the FTDs/simulators qualification, the appropriate authority also conducts periodic evaluations to insure standards and performance of the equipment are being maintained.

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4.4.8. Evaluations may discover deficiencies that require a restriction to training, checking, or testing be imposed. A list of all deficiencies will be provided to the FTD's operator and the POI. The POI will review all forwarded discrepancies and determine if the training approval for the device will need to be restricted until the training center resolves the discrepancies. POIs are responsible for the continued surveillance of the centers simulators and FTDs and may also place a limitation/restriction on training, testing, and testing at any time when deficiencies are noted.

4.4.9. The resolution of discrepancies is the responsibility of the operator. It is also the responsibility of the operator to advise the CAAI and the POI in a timely manner that discrepancies, which have led to maneuver restrictions, have been repaired.

## 5. Task Outcomes

5.1. Each approved flight-training device or simulator must be listed in the operator's training program and approved by the POI.