

The following information shall be provided by an instructor (SFI/TRI) / or examiner (SFE/TRE) acceptable to ICETRA. In case of AOC holders, NP Training or his deputy must sign the application. A FSTD specification and evaluation report shall be provided.

- Approved Training Organisations (ATO) should send their application to FCL Section of the ICETRA
- AOC holders should send their application to OPS Section of the ICETRA

A. General

Operator :	AOC NO:	Training Organisation:	ATO NO:
-------------------	----------------	-------------------------------	----------------

Location of FSTD, Full address:
--

B. STD

Operator:	Manufacturer:	Aircraft type variant:	Year of Manuf:		EASA Certificate	Date of FSTD Cert	
Level / Classification	Type of Engine(s)	DAY:	Circling	Windshear Warning		Requested start date of user Approval	User internal audit performed YES
		DUSK	TCAS 7.1	LPC	OPC		
		Night	EGPWS	ZFTT:			NO

C. Training based related to Special Autorisations/approvals applied for (specify relevant data or notes in fields as applicable):

LVTO RVR:	ETOPS
CAT II RVR/DH minima:	RNAV1 (P-RNAV)
CAT III RVR/DH minima:	RNP APCH (LNAV/VNAV) (LNAV) (LPV)
CAT III RVR/DH minima:	RNP AR APCH
ADS – B <input type="checkbox"/> - C <input type="checkbox"/>	NVIS
Digital Communication CPDLC via ACARS	EFB Application (Specify)
Digital ATIS via Data Link	UPRT
Steep Approach Approval	

Other Applications to be trained, please specify:

Aircraft - FSTD Configuration Difference List.

See D page 3. Classification differences between FFS and A/C which the training or proficiency check is based on.

FOS-002
Date: 12.04.2024
Version: 4.4

Aircraft Type & Model:		Impact Assessment (1)		Compliance Levels (2)		Note (4)
FSTD Type & Model:						
ATA Chapter	Difference & Consequences (3)	Flight Characteristic	Procedure Changes	Training	Checking	
01 General	FSTD:					
	A/C:					
21 Air condition	FSTD:					
	A/C:					
22 Auto flight	FSTD:					
	A/C:					
23 Communication	FSTD:					
	A/C:					
24 Electrical power	FSTD:					
	A/C:					
25 Equipment	FSTD:					
	A/C:					
26 Fire	FSTD:					
	A/C:					
27 Flight controls	FSTD:					
	A/C:					
28 Fuel	FSTD:					
	A/C:					
29 Hydraulic power	FSTD:					
	A/C:					
30 Ice & Rain	FSTD:					
	A/C:					
31 Instruments	FSTD:					
	A/C:					
32 Landing gear	FSTD:					
	A/C:					
33 Lights	FSTD:					
	A/C:					
34 Navigation	FSTD:					
	A/C:					
35 Oxygen	FSTD:					
	A/C:					
36 Pneumatics	FSTD:					
	A/C:					
49 APU	FSTD:					
	A/C:					
52 Doors	FSTD:					
	A/C:					
71 Power plant	FSTD:					
	A/C:					

Notes:

D. Classification differences

FOS-002
Date: 24.03.2024
Version: 4.3

Classify the difference between the FFS and the tail number (A/C), which the training or proficiency check is based on.

The difference shall be classified between the aircraft and FFS in accordance with the Air Transport Association (ATA) chapters as above:

Compliance Levels		
Level	Impact	Training Methods
A	No influence on flight characteristics No influence on procedures (normal and/or abnormal) Differences in presentation Differences in operation.	Self instruction via the operations manual or flight crew information.
B	No influence on flight characteristics Influence on procedures (normal and/or abnormal) Possible differences in presentation and operation.	Flight crew information, computer-based training, system device training or special instruction by instructor.
C	Influence on flight characteristics Influence on procedures (normal and/or abnormal) and Eventually differences in presentation and operation.	Special instruction by instructor, a selected partial training on another FSTD or aircraft or a waiver because of previous experience, special instruction or training programme.
D	Influence on flight characteristics and/or Influence on procedures (normal/abnormal) and/or Differences in presentation and/or operation and FFS is level D qualified and is used for zero flight time Training (ZFTT).	A specified partial training on another FSTD or aircraft or a waiver because of previous experience, special instruction or training programme.

1. State „Yes“ or „No“ according to impact on flight characteristic, with resulting or required procedure changes.
2. State the compliance level A,B, C, D dependent on the statement made under Flight characteristics, according to the definitions above.
3. Describe the difference between the FSTD and the actual aircraft (e.g. difference in MCTOM) State also the consequences on the operation, e.g. if there is a difference in databases, RNAV capability, RVR certification etc.
4. Insert continual numbers for detailed descriptions, under Notes above. If there is no difference between FSTD and the aircraft used, state "Principles of operation and control of the system is similar to all (aircraft –model) used by the company"

Applicant's Statement:

I herewith confirm correctness of the application and confirm that I find this FSTD suitable for training and checking according to items listed in the application. I confirm as user our conformaty with ORO.FC.145(e)

Name, HT / NP Training:	Signature:	Organisation:	Date:

ICETRA user Approval:

Name of Inspector:	Signature:	Date:

Limitation imposed by ICETRA: