

## FULL FLIGHT SIMULATOR (FFS) LEVEL A/B/C/D CHECKLIST

| Initial Evaluation  |   | Recurrent Evaluation |   | Upgrade Evaluation    |   | Special Evaluation |   |
|---|---|----------------------|---|-----------------------|---|--------------------|---|
| Date of inspection / evaluation   |   |                      |   |                       |   |                    |   |
| Name of Organisation/ ATO   |   |                      |   |                       |   |                    |   |
| SACAA ATO Reference #   |   |                      |   |                       |   |                    |   |
| Base of operation   |   |                      |   |                       |   |                    |   |
| Postal address  |   |                      |   |                       |   | Postal code        |   |
| Telephone number  |   |                      |   | Fax number            |   |                    |   |
| Cellular phone number   |   |                      |   | E-mail                |   |                    |   |
| Chief Simulator Instructor  |   |                      |   |                       |   |                    |   |
| Chief Simulator Technician  |   |                      |   |                       |   |                    |   |
| SIMULATOR INFORMATION   |   |                      |   |                       |   |                    |   |
| SIMULATOR REGISTRATION  |   | Z                    | F | -                     | C | D                  | G |
| Qualification Level   | G   | A                    | B | C                     | D | G                  | D |
| Manufacturer  |   |                      |   |                       |   |                    |   |
| Serial Number   |   |                      |   |                       |   |                    |   |
| ICAO Type Designator & Variant  |   |                      |   |                       |   |                    |   |
| Simulator Computer  |   |                      |   |                       |   |                    |   |
| Visual System ( <i>Degrees FOV</i> )  |   |                      |   |                       |   |                    |   |
| Motion System ( <i>DOF</i> )  |   |                      |   |                       |   |                    |   |
| RSA Airfields ( <i>Specific Modelling</i> )   |   |                      |   |                       |   |                    |   |
| Entry into Service RSA  |   |                      |   | First Entered Service |   |                    |   |
| Engine Fit  |   |                      |   |                       |   |                    |   |
| Flight Management System  |   |                      |   |                       |   |                    |   |
| Avionics Suite  |   |                      |   |                       |   |                    |   |
| If Previously Qualified under Foreign Authority ( <i>For initial RSA only</i> )   | Authority Name                            |                      |   |                       |   |                    |   |
|   | Qualification Level                       |                      |   |                       |   |                    |   |
|   | Certificate #                             |                      |   |                       |   |                    |   |
|   | Expiry date                               |                      |   |                       |   |                    |   |
|   | Original Qualification Standard/ Doc/ Ref |                      |   |                       |   |                    |   |
| INSTRUCTIONS, DEFINITIONS AND ABBREVIATIONS   |   |                      |   |                       |   |                    |   |
| <ul style="list-style-type: none"> <li>• ✓ - shall mean fully compliant (FC). [Yes]</li> <li>• X - shall mean not compliant (NC). [No]</li> <li>• N/A - shall mean that the requirement is not relevant to the FSTD. (N/A)</li> <li>• - - shall mean Not Reviewed (NR). [Not Checked]</li> </ul>  |   |                      |   |                       |   |                    |   |
| DESCRIPTION OF FINDINGS/ REMARKS/ COMMENTS  |   |                      |   |                       |   |                    |   |
| <ul style="list-style-type: none"> <li>• <b>LEVEL 1</b> A Level 1 finding will require immediate action. This is an item which fails to comply with the required standard and therefore affects the level of qualification or the qualification itself. <ul style="list-style-type: none"> <li>- If these items will not be corrected or clarified within a given time limit, the SACAA may have to suspend, vary, restrict, or revoke the FSTD qualification.</li> </ul> </li> <li>• <b>LEVEL 2</b> A Level 2 finding will require the submission of a corrective action plan (CAP) within 7 days of the finding.</li> </ul> |   |                      |   |                       |   |                    |   |

- **LEVEL 3** A Level 3 finding will require the submission of a corrective action plan (CAP) within 14 days of the finding.
- **RESERVATION:** An item where compliance with the required standard is not clearly proven and the issue will be reserved for later decision. Resolution of these items will require either:
  - A SACAA policy ruling or
  - Additional substantiation
- **UNSERVICEABILITY:** A device, which is temporarily inoperative or performing below its normal level.
- **RESTRICTION:** An item which prevents the full usage of the FSTD according to the training, testing and checking considerations due to unusable devices, systems or parts thereof.
- **RECOMMENDATION FOR IMPROVEMENT:** An item which meets the required standard, but where considerable improvement is strongly recommended.
- **COMMENT:** Self-explanatory.

**INITIAL EVALUATION TOWARDS QUALIFICATION:**

Conduct a complete evaluation of all systems and functionality of the FSTD.

**RECURRENT EVALUATION:**

Conduct a sampling evaluation to establish working of systems and functionality.

**UPGRADE, POST-MODIFICATION OR SPECIAL EVALUATION:**

Conduct evaluation of only those systems or functions that are/ have been affected.

| A. CAA RESPONSIBILITY: PRE-INSPECTION PREPARATION |   | N/A | FC | NC | Note |
|---|---|-----|----|----|------|
| 1.  | <b>Initial:</b> Has the organisation formally applied for the registration and inspection of this simulator?  |     |    |    |      |
| 2.  | <b>Revalidation:</b> Has the organisation formally applied for the annual recurrent qualification of this simulator?                                    |     |    |    |      |
| 3.  | Is there proof of payment for this initial/ revalidation inspection?  |     |    |    |      |
| 4.  | Does the application clearly indicate the following:  |     |    |    |      |
|   | ➤ ATO Post Holders  |     |    |    |      |
|   | ➤ Contact telephone numbers   |     |    |    |      |
|   | ➤ Postal address  |     |    |    |      |
|   | ➤ Physical place of business  |     |    |    |      |
| 5.  | Does the organisation have an approved, up to date amended Training and Procedures Manual that includes syllabus and procedures for simulator training? |     |    |    |      |
| B. ON-SITE INSPECTION                             |   |     |    |    |      |
| 1. INFRASTRUCTURE                                 |   | N/A | FC | NC | Note |
| a.  | Is the location of the simulator acceptable?  |     |    |    |      |
| b.  | Is this location conducive to learning ie. noise, distractions, movement of people etc?   |     |    |    |      |
| c.  | Are the buildings, furnishings and general appearance of this location acceptable?  |     |    |    |      |
| d.  | Does the simulator and/ or facility have access control?  |     |    |    |      |
| e.  | FSTD facility fire extinguishers  |     |    |    |      |
| f.  | FSTD facility first aid kit   |     |    |    |      |
| g.  | Building Emergency Evacuation markings  |     |    |    |      |
| 2. DOCUMENTATION – Simulator                      |   | N/A | FC | NC | Note |
| a.  | Review FSTD Qualification Documentation JAA, FAA, EASA, or state<br><i>(Only for initial RSA)</i>   |     |    |    |      |
| b.  | Review FSTD Manufacturer Statements of Compliance & VDR <i>(Only for initial RSA)</i>   |     |    |    |      |
| c.  | Review Last Qualification Certificate issued  |     |    |    |      |
| d.  | Review the last Evaluation Report issued  |     |    |    |      |
| e.  | Review Master QTG or ATG  |     |    |    |      |

|  |   |                 |           |           |             |
|--|---|-----------------|-----------|-----------|-------------|
| f.   | Review previous 12 Months QTG's run in the required 4 Quarters of the past year                                       |                 |           |           |             |
| g.   | Review previous 12 Months Defect List   |                 |           |           |             |
| h.   | Copy list of open defects   |                 |           |           |             |
|  |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| i.   | Review previous 12 months Maintenance Records   |                 |           |           |             |
| j.   | Review previous 12 Months Reliability / Lost Time reports   |                 |           |           |             |
| k.   | Review previous 12 Months Quarterly Subjective Fly-Out results  |                 |           |           |             |
| l.   | Review previous 12 Months Quality reports   |                 |           |           |             |
| m.   | Review FSTD Modification File   |                 |           |           |             |
| n.   | Review Navigation Database & other software update entries  |                 |           |           |             |
| o.   | Review SACAA Approved FSTD Quality Manual   |                 |           |           |             |
| p.   | Quality Manager Interview in accordance with the Quality reports submitted  |                 |           |           |             |
| q.   | Simulator training authorisation sheets   |                 |           |           |             |
| r.   | Daily function pre-flight check record  |                 |           |           |             |
| s.   | Charts /approach plates   |                 |           |           |             |
| t.   | Flight Logs   |                 |           |           |             |
| u.   | Simulator/instructor station operating manual   |                 |           |           |             |
| v.   | Have the simulator instructors been trained on the Instructor's operating station and issued with an IOS certificate? |                 |           |           |             |
| <b>Check version / edition for validity of:</b>          |   | <b>Revision</b> |           |           | <b>Note</b> |
| w.   | Simulation Configuration Files for latest/ relevant version   |                 |           |           |             |
| x.   | Airplane Flight Manual  |                 |           |           |             |
| y.   | Airplane Performance Manual   |                 |           |           |             |
| z.   | Normal/ emergency and abnormal checklists   |                 |           |           |             |
| aa.  | Quick Reference Handbook (QRH)  |                 |           |           |             |
| bb.  | Navigation Database Date (current within 28-day update cycle)   |                 |           |           |             |
| <b>3. DOCUMENTATION – User/ All Third-Party Training</b> |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| a.   | User certificate  |                 |           |           |             |
| b.   | Lease agreement   |                 |           |           |             |
| c.   | Flight Logs   |                 |           |           |             |
| d.   | Simulator/instructor operating manual   |                 |           |           |             |
| e.   | Crew training manual  |                 |           |           |             |
| f.   | Difference Lists  |                 |           |           |             |
| g.   | Performance Data  |                 |           |           |             |
| h.   | Normal/emergency and abnormal checklists  |                 |           |           |             |
| i.   | AFM, FCOM, POH  |                 |           |           |             |
| j.   | QRH   |                 |           |           |             |
| <b>4. FSTD EXTERNAL CHECKS</b>                           |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| a.   | Appearance and Cleanliness  |                 |           |           |             |
| b.   | Stairway/Access Bridge  |                 |           |           |             |
| c.   | Emergency Rope Ladder   |                 |           |           |             |
| d.   | "Motion On"/ "Flight In Progress" Lights  |                 |           |           |             |
| e.   | FSTD Surroundings emergency exit doors for correct operation.   |                 |           |           |             |
| f.   | Escape routes and marking.  |                 |           |           |             |
| g.   | Validity, markings and location of First Aid Kits.  |                 |           |           |             |
| h.   | All Fire Extinguishers for location, Expiry Date and Correct Type.  |                 |           |           |             |
| i.   | Hydraulic Room for Oil Leaks and Fire hazards.  |                 |           |           |             |
| j.   | Electrical Room for Hazards and Cleanliness.  |                 |           |           |             |
| k.   | FSTD Spares and Spares Documentation.   |                 |           |           |             |
| l.   | All Metrology Instruments used for testing.   |                 |           |           |             |

On entry to the simulator with no power applied to simulator, check no lights illuminated and cockpit noise satisfactory. There should be no light leakage from the Visual Out of The Window display system

|   |   |                 |           |                               |             |
|---|---|-----------------|-----------|-------------------------------|-------------|
| <b>5. SIMULATOR INTERNAL CHECKS</b>   |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b>                     | <b>Note</b> |
| a.  | Cleaning/Disinfecting Towels ( <i>For O<sub>2</sub> Masks</i> ) |                 |           |                               |             |
| b.  | Cockpit Layout ( <i>Compare with aircraft differences</i> )     |                 |           |                               |             |
| c.  | Quick Donning Oxygen Masks                                      |                 |           |                               |             |
| d.  | Headsets  |                 |           |                               |             |
| e.  | Smoke Goggles   |                 |           |                               |             |
| f.  | Sunvisors   |                 |           |                               |             |
| g.  | Aircraft Escape Hatches/ Ropes ( <i>Simulated</i> )             |                 |           |                               |             |
| h.  | Chart Holders   |                 |           |                               |             |
| i.  | Limitation Placards   |                 |           |                               |             |
| j.  | Fire Extinguishers ( <i>Check Inspection Dates</i> )            |                 |           |                               |             |
| k.  | Crash Axe   |                 |           |                               |             |
| l.  | Gear Pins   |                 |           |                               |             |
| m.  | FSTD EMERGENCY STOP Buttons                                     |                 |           |                               |             |
| <b>6. INITIAL SETUP CONDITIONS</b> (Please enter weights in either kg or lbs) |   |                 |           |                               |             |
| <b>Airport</b>  |   | <b>R/W</b>      |           | <b>Parking Bay/<br/>Stand</b> |             |
| <b>QNH</b>  |   | <b>OAT (°C)</b> |           | <b>Wind (DDD/VV)</b>          |             |
| <b>ZFW</b>  |   | <b>Fuel</b>     |           | <b>GW</b>                     |             |
| <b>7. POWER SUPPLY AND APU START CHECKS</b>                                   |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b>                     | <b>Note</b> |
| a.  | Batteries and Static Inverter                                   |                 |           |                               |             |
| b.  | APU Start with Battery  |                 |           |                               |             |
| c.  | APU Shutdown Using Fire Handle                                  |                 |           |                               |             |
| d.  | External Power Connection                                       |                 |           |                               |             |
| e.  | APU Start with External Power                                   |                 |           |                               |             |
| f.  | Abnormal APU Start/ Operation, state: _____                     |                 |           |                               |             |
| <b>8. COCKPIT CHECKS</b>  |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b>                     | <b>Note</b> |
| a.  | Cockpit Preparation Checks                                      |                 |           |                               |             |
| b.  | FMC Programming   |                 |           |                               |             |
| c.  | Communications & Nav Aid Checks                                 |                 |           |                               |             |
| d.  | Flight Controls Checks  |                 |           |                               |             |
| e.  | System tests (WX, TCAS, EGPW etc)                               |                 |           |                               |             |
| <b>9. ENGINE START</b>  |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b>                     | <b>Note</b> |
| f.  | Before Start Checks   |                 |           |                               |             |
| g.  | Battery Start with Ground Supply                                |                 |           |                               |             |
| h.  | Engine External Bleed Start/ Cross Bleed Start                  |                 |           |                               |             |
| i.  | Normal Start  |                 |           |                               |             |
| j.  | Hot Start   |                 |           |                               |             |
| k.  | Hung Start  |                 |           |                               |             |
| l.  | Other Abnormal Start, state: _____                              |                 |           |                               |             |
| <b>10. TAXI CHECKS</b>  |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b>                     | <b>Note</b> |
| a.  | Pushback  |                 |           |                               |             |
| b.  | Taxi Checks   |                 |           |                               |             |
| <b>11. GROUND HANDLING</b>  |   | <b>N/A</b>      | <b>FC</b> | <b>NC</b>                     | <b>Note</b> |
| c.  | Thrust Required to Move   |                 |           |                               |             |
| d.  | Thrust Lever Friction   |                 |           |                               |             |
| e.  | Thrust Response   |                 |           |                               |             |
| f.  | Nose Wheel/Pedal Steering                                       |                 |           |                               |             |
| g.  | Brakes – Response and Differential                              |                 |           |                               |             |

|  |   |            |           |           |             |
|--|---|------------|-----------|-----------|-------------|
| h.   | Normal System   |            |           |           |             |
| i.   | Alternate System  |            |           |           |             |
| j.   | Emergency System  |            |           |           |             |
| k.   | Nose Wheel Scuffing in 360° turn  |            |           |           |             |
| l.   | Tiller hard-over, or full pedal deflection at +10 knots, select idle thrust/power, check & record degrees of turn before aircraft stops to record inertia |            |           |           |             |
| m.   | Taxi-way Roughness Set & Checked  |            |           |           |             |
| <b>NB: Please refer to and complete applicable portions for 26. Airport Visual Assessment throughout</b> |   |            |           |           |             |
| <b>12. TAKE OFF</b>  |   | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| <b>12.1 Normal Take-off:</b>   |   |            |           |           |             |
| a.   | T/O Configuration Warnings  |            |           |           |             |
| b.   | Acceleration characteristics  |            |           |           |             |
| c.   | Engine Sounds – evaluate buffet at high power ( <i>brakes on</i> )  |            |           |           |             |
| d.   | Nose-wheel steering and rudder steering   |            |           |           |             |
| e.   | Runway rumble and nose wheel lights ( <i>check with varying runway roughness set</i> )  |            |           |           |             |
| f.   | Instrument indications  |            |           |           |             |
| g.   | Control force and position to rotate ( <i>rotation characteristics</i> )  |            |           |           |             |
| h.   | Motion cue for rotation and climb   |            |           |           |             |
| i.   | Gear and flap retraction-trim changes ( <i>sound cues</i> )   |            |           |           |             |
| <b>12.2 Low Visibility Take-off:</b>   |   |            |           |           |             |
| a.   | Low Visibility Take-off ( <i>Normal</i> )   |            |           |           |             |
| b.   | Low Visibility Take-off ( <i>with Engine Failure</i> )  |            |           |           |             |
| <b>12.3 Crosswind take-off (max demonstrated):</b>   |   |            |           |           |             |
| a.   | Check for tendency to weathercock into wind   |            |           |           |             |
| b.   | Tendency for upwind wing to lift, wheel input required  |            |           |           |             |
| <b>12.4 Engine Failures after V<sub>1</sub>:</b>   |   |            |           |           |             |
| a.   | Control positions and force required to maintain centreline   |            |           |           |             |
| b.   | Ease of rotation, control positions and forces, trim changes  |            |           |           |             |
| c.   | V <sub>2</sub> climb and acceleration to clean configuration  |            |           |           |             |
| d.   | Motion effects  |            |           |           |             |
| <b>12.5 Rejected Take-off:</b>   |   |            |           |           |             |
| a.   | Dry   |            |           |           |             |
| b.   | Wet   |            |           |           |             |
| c.   | Icy   |            |           |           |             |
| d.   | Patchy Ice  |            |           |           |             |
| e.   | Auto brake function   |            |           |           |             |
| f.   | Anti-skid operation   |            |           |           |             |
| g.   | Speed brake deployment  |            |           |           |             |
| h.   | Motion/Visual effects   |            |           |           |             |
| <b>12.6 Windshear during Take-off:</b>   |   |            |           |           |             |
| a.   | Controllability during Wind shear encounter   |            |           |           |             |
| b.   | Performance adequate when using correct techniques  |            |           |           |             |
| c.   | Wind shear indications satisfactory   |            |           |           |             |
| d.   | Motion cues satisfactory ( <i>particularly turbulence effects</i> )   |            |           |           |             |
| <b>13. CLIMB</b>   |   | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| a.   | Normal climb  |            |           |           |             |
| b.   | One engine inoperative (OEI) climb  |            |           |           |             |
| c.   | Check Air-conditioning  |            |           |           |             |
| d.   | Check Pressurisation  |            |           |           |             |
| e.   | Check Bleed Air   |            |           |           |             |

|   |  |            |           |           |             |
|---|--|------------|-----------|-----------|-------------|
| f.  | Check Leak Rate  |            |           |           |             |
| g.  | Check Ventilation  |            |           |           |             |
| h.  | Check Auto flight  |            |           |           |             |
| i.  | Check Communications   |            |           |           |             |
| j.  | Check Electrical System  |            |           |           |             |
| k.  | Check Fuel System  |            |           |           |             |
| l.  | Check Icing Systems  |            |           |           |             |
| m.  | Check Navigation/ Flight Management Systems                            |            |           |           |             |
| n.  | Check Pneumatics   |            |           |           |             |
| <b>14. CRUISE</b>   |  | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| a.  | Check Cruise Performance   |            |           |           |             |
| <b>Accelerate to high speed</b>   |  |            |           |           |             |
| b.  | Check High Speed/High Altitude Handling                                |            |           |           |             |
| c.  | Check high speed Trim changes ( <i>Mach tuck</i> )                     |            |           |           |             |
| d.  | Check Overspeed warning  |            |           |           |             |
| e.  | Check Aircraft control at high speed satisfactory                      |            |           |           |             |
| f.  | Check High Speed Buffet onset ( <i>if applicable</i> )                 |            |           |           |             |
| g.  | Check Envelope limiting functions on CCA ( <i>if applicable</i> )      |            |           |           |             |
| h.  | Check for normal speed recovery if power reduced and spoilers deployed |            |           |           |             |
| <b>Reduce Airspeed to just below level flight buffet onset speed and commence a turn then check:</b>  |  |            |           |           |             |
| i.  | High Speed buffet increases with G loading                             |            |           |           |             |
| j.  | Turns without spoilers (speed brake) deployed                          |            |           |           |             |
| k.  | Turns with spoilers (speed brake) deployed                             |            |           |           |             |
| <b>Switch off yaw damper and autopilot and initiate a Dutch Roll and check:</b>   |  |            |           |           |             |
| l.  | Aircraft dynamics  |            |           |           |             |
| m.  | Simulator motion effects.  |            |           |           |             |
| <b>Switch on yaw damper and re-initiate a Dutch Roll and check:</b>   |  |            |           |           |             |
| n.  | Damped aircraft dynamics   |            |           |           |             |
| o.  | Damped Simulator motion effects  |            |           |           |             |
| <b>15. DESCENT FROM HIGH ALTITUDE</b>   |  | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| <b>Reduce thrust levers to idle and commence descent and deploy spoilers then check:</b>  |  |            |           |           |             |
| a.  | Spoilers indications   |            |           |           |             |
| b.  | Symmetrical deployment   |            |           |           |             |
| c.  | Airframe buffet  |            |           |           |             |
| d.  | Aircraft response hands off  |            |           |           |             |
| e.  | Blow down  |            |           |           |             |
| f.  | APU Operation Start at maximum cleared altitude                        |            |           |           |             |
| <b>Engine Shutdown and Drift-down from above max single/ 2 engine altitude, then check:</b>   |  |            |           |           |             |
| g.  | FMC operation  |            |           |           |             |
| h.  | Aircraft performance   |            |           |           |             |
| i.  | Engine Relight   |            |           |           |             |
| j.  | Cabin Depressurisation / Emergency Descent checks:                     |            |           |           |             |
| <b>Check cockpit indications</b>  |  |            |           |           |             |
| k.  | Cockpit crew mask ease of deployment                                   |            |           |           |             |
| l.  | Mask operation / communication / flow                                  |            |           |           |             |
| m.  | Pressurisation system operation  |            |           |           |             |
| <b>Carry out engine relight(s) within and outside of the Start Envelope, both windmill or assisted and check time to accelerate and engine parameters as well as check whether the engine will start out of the start envelope, above, below Speed requirements, above Altitude Requirements all readings to be recorded, refer to Simulator handbook for full details.</b> |  |            |           |           |             |
| n.  | Windmill Start outside of envelope speed – no start                    |            |           |           |             |
| o.  | Windmill Start accelerating to envelope speed                          |            |           |           |             |

|  |   |            |           |           |             |
|--|---|------------|-----------|-----------|-------------|
| p.   | Windmill Start outside of envelope above max altitude – no start                              |            |           |           |             |
| q.   | Windmill Start outside of envelope descending into envelope altitude                          |            |           |           |             |
| r.   | Assisted Start outside of envelope speed – no start   |            |           |           |             |
| s.   | Assisted Start accelerating to envelope speed   |            |           |           |             |
| t.   | Assisted Start outside of envelope above max altitude – no start                              |            |           |           |             |
| u.   | Assisted Start outside of envelope descending into envelope altitude                          |            |           |           |             |
| <b>16. MEDIUM ALTITUDE CHECKS</b>  |   | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| a.   | High angle of attack/ stall in clean Configuration  |            |           |           |             |
| b.   | High angle of attack/ stall in approach configuration   |            |           |           |             |
| c.   | System displays / operations  |            |           |           |             |
| d.   | Handling characteristics satisfactory including trim changes and forces                       |            |           |           |             |
| e.   | Stall identification  |            |           |           |             |
| f.   | Stick shaker speed  |            |           |           |             |
| g.   | Buffet characteristics and onset speed  |            |           |           |             |
| h.   | Envelope limiting functions on CCA <i>(if applicable)</i>                                     |            |           |           |             |
| i.   | Trim Change at stall  |            |           |           |             |
| j.   | Stall hysteresis modelled   |            |           |           |             |
| k.   | Recover to straight and level flight  |            |           |           |             |
| <b>Repeat a stall with the autopilot engaged and check CCA function and aircraft/auto pilot behaviour, check (only for CCA):</b> |   |            |           |           |             |
| l.   | Flight handling characteristics   |            |           |           |             |
| m.   | Engine handling characteristics   |            |           |           |             |
| <b>Turning Flight Clean and in Approach configuration Roll aircraft into the turn and establish a 30/45 bank angle check:</b>    |   |            |           |           |             |
| n.   | Stick force required, satisfactory  |            |           |           |             |
| o.   | Check normal acceleration indication on IOS Flight Page                                       |            |           |           |             |
| p.   | Wheel requirement to maintain bank angle  |            |           |           |             |
| q.   | Slip ball response, satisfactory <i>(note no g force cue apparent)</i>                        |            |           |           |             |
| <b>Roll aircraft from 45° bank to 45° bank while maintaining altitude and airspeed to check:</b>                                 |   |            |           |           |             |
| r.   | Controllability during representative manoeuvre   |            |           |           |             |
| <b>17. WEATHER CHECKS</b>  |   | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| <b>Storm Selection, Check:</b>   |   |            |           |           |             |
| a.   | WX Radar Controls   |            |           |           |             |
| b.   | WX Radar Operation  |            |           |           |             |
| c.   | Visual scene content corresponds with WX pattern and IOS selection and indication             |            |           |           |             |
| <b>Fly through storm area, Check:</b>  |   |            |           |           |             |
| d.   | Aircraft enters cloud   |            |           |           |             |
| e.   | Aircraft encounters representative turbulence   |            |           |           |             |
| f.   | Rain / hail sound effects evident   |            |           |           |             |
| g.   | As aircraft leaves storm area Check: Storm effects disappear                                  |            |           |           |             |
| <b>18. TCAS CHECKS</b>   |   | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| <b>TCAS Check as follows:</b>  |   |            |           |           |             |
| a.   | Traffic appears on visual and TCAS displays   |            |           |           |             |
| b.   | As conflicting traffic approaches take relevant avoiding action, Check;                       |            |           |           |             |
| c.   | Visual and TCAS system display indicate correct results.                                      |            |           |           |             |
| d.   | If correctly executed there is no collision   |            |           |           |             |
| <b>As conflicting traffic approaches take no avoiding action, Check:</b>   |   |            |           |           |             |
| e.   | Visual and TCAS system display indicate correct indications                                   |            |           |           |             |
| f.   | Aircraft either fly through each other or collide with resultant crash <i>(record result)</i> |            |           |           |             |
| <b>19. GPWS/ EGPWS CHECKS</b>  |   | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| a.   | Check Instrument indication   |            |           |           |             |



| <b>Check Voice Commands:</b>                               |  |            |           |           |             |
|--|--|------------|-----------|-----------|-------------|
| b.   | Mode 1 – High rate of descent  |            |           |           |             |
| c.   | Mode 2 – High rate of closure with the ground                          |            |           |           |             |
| d.   | Mode 3 – Loss of altitude after take-off                               |            |           |           |             |
| e.   | Mode 4 – Proximity to the ground when not in the landing configuration |            |           |           |             |
| f.   | Mode 5 – Descent below the Instrument Landing System (ILS) glideslope  |            |           |           |             |
| g.   | Mode 6 – Altitude call-out   |            |           |           |             |
| h.   | Mode 7 – Windshear call-out  |            |           |           |             |
| i.   | Not Mode Numbered – Terrain Proximity                                  |            |           |           |             |
| <b>20. FAILURES &amp; NON-NORMAL CONDITIONS</b>            |  | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| <b>Degraded flight controls Check:</b>                     |  |            |           |           |             |
| a.   | Indications  |            |           |           |             |
| b.   | Procedures following QRH, correct result                               |            |           |           |             |
| c.   | Description: _____   |            |           |           |             |
| <b>Hydraulics System Failures</b>                          |  |            |           |           |             |
| d.   | Indications correct  |            |           |           |             |
| e.   | Procedures following QRH, correct result                               |            |           |           |             |
| f.   | Description: _____   |            |           |           |             |
| <b>Electrical System Failures</b>                          |  |            |           |           |             |
| g.   | Indications correct  |            |           |           |             |
| h.   | Procedures following QRH, correct result                               |            |           |           |             |
| i.   | Description: _____   |            |           |           |             |
| <b>Leading Edge Flaps/ Slats /Flaps/ Spoilers Failures</b> |  |            |           |           |             |
| j.   | Indications correct  |            |           |           |             |
| k.   | Procedures following QRH, correct result                               |            |           |           |             |
| l.   | Description: _____   |            |           |           |             |
| <b>Landing Gear Failure</b>                                |  |            |           |           |             |
| m.   | Indications correct  |            |           |           |             |
| n.   | Procedures following QRH, correct result                               |            |           |           |             |
| o.   | Description: _____   |            |           |           |             |
| <b>Pressurisation Failure</b>                              |  |            |           |           |             |
| p.   | Indications correct  |            |           |           |             |
| q.   | Procedures following QRH, correct result                               |            |           |           |             |
| r.   | Description: _____   |            |           |           |             |
| <b>21. HOLDING</b>   |  | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| a.   | FMC operation  |            |           |           |             |
| b.   | Auto pilot operation   |            |           |           |             |
| c.   | Auto Thrust performance  |            |           |           |             |
| <b>22. APPROACHES</b>                                      |  | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| <b>Conduct at least one of each section from a. to z.:</b> |  |            |           |           |             |
| <b>22.1 All engines operating (Manual)</b>                 |  |            |           |           |             |
| a.   | NDB, VOR, VOR/DME  |            |           |           |             |
| b.   | RNAV (GNSS)  |            |           |           |             |
| c.   | RNAV (RNP)   |            |           |           |             |
| d.   | ILS CAT I  |            |           |           |             |
| e.   | ILS CAT II   |            |           |           |             |
|  |  | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| f.   | ILS CAT III  |            |           |           |             |

|  |   |            |           |           |             |
|--|---|------------|-----------|-----------|-------------|
| g.   | Missed approach   |            |           |           |             |
| h.   | Circling  |            |           |           |             |
| <b>22.2</b>                                      | <b>All engines operating (Automated flight)</b>                       |            |           |           |             |
| i.   | NDB, VOR, VOR/DME   |            |           |           |             |
| j.   | RNAV (GNSS)   |            |           |           |             |
| k.   | RNAV (RNP)  |            |           |           |             |
| l.   | ILS CAT I   |            |           |           |             |
| m.   | ILS CAT II  |            |           |           |             |
| n.   | ILS CAT III   |            |           |           |             |
| o.   | Missed approach   |            |           |           |             |
| p.   | Circling  |            |           |           |             |
| q.   | Autoland  |            |           |           |             |
| <b>22.3</b>                                      | <b>One engine inoperative (Manual or Automated)</b>                   |            |           |           |             |
| r.   | NDB, VOR, VOR/DME   |            |           |           |             |
| s.   | RNAV (GNSS)   |            |           |           |             |
| t.   | RNAV (RNP)  |            |           |           |             |
| u.   | ILS CAT I   |            |           |           |             |
| v.   | ILS CAT II  |            |           |           |             |
| w.   | ILS CAT III   |            |           |           |             |
| x.   | Missed approach   |            |           |           |             |
| y.   | Circling  |            |           |           |             |
| z.   | Autoland  |            |           |           |             |
| <b>23. LANDINGS</b>                              |   | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| <b>23.1 Normal:</b>                              |   |            |           |           |             |
| a.   | Ease of handling during flare and landing                             |            |           |           |             |
| b.   | Control forces and positions required                                 |            |           |           |             |
| c.   | Assessment of touch down height                                       |            |           |           |             |
| d.   | Touchdown motion cues   |            |           |           |             |
| e.   | Touchdown Sound cues  |            |           |           |             |
| f.   | Spoiler and reverse thrust operation                                  |            |           |           |             |
| g.   | Braking   |            |           |           |             |
| h.   | Motion cues with reverse thrust operation                             |            |           |           |             |
| i.   | Directional control on the ground, with reverse thrust.               |            |           |           |             |
| j.   | Directional control on the ground, without reverse thrust.            |            |           |           |             |
| k.   | Brake and anti-skid operation dry.                                    |            |           |           |             |
| l.   | Brake and anti-skid operation wet.                                    |            |           |           |             |
| m.   | Brake and anti-skid operation wet and icy conditions                  |            |           |           |             |
| n.   | Brake and anti-skid operation dry icy conditions                      |            |           |           |             |
| o.   | Representative stopping distances                                     |            |           |           |             |
| p.   | After Landing Checks  |            |           |           |             |
| q.   | Instrument Indications  |            |           |           |             |
| r.   | Checklist Items   |            |           |           |             |
| <b>23.2 Crosswind Landing (max demonstrated)</b> |   |            |           |           |             |
| a.   | Check for tendency to weathercock into wind                           |            |           |           |             |
| b.   | Tendency to drift off centreline due to wind, controls input required |            |           |           |             |
| <b>23.3 Windshear on Approach/ Landing</b>       |   |            |           |           |             |
| a.   | Controllability during Wind shear encounter                           |            |           |           |             |
| b.   | Performance adequate when using correct techniques                    |            |           |           |             |
| c.   | Wind shear indications satisfactory                                   |            |           |           |             |
| d.   | Motion cues satisfactory ( <i>particularly turbulence effects</i> )   |            |           |           |             |

|  |                                       |           |  |            |           |  |
|--|---------------------------------------|-----------|--|------------|-----------|--|
| <b>24. TAXI BACK AND PARKING</b>                           |                                       |           | <b>N/A</b>                               | <b>FC</b>  | <b>NC</b> | <b>Note</b>                                  |
| a.   | Parking brake operation satisfactory  |           |  |            |           |  |
| b.   | Shutdown Checks as per Checklist      |           |  |            |           |  |
| <b>25. CRASH FUNCTIONS</b>                                 |                                       |           | <b>N/A</b>                               | <b>FC</b>  | <b>NC</b> | <b>Note</b>                                  |
| <b>25.1 Gear-up Crash</b>                                  |                                       |           |  |            |           |  |
| a.   | Motion cues & system protection       |           |  |            |           |  |
| b.   | Sound cues                            |           |  |            |           |  |
| c.   | Simulation freeze or crash indication |           |  |            |           |  |
| <b>25.2 Excessive rate of decent Crash</b>                 |                                       |           |  |            |           |  |
| d.   | Motion cues & system protection       |           |  |            |           |  |
| e.   | Sound cues                            |           |  |            |           |  |
| f.   | Simulation freeze or crash indication |           |  |            |           |  |
| <b>25.3 Excessive bank angle crash</b>                     |                                       |           |  |            |           |  |
| g.   | Motion cues & system protection       |           |  |            |           |  |
| h.   | Sound cues                            |           |  |            |           |  |
| i.   | Simulation freeze or crash indication |           |  |            |           |  |
| <b>26. THREE SPECIFIC AIRPORT MODELS VISUAL ASSESSMENT</b> |                                       |           | <b>N/A</b>                               | <b>FC</b>  | <b>NC</b> | <b>Note</b>                                  |
| <b>26.1 AIRPORT 1 DESIGNATOR: _____</b>                    |                                       |           |  |            |           |  |
| a.   | Daylight, Dusk, Night Scene Controls  |           |  |            |           |  |
| b.   | Cockpit "Daylight" ambient lighting   |           |  |            |           |  |
| c.   | Environment Light Controls            |           |  |            |           |  |
| d.   | Runway Light Controls                 |           |  |            |           |  |
| e.   | Taxiway Light Controls                |           |  |            |           |  |
| f.   | Approach Light Controls               |           |  |            |           |  |
| <b>GROUND ASSESSMENT:</b>                                  |                                       |           |  |            |           |  |
|  | <b>YES</b>                            | <b>NO</b> |  | <b>YES</b> | <b>NO</b> |  |
| Ramp area for correct buildings                            |                                       |           | Gates/ Air bridges                       |            |           | Daylight shadows                             |
| Maintenance ground equipment                               |                                       |           | Parked aircraft                          |            |           | Night-time light pools                       |
| Taxiway signage boards                                     |                                       |           | Taxiway markings                         |            |           | Cat i, ii holding points, Loc sensitive area |
| Taxiway shape/grass areas                                  |                                       |           | Taxiway lights position and colours      |            |           | Runways for correct markings                 |
| Runway markers & boards                                    |                                       |           | Runway slope                             |            |           | Runway light positions and colours           |
| Directionality of runway lights                            |                                       |           | General terrain and significant features |            |           | Visual scene aliasing                        |
| General Colours  |                                       |           | Occulting                                |            |           | Ground Traffic                               |
| Marshaller   |                                       |           | Parking Bay Taxi Guidance                |            |           | Other - specify                              |
| <b>IN FLIGHT ASSESSMENT:</b>                               |                                       |           |  |            |           |  |
|  | <b>YES</b>                            | <b>NO</b> |  | <b>YES</b> | <b>NO</b> |  |
| Airport environment for correct terrain                    |                                       |           | Significant features                     |            |           | Airport features                             |
| Built up areas, roads etc;                                 |                                       |           | Runways for correct markings             |            |           | Directionality of runway                     |
| Directionality of taxiways                                 |                                       |           | Directionality of runway lights          |            |           | Runway slope                                 |
| Functionality of PAPI/ VASI                                |                                       |           | Functionality of approach lighting       |            |           | Visual scene aliasing                        |
| General Colours  |                                       |           | Occulting                                |            |           | Other - specify                              |

| Use flight freeze as necessary for confirmation of the following: |  |           | N/A                                      | FC         | NC        | Note   |
|---|--|-----------|--|------------|-----------|--|
| <b>Approaching Airfield at 5NM:</b>                               |  |           |  |            |           |  |
| a.  | Airfield Features                          |           |  |            |           |  |
| b.  | Approach Lights                            |           |  |            |           |  |
| c.  | Runway definition                          |           |  |            |           |  |
|   |  |           | N/A                                      | FC         | NC        | Note   |
| d.  | Runway edge lights and PAPI / VASI         |           |  |            |           |  |
| <b>Approaching Airfield at 2NM</b>                                |  |           |  |            |           |  |
| e.  | PAPI / VASI                                |           |  |            |           |  |
| f.  | Runway centreline lights                   |           |  |            |           |  |
| g.  | Runway threshold and touchdown zone lights |           |  |            |           |  |
| <b>Approaching 200'RA</b>   |  |           |  |            |           |  |
| h.  | Runway definition                          |           |  |            |           |  |
| i.  | Runway lights                              |           |  |            |           |  |
| <b>26.2 AIRPORT 2 DESIGNATOR: _____</b>                           |  |           |  |            |           |  |
| g.  | Daylight, Dusk, Night Scene Controls       |           |  |            |           |  |
| h.  | Cockpit "Daylight" ambient lighting        |           |  |            |           |  |
| i.  | Environment Light Controls                 |           |  |            |           |  |
| j.  | Runway Light Controls                      |           |  |            |           |  |
| k.  | Taxiway Light Controls                     |           |  |            |           |  |
| l.  | Approach Light Controls                    |           |  |            |           |  |
| <b>GROUND ASSESSMENT:</b>   |  |           |  |            |           |  |
|   | <b>YES</b>                                 | <b>NO</b> |  | <b>YES</b> | <b>NO</b> |  |
| Ramp area for correct buildings                                   |  |           | Gates/ Air bridges                       |            |           | Daylight shadows                             |
| Maintenance ground equipment                                      |  |           | Parked aircraft                          |            |           | Night-time light pools                       |
| Taxiway signage boards  |  |           | Taxiway markings                         |            |           | Cat i, ii holding points, Loc sensitive area |
| Taxiway shape/grass areas   |  |           | Taxiway lights position and colours      |            |           | Runways for correct markings                 |
| Runway markers & boards   |  |           | Runway slope                             |            |           | Runway light positions and colours           |
| Directionality of runway lights                                   |  |           | General terrain and significant features |            |           | Visual scene aliasing                        |
| General Colours   |  |           | Occulting                                |            |           | Ground Traffic                               |
| Marshaller  |  |           | Parking Bay Taxi Guidance                |            |           | Other - specify                              |
| <b>IN FLIGHT ASSESSMENT:</b>                                      |  |           |  |            |           |  |
|   | <b>YES</b>                                 | <b>NO</b> |  | <b>YES</b> | <b>NO</b> |  |
| Airport environment for correct terrain                           |  |           | Significant features                     |            |           | Airport features                             |
| Built up areas, roads etc;  |  |           | Runways for correct markings             |            |           | Directionality of runway                     |
| Directionality of taxiways  |  |           | Directionality of runway lights          |            |           | Runway slope                                 |
| Functionality of PAPI/ VASI                                       |  |           | Functionality of approach lighting       |            |           | Visual scene aliasing                        |
| General Colours   |  |           | Occulting                                |            |           | Other - specify                              |
| Use flight freeze as necessary for confirmation of the following: |  |           | N/A                                      | FC         | NC        | Note   |
| <b>Approaching Airfield at 5NM:</b>                               |  |           |  |            |           |  |
| j.  | Airfield Features                          |           |  |            |           |  |
| k.  | Approach Lights                            |           |  |            |           |  |

|                                    |  |            |           |           |             |
|------------------------------------|--|------------|-----------|-----------|-------------|
| l.                                 | Runway definition                          |            |           |           |             |
| m.                                 | Runway edge lights and PAPI / VASI         |            |           |           |             |
| <b>Approaching Airfield at 2NM</b> |  |            |           |           |             |
| n.                                 | PAPI / VASI                                |            |           |           |             |
| o.                                 | Runway centreline lights                   |            |           |           |             |
|                                    |  | <b>N/A</b> | <b>FC</b> | <b>NC</b> | <b>Note</b> |
| p.                                 | Runway threshold and touchdown zone lights |            |           |           |             |
| <b>Approaching 200'RA</b>          |  |            |           |           |             |
| q.                                 | Runway definition                          |            |           |           |             |
| r.                                 | Runway lights                              |            |           |           |             |

**26.3 AIRPORT 3 DESIGNATOR:** \_\_\_\_\_

|    |                                      |  |  |  |  |
|----|--------------------------------------|--|--|--|--|
| m. | Daylight, Dusk, Night Scene Controls |  |  |  |  |
| n. | Cockpit "Daylight" ambient lighting  |  |  |  |  |
| o. | Environment Light Controls           |  |  |  |  |
| p. | Runway Light Controls                |  |  |  |  |
| q. | Taxiway Light Controls               |  |  |  |  |
| r. | Approach Light Controls              |  |  |  |  |

**GROUND ASSESSMENT:**

|                                 | YES | NO |  | YES | NO |  | YES | NO |
|---------------------------------|-----|----|--|-----|----|--|-----|----|
| Ramp area for correct buildings |     |    | Gates/ Air bridges                       |     |    | Daylight shadows                             |     |    |
| Maintenance ground equipment    |     |    | Parked aircraft                          |     |    | Night-time light pools                       |     |    |
| Taxiway signage boards          |     |    | Taxiway markings                         |     |    | Cat i, ii holding points, Loc sensitive area |     |    |
| Taxiway shape/grass areas       |     |    | Taxiway lights position and colours      |     |    | Runways for correct markings                 |     |    |
| Runway markers & boards         |     |    | Runway slope                             |     |    | Runway light positions and colours           |     |    |
| Directionality of runway lights |     |    | General terrain and significant features |     |    | Visual scene aliasing                        |     |    |
| General Colours                 |     |    | Occulting                                |     |    | Ground Traffic                               |     |    |
| Marshaller                      |     |    | Parking Bay Taxi Guidance                |     |    | Other - specify                              |     |    |

**IN FLIGHT ASSESSMENT:**

|   | YES | NO |                                    | YES | NO |                          | YES | NO |
|---|-----|----|------------------------------------|-----|----|--------------------------|-----|----|
| Airport environment for correct terrain |     |    | Significant features               |     |    | Airport features         |     |    |
| Built up areas, roads etc;              |     |    | Runways for correct markings       |     |    | Directionality of runway |     |    |
| Directionality of taxiways              |     |    | Directionality of runway lights    |     |    | Runway slope             |     |    |
| Functionality of PAPI/ VASI             |     |    | Functionality of approach lighting |     |    | Visual scene aliasing    |     |    |
| General Colours                         |     |    | Occulting                          |     |    | Other - specify          |     |    |

**Use flight freeze as necessary for confirmation of the following:**

**N/A      FC      NC      Note**

**Approaching Airfield at 5NM:**

|    |                                    |  |  |  |  |
|----|------------------------------------|--|--|--|--|
| s. | Airfield Features                  |  |  |  |  |
| t. | Approach Lights                    |  |  |  |  |
| u. | Runway definition                  |  |  |  |  |
| v. | Runway edge lights and PAPI / VASI |  |  |  |  |

**Approaching Airfield at 2NM**

|    |             |  |  |  |  |
|----|-------------|--|--|--|--|
| w. | PAPI / VASI |  |  |  |  |
|----|-------------|--|--|--|--|









|                                   |                 |                       |          |                     |      |  |
|-----------------------------------|-----------------|-----------------------|----------|---------------------|------|--|
| <b>of FSTD</b>                    | <b>Z</b>        | <b>F</b>              | <b>-</b> |                     |      |  |
| is hereby                         | <b>APPROVED</b> |                       |          | <b>NOT APPROVED</b> |      |  |
| COMMENTS / RESTRICTIONS           |                 |                       |          |                     |      |  |
|                                   |                 |                       |          |                     |      |  |
|                                   |                 |                       |          |                     |      |  |
|                                   |                 |                       |          |                     |      |  |
| SIGNATURE OF<br>MANAGER: TRAINING |                 | NAME IN BLOCK LETTERS |          |                     | DATE |  |