GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENTS
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING AND LICENSING
SERIES D PART VI
ISSUE II,
Rev 01, 14 MAY 2024 **EFFECTIVE: FORTHWITH**

File No. AV 22024/44/2014-FSD

Subject: Flight Simulation Training Device Initial and Continuing Qualification

1. INTRODUCTION

1.1. The availability of advanced technology has permitted greater use of Flight Simulation Training Devices (FSTD) for training and checking of flight crew. The complexity, cost and operating environment of modern aircraft also have warranted broad use of advanced simulation. With the application of modern technology, simulators can provide more in-depth training that can be accomplished in an aeroplane and provide a very high transfer of learning and behavior from the simulator to aeroplane. The use of simulator for training, in lieu of an aircraft, offers safer flight training, fuel conservation, elimination of aircraft for training, reduction in adverse environmental effects, and reduced cost of training to the FSTD Certificate holder.

1.2. DGCA permits usage of aircraft flight simulators for various training purposes of flight crew such as initial, refresher, recurrent, transition, up-grade and others, which are given credit towards the flight training requirements for issue and renewal of flight crew licenses, endorsements and ratings. It is, therefore, necessary that performance of the simulators be evaluated prior to the approval for use. Also it is essential that the Flight Simulation Training Devices (FSTD are maintained to the performance level for which they have been certified.

1.3. This CAR lays down the requirements governing the Qualification requirements of FSTD, these are divided into 2 categories, Flight Training Devices (FTD) levels 4, 5, 6 and 7 and Full Flight Simulators (FFS) levels A, B, C and D. FSTDs are used for meeting training, evaluation, or flight experience requirements for flight crew member training and certification. This CAR is issued under the provisions of Rule 29 C and Rule 133A, 133B & 41C of the Aircraft Rules,1937.

2. APPLICABILITY

2.1. This CAR applies to each organization using or applying to use an FSTD to meet any requirement of flight crew member training, certification or qualification for aircraft whose maximum takeoff weight is more than 5700 kg unless it has been approved by DGCA for the specific purpose of training.

2.2. The requirements of Para 31, regarding falsification of applications, records, or reports also apply to each organization who uses an FSTD for training, evaluation, or obtaining flight experience required for flight crewmember certification or approval under this CAR.

3. APPLICABILITY OF THIS CAR TOWARDS ORGANISATION WHO ARE NOT OPERATORS AND WHO ARE ENGAGED IN CERTAIN UNAUTHORIZED ACTIVITIES

3.1. The provisions of this CAR that are directed to an Certificate holder of an FSTD also apply to any organization who uses or causes the use of an FSTD when—

i. That FSTD does not have a DGCA-approval and

ii. The use of the FSTD by that organization is nonetheless claimed for purposes of meeting any requirement of this CAR or that organization knows or should have known that the organization's acts or omissions would cause another organization to mistakenly credit use of the FSTD for purposes of meeting any requirement of Aircraft Rules 1937.

3.2. Paragraph (3.1) of this section would not apply to an organization when each of the following conditions are met:

i. The organization sold or leased the FSTD and merely represented to the purchaser or lessee that the FSTD is in a condition in which it should be able to obtain DGCA approval under this CAR;

ii. The organization does not falsely claim to be a DGCA-approved FSTD Certificate holder.

iii. The acts of the organization do not cause another organization to detrimentally believe that the FSTD is DGCA-approved and qualified under this CAR at the time the FSTD was sold or leased.

3.2.1. The organization's acts or omissions do not cause another organization to detrimentally rely on such acts or omissions for the mistaken conclusion that the FSTD is DGCA-approved and qualified under this CAR at the time the FSTD is sold or leased.

4. DEFINITIONS

For the purpose of this CAR, abbreviations and definitions mentioned below shall be followed.

Approved training organization (ATO): An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.

Flight Simulation Training Device (FSTD): Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

i. A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

ii. A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

iii. A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

FSTD approval. Declaration of the extent to which an FSTD of a specified qualification type may be used by an FSTD Certificate holder or training organization as agreed by DGCA. It takes account of differences between aeroplanes and FSTDs and of the operating and training ability of the organization.

Flight Simulator Data: The various types of data used to design, manufacture,test and maintain the flight simulator.

Flight Simulator Evaluation: A detailed appraisal of a flight simulator by the DGCA to ascertain whether or not the standard required for a specified qualificationstandard is met.

Flight Training Device (FTD): An FTD is a device that replicates aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft flight deck replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations in ground and flight conditions having the full range of capabilities of the systems installed in the device and the qualification performance standard (QPS) for a specific FTD qualification level (Level 4, 5 , 6 and 7).

FSTD qualification level. The level of technical capability of an FSTD.

FSTD user. The person, organization or enterprise requesting training, checking or testing credits through the use of an FSTD.

Full Flight Simulator (FFS): An FFS is a device that replicates a specific type, make, model, or series aircraft. It includes the equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flight deck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device and the QPS for a specific FFS qualification level (Level A, B, C or D).

Initial Training: The training required for flight crew who have qualified and served in the same capacity on an aircraft.

Latency: Additional time beyond that of the basic aeroplane perceivable response time due to the response time of the simulator. This includes the update rate of the computer system combined with the respective time delays of the motion system, visual system or instruments.

Manual Testing: Simulator testing wherein the pilot conducts the test without computer inputs except for initial setup.

Master qualification test guide (MQTG). The CAA-approved test guide that incorporates the results of tests acceptable to the authorities at the initial qualification. The MQTG, as amended, serves as the reference for future evaluations. It may have to be re-established if any approved changes occur to the device, but should still be compliant with the approved data.

Objective Testing: A quantitative assessment of the simulator functions based on comparison with data.

Organisation:

(a) An Operator;
(b) a Training Organisation approved under these rules; or
(c) a Training Organisation approved by civil aviation authority of a contracting state for operating and maintaining Flight Simulation Training Device.

OEM: Original equipment Manufacturer, herein it refers to aircraft or aeroplane manufacturer.

Quality system (QS). The aggregate of all the organization’s activities, plans, policies, processes, procedures, resources, incentives and infrastructure working in unison towards a total quality management approach. It requires an organizational construct complete with documented policies, processes, procedures and resources that underpins a commitment by all employees to achieve excellence in product and service delivery through the implementation of best practices in quality management.

Quality manual. The document containing the relevant information pertaining to the approved training organization's quality system.

Quality management. A management approach focused on the means to achieve product or service quality objectives through the use of its four key components: quality planning; quality control; quality assurance; and quality improvement.

Quality inspection. That part of quality management involving quality control. In other words, inspections accomplished to review a document or observe events/actions, etc., in order to verify whether established operational procedures and requirements are being fulfilled during the accomplishment of the event or action, and whether the required standard is being achieved.

Quality assurance (QA). All the planned and systematic actions necessary to provide adequate confidence that all training activities satisfy given standards and requirements, including the ones specified by the approved training organization in relevant manuals.

Qualification Test Guide (QTG): A document designed to demonstrate that the performance and handling qualities of a Synthetic Training Device (Flight Simulator) agree within prescribed limits with those of the aeroplane and thatall applicable regulatory requirements have been met. The QTG includes boththe aeroplane and Flight Simulator data used to support the validation.

Recurrent Training: The training for flight crew to remain adequately and currently proficient for each aircraft crew member position and type of operationthe flight crew serves.

Simulator evaluation specialist – Specialist nominated by DGCA from FSTD Certificate holder / TDM to serve the FOI evaluation team for analyzing the VDR, develop And administer policy matters directives, advisory material related to Flight simulator and flight training devices standards for evaluation and approval.

Statement of Compliance (SOC): It is a certification from the organisation in regard to evaluation of Flight Simulator that specific requirements have been met. It must provide references to needed sources of information for showing compliance, rationale to explain how the referenced material is used, mathematical equations and parameter values used and conclusion reached.

Subjective Testing: A qualitative assessment of the simulator function based on established standards as interpreted by a suitably qualified person.

Transition Training: The training required for flight crew who have qualified and served in the same capacity on another aircraft.

Training device Manufacturer (TDM): The organization or enterprise designs or manufacture the flight simulators or may refer as Flight simulator manufacturer.

Upgrade: The improvement or enhancement of an FSTD for the purpose of achieving a higher qualification type.

Upgrade Training: The training for the flight crew who have qualified and served as Co-pilot on a particular type to acquire pilot in command rating on that aircraft.

Validation Data: Data used to prove that the simulator performance corresponds to that of the aeroplane.

Validation Flight Test Data: Performance, stability & control, and other necessary test parameters electrically or electronically recorded in an aeroplane using a calibrated data acquisition system of sufficient resolution and verified as accurate by the organization performing the test to establish a reference set of relevant parameters to which like simulator parameters can be compared.

Validation data Roadmap (VDR) - A VDR document contains guidance material from the aeroplane validation data supplier recommending the best possible sources of data to be used as validation data in the QTG.

Visual System Response Time: The interval from an abrupt control input to the completion of the visual display scan of the first video field containing the resulting different information.

In addition to the definitions described above in this CAR, other terms and definitions applicable to this CAR are also found in Para 4 – OC 15 of 2014.

5. QUALIFICATION REQUIREMENTS.

5.1. An organisation seeking qualification certificate/ validation of qualification certificate of FSTD shall be:

(a) an Operator;
(b) a Training Organisation approved under these rules; or
(c) a Training Organisation approved by civil aviation authority of a contracting State for operating and maintaining Flight Simulation Training Device.

Note: An 'Operator' means a person, organisation or enterprise engaged in or offering to engage in aircraft operation.

5.2. The following conditions shall be met by the organization:

5.2.a. The organization shall have:

i. If an Operator, Operations specifications authorizing the use of the specific aircraft or set of aircraft and has a DGCA approved training program under which at least one FSTD, simulating the aircraft or set of aircraft and for which the applicant is the Operator, is used by the Operator as described in sub-paragraphs (5.2.e) or (5.2.f) of this section; or

ii. If a training organization, training specifications in the approved training and procedure manual or a DGCA approved course of training under which at least one FSTD, simulating that aircraft or set of aircraft.

5.2.b. Quality management system shall be approved by DGCA in accordance with para 34.

6. RESPONSIBILITIES OF THE OPERATOR.

6.1. The FSTD Certificate holder shall allow the DGCA to inspect the FSTD as soon as practicable. This inspection may include all records and documents relating to the FSTD, to determine its compliance with this CAR and OC 15 of 2014.

6.2. The FSTD Certificate holder shall do the following for each FSTD:

6.2.a. Establish a mechanism to receive written comments regarding the FSTD and its operation in accordance with the QPS appendix C of OC 15 of 2014.

6.2.b. Post in or adjacent to the FSTD the Statement of Qualification issued by the DGCA. An electronic copy of the Statement of Qualification that may be accessed by an appropriate terminal or display in or adjacent to the FSTD is satisfactory.

6.3. Each Training Organization of an FSTD shall identify to the DGCA by name, one individual to be the Quality Manager.

6.3.a. One person may serve as a QM for more than one FSTD.
6.3.b. Each QM shall be an employee of the Operator with the responsibility and authority to :

i. Monitor the on-going qualification requirements of the assigned FSTDs to ensure that all matters regarding FSTD qualification standard are being carried out as provided for in this CAR and OC 15 of 2014;

ii. Ensure that the QMS is properly established, implemented, and maintained by overseeing the structure (and modifying where necessary) of the QMS policies, practices, and procedures; and

iii. Regularly brief Operator's management on the status of the on-going FSTD

Qualification program and the effectiveness and efficiency of the QMS.

6.3.c. QM serves as the primary contact point for all matters between the Certificate holder and the DGCA regarding the qualification standards of that FSTD as provided for in this CAR. It is the responsibility of the QM and Head of Training of the organization to inform DGCA within 30 days of induction of any missing, malfunctioning, or inoperative (MMI) items (including Software issues).

Note: A written approval from DGCA via email or letter, will be necessary for all FSTD Operators to continue FSTD use beyond 30 days in case of any snag reported in FSTD which is affecting pilot training.

Note: HOT to inform DGCA in case any MMI or failed QTGs affecting training on that device immediately.

6.3.d. QM may delegate the duties described in this section to an individual at each of the Operator's locations.

6.3.e. It is the responsibility of the QM to quarterly submit the MMI list to DGCA, Headquarters for all FSTDs installed in the organization. This submission shall be via email to CFOI and Dy. CFOI/FOI (concerned with FSTDs). The MMI list along with MMIs shall contain the corrective action plan with closing dates along with evidences of missing part procurement orders and an explanation from HOT as to why the snag is not affecting Pilot Training and mitigation plan if any.

7. FSTD USE

7.1. No FSTD operator may use or allow the use of or offer the use of an FSTD for flight crewmember training or evaluation or for obtaining flight experience to meet any of the requirements of Aircraft Rules 1937 unless, in accordance with the QPS for the specific device, the FSTD meets all of the following:

i. Has a single Operator who is qualified under this CAR. The FSTD Operator may arrange with another organization for services of document preparation and presentation, as well as FSTD inspection, maintenance, repair, and servicing; however, the Operator remains responsible for ensuring that these functions are conducted in a manner and with a result of continually meeting the requirements of this CAR.

ii. Is qualified as described in the Statement of Qualification.

iii. Remains qualified, through satisfactory inspection, continuing qualification evaluations, appropriate maintenance, and use requirements in accordance with this CAR and the applicable QPS of the OC 15 of 2014.

iv. Functions during day-to-day training, evaluation, or flight experience activities with the software and hardware that was evaluated as satisfactory by the

DGCA and, if modified, only in accordance with the provisions of this CAR. However, this section does not apply to routine software or hardware changesthat do not fall under the requirements of Para 22.

v. It is operated in accordance with the provisions and limitations of Para 30.

8. FOREIGN DIRECT INVESTMENT FOR SIMULATOR:

8.1 The permissible Foreign Direct Investment shall be as per the latest FDI policy and procedures on Civil Aviation, Government of India, updated from time to time.

9. EVALUATION OF FLIGHT SIMULATOR

9.1 A simulator shall be evaluated by a DGCA nominated evaluation team with the operators nominated representatives and in accordance with OC 15 of 2014 for FTD and FFS Qualification. Upon successful evaluation, the DGCA may grant certificate of approval certifying that the simulator meets the criteria of a specific level of qualification. After certification, User Approval for the simulator in a particular training program of an operator will be determined by the Flight Standards Directorate of DGCA responsible for oversight of the training organization, details for the acquiring the User Approval are detailed in Para 37 of this CAR.

10. Simulator Standards and Tests

10.1 An FSTD operator shall follow standards specified in OC 15 of 2014 for evaluation of the simulators operated by him. A simulator will be evaluated in those areas of performance, which are essential to complete the flight crew training and checking process.

11. COMPOSITION OF EVALUATION TEAM

11.1 The simulator shall be evaluated in accordance with the Qualification Test Guide (QTG) or Master Qualification Test Guide (MQTG) for obtaining/maintaining a specific qualification Standard. These tests are to be conducted by a DGCA team which will be appointed by the DGCA and consist of a Flight Operations Inspector (FOI) trained for FFS/ FTD evaluation and one FOI type rated and current on the aircraft.

11.2 To evaluate supplied validation data road map when forming part of the data package, a Simulator evaluation specialist (if required) will assist the evaluation team.

11.3 At the time of evaluation by the DGCA team, the following persons of the operator should be present.

- A pilot holding PIC rating on the type of aircraft from the operator or main simulator users.

- Simulator Evaluation Specialist (if required) who has carried out the QTG/MQTG tests and the support staff to assist with the running of tests & operation of the instructor's station.

12. INITIAL QUALIFICATION REQUIREMENTS

12.1 Initial evaluation of the simulator will be carried out in accordance with the QPS requirement for an FTD or FFS in OC 15 of 2014. **Appendix A** of the OC 15 of 2014 provides the qualification standards for an FTD. **Appendix B** of the OC 15 of 2014 provides the qualification standards for an FFS

12.2 An FSTD operator seeking approval for simulator initial evaluation must submit the request in writing 60 days before scheduled evaluation by using the template provided in **Appendix D** of OC 15 of 2014 along with NSP Form 01.The request must be signed by post holder training /operations after confirming the following:

12.2.a The performance and handling qualities of the FSTD represent those of the aircraft or set of aircraft within the normal operating envelope. This determination must be made by a pilot(s) meeting the requirements of paragraph 12.8 of this section after having flown all of the Operations Tasks listed in the applicable QPS appendix of OC 15 of 2014 as relevant to the qualification standard of the FSTD. Exceptions, if any, must be noted. The name of the person(s) making this determination must be available to the DGCA upon request.

12.2.b The FSTD systems and sub-systems (including the simulated aircraft systems) functionally represent those in the aircraft or set of aircraft. This determination must be made by the pilot(s) described in paragraph (12.2.a) of this section, or by a person(s) trained on simulator systems/sub-systems and trained on the operation of the simulated aircraft systems, after having exercised the operation of the FSTD and the pertinent functions available through the Instructor Operating Station(s). Exceptions, if any, must be noted. The name of the person(s) making this determination must be available to the DGCA upon request.

12.2.c The cockpit represents the configuration of the specific type; or aircraft make, model, and series aircraft being simulated, as appropriate. This determination must be made by the pilot(s) described in paragraph (12.2.a) of this section, or by a person(s)trained on the configuration and operation of the aircraft simulated. Exceptions, if any, must be noted. The name of the person(s) making this determination must be available to the DGCA upon request. (For Name of person- ref para 12.8)

12.3 Except for those FSTDs previously qualified and described in Para 15, each FSTD evaluated for initial approval must meet the standard that is in effect at the time of the evaluation. However,

12.3.a If the DGCA publishes a change to the existing standard or publishes a new standard for the evaluation for initial approval, an operator may request that the DGCA apply the standard that was in effect when an FSTD was ordered for delivery by the operator. For e.g. - The simulator is not UPRT compliant.

12.3.b Within 30 days of the publication of the change to the existing standard or publication of the new standard, notifies the DGCA that an FSTD has been ordered;

12.3.c Within 90 days of the DGCA notification described in paragraph 12.3.b of this section, requests that the standard in effect at the time the order was placed be used for the evaluation for initial approval; and

12.3.d The evaluation is conducted within 24 months following the publication of the change to the existing standard or publication of the new standard.

12.4 This notification must include a description of the FSTD; the anticipated qualification standard of the FSTD; the make, model, and series of aircraft simulated; and any other pertinent information

12.5 Any tests, tolerances, or other requirements that are current at the time of the evaluation may be used during the initial evaluation, at the request of the operator, if the operator provides acceptable updates to the required qualification test guide.

12.6 The standards used for the evaluation for initial approval will be used for all subsequent evaluations of the FSTD.

12.7 An FSTD operator or FSTD manufacturer may submit a request to the DGCA for approval of a deviation from the QPS requirements as defined in **Appendix A** through **Appendix B** of OC 15 of 2014.

12.7.a Requests for deviation must be submitted in a form and manner acceptable to the DGCA and must provide sufficient justification that the deviation meets or exceeds the testing requirements and tolerances as specified in the OC 15 of 2014 QPS or will otherwise not adversely affect the fidelity and capabilityof the FSTDs evaluated and qualified under the deviation.

12.7.b The DGCA may consider deviation from the minimum requirements tables, the objective testing tables, the functions and subjective testing tables, and other supporting tables and requirements in the OC 15 of 2014 QPS.

12.7.c Deviations may be issued to an FSTD manufacturer for the initial approval of multiple FSTDs, subject to terms and limitations as determined by DGCA. Approved deviations will become a part of the permanent qualification

standard of the individual FSTD and will be noted in the FSTD's Statement of Qualification.

12.7.d If the DGCA publishes a change to the existing OC 15 of 2014 standards as described in paragraph 12.3.a of this section or issues an FSTD Directive as described in Para 22.3 which conflicts with or supersedes an approved deviation, the DGCA may terminate or revise a grant of deviation authority issued under this paragraph.

12.8 The pilot(s) who contributes to the confirmation statement required by paragraph (12.2) of this section must—

12.8.a Be designated by the operator; and

12.8.b Be qualified in—

i. The aircraft or set of aircraft being simulated

ii. For aircraft not yet issued a type certificate, or aircraft not previously operated by the Operator or not having previous DGCA-approved training programs conducted by the Operator, an aircraft similar in size and configuration

12.9 The subjective tests that form the basis for the statements described in above paragraph 12.2 of this section and the objective tests referenced in paragraph 12.10 of this section must be accomplished at the Operator's training facility or other Operator designated location where training will take place, except as provided for in the applicable QPS.

12.10 The organization seeking to qualify the FSTD must provide the DGCA access to the FSTD for the length of time necessary for the DGCA to complete the required evaluation of the FSTD for initial approval, which includes the conduct and evaluation of objective and subjective tests, including general FSTD requirements, as described in the applicable QPS, to determine that the FSTD meets the standardsin that QPS.

12.11 When the FSTD passes an evaluation for initial approval, the DGCA issues a Statement of Qualification as per sample in Appendix D (OC 15 of 2014) that includes all of the following:

Identification of the Operator.

i. Identification of the make, model, and series of the aircraft or set of aircraft being simulated.

ii. Identification of the configuration of the aircraft or set of aircraft being simulated (e.g., engine model or models, flight instruments, or navigation or other systems).

iii. A statement that the FSTD is qualified as either a full flight simulator or a flight training device.

iv. Identification of the qualification standard of the FSTD.

v. A statement that (with the exception of the noted exclusions for which the FSTD has not been subjectively tested by the Operator or the DGCA and for which approval is not sought) the qualification standard of the FSTD includes the tasks set out in the applicable QPS appendix relevant to the qualification level of the FSTD.

vi. A statement referencing any deviations that have been granted and included in the permanent qualification basis of the FSTD.

12.12 After the DGCA completes the evaluation for initial approval, the Operator must update the Qualification Test Guide (QTG), with the results of the DGCA-witnessed tests together with the results of all the objective tests described in the applicable QPS.

12.13 Upon issuance of the Statement of Qualification the updated QTG becomes the Master Qualification Test Guide (MQTG). The MQTG must be made available to the DGCA upon request.

Note- Operators seeking initial or upgrade evaluation of a flight simulator for an older aeroplane should be aware that performance and handling data for older aeroplanes may not be of sufficient quality to meet some of the test standards. The procedures for the re-qualification of an FTD or FFS that was previously qualified are contained in OC 15 of 2014.This para is also linked to para 15.

13. UPGRADE OF FLIGHT SIMULATOR TO A HIGHER LEVEL

13.1 An operator seeking approval for an FTD or FFS upgrade evaluation must submit a written request in accordance with OC 15 of 2014. If an upgrade is proposed, the operator shall give full details of the modifications carried out on the simulator to DGCA. If the upgrade takes place within the existing approval Validity period, additional procedures as per Para 14 are required to permit the simulator to continue to operate even at the previous approval. Once the flight simulator is upgraded, the previous validation test results shall not be used to validate simulatorperformance.

14. ADDITIONAL QUALIFICATIONS FOR A CURRENTLY QUALIFIED FSTD

14.1 An already approved FSTD is required to undergo an additional qualification process if a user intends to use the FSTD for meeting training, evaluation, or flight experience requirements of this CAR beyond the qualification standards issued for that FSTD. This process consist of the following:

14.1.a The Operator:

i. Must submit to the DGCA all modifications to the MQTG that are required to support the additional qualification.

ii. Must describe to the DGCA all modifications to the FSTD that are required to support the additional qualification standards.

iii. Must submit to the DGCA a confirmation statement as described in Para 12.3. that a pilot, designated by the Operator in accordance with Para 12.8 has subjectively evaluated the FSTD in those areas not previously evaluated.

14.1.b The FSTD must successfully pass an evaluation—

i. Consisting of all the elements of an initial evaluation for approval in those circumstances where the DGCA has determined that all the elements of an initial evaluation for approval are necessary; or

ii. Consisting of those elements of an initial evaluation for qualification standard designated as necessary by the DGCA.

14.2 In making the determinations described in sub-paragraph (14.1.b) of this section, the DGCA considers factors including the existing qualification standard of the FSTD, any modifications to the FSTD hardware or software that are involved, and any additions or modifications to the MQTG.

14.3 The FSTD is qualified for the additional uses when the DGCA issues an amended Statement of Qualification in accordance with Para 12.2.

14.4 The FSTD Operator may not modify the FSTD except as described in Para 22.

15. Directions to PREVIOUSLY QUALIFIED FSTDs.

15.1. Unless otherwise specified by an FSD , further referenced in the applicable QPS, or as specified in paragraph (15.5) of this section, an FSTD qualified before January 1, 2008 will retain its approval, as long as it continues to meet the standards, including the objective test results recorded in the MQTG and subjective tests, underwhich it was originally evaluated, regardless of Operator (Grandfather Rights).The Operator of such an FSTD must comply with the other applicable provisions of thisCAR.

15.2. For each FSTD qualified before January 1, 2008, no Operator may use or allow the use of or offer the use of such an FSTD after June 30, 2021 for flight crewmember training, evaluation or flight experience to meet any of the requirements of this CAR, unless that FSTD has been issued a Statement of Qualification, including the Configuration List and the List of Qualified Tasks in accordance with the procedures set out in the applicable QPS.

15.3. If the Initial qualification standard under the FSTD Approval certificate is lost under Para 20 and—

15.3.a. Restored under Para 20 in less than (2) years, then the qualification standards (in terms of objective tests and subjective tests) for the re-qualification will be those against which the FSTD was originally evaluated and qualified.

15.3.b. Not restored under Para 20 for two (2) years or more, then the qualification standards (in terms of objective tests and subjective tests) for the re-qualification will be those standards in effect and current at the time of re-qualification application.

15.4. Except as provided in sub-paragraph (15.5) of this section, any change in FSTD qualification standard requirement initiated on or after June 30, 2021 requires an evaluation for approval in accordance with this CAR.

15.5. An FSTD Operator may request that an FSTD be permanently downgraded. In such a case, the DGCA may downgrade a qualified FSTD without requiring and without conducting an evaluation for the new qualification standard. Subsequent continuing qualification evaluations will use the existing MQTG, modified as necessary to reflect the new qualification standard.

15.6. When the FSTD Operator has appropriate validation data available and receives approval from the DGCA, the Operator may adopt tests and associated tolerances described in the current qualification standards as the tests and tolerances applicable for the continuing qualification of a previously qualified FSTD. The updated test(s) and tolerance(s) must be made a permanent part of the MQTG.

Note- Please refer QPS requirements under this CAR are detailed in OC 15 of 2014.

16. Requirements for CONTINUING QUALIFICATION of FSTDs.

16.1. For a FSTD to retain its Qualification certificate, it will be evaluated at regular intervals using the approved MQTG. The continuing qualification tests shall be conducted within 90 days of its due date and documents submitted to DGCA at least 60 days in advance. Procedures for conducting an FTD or FFS evaluation are provided in OC 15 of 2014.

16.2. This evaluation consists of objective tests, and subjective tests, including general FSTD requirements, as described in the applicable QPS or as may be amended by FSD.

16.3. The FSTD Operator must contact the DGCA to schedule the FSTD for continuing qualification evaluations not later than 60 days before the evaluation is due.

16.4. The FSTD Operator must provide the DGCA access to the objective test results in the MQTG and access to the FSTD for the length of time necessary for the DGCA to complete the required continuing qualification evaluations.

16.5. The frequency of DGCA-conducted continuing qualification evaluations for each FSTD will be established by the DGCA and specified in the Statement of Qualification. Annual surveillance will be conducted by DGCA as per the oversight program published on the DGCA website.

16.6. Continuing qualification evaluations conducted in the 3 calendar months before the expiry of validity will be considered to have been conducted in the calendar month in which they were required.

16.7. No FSTD Operator may use or allow the use of or offer the use of an FSTD for flight crewmember training or evaluation or for obtaining flight experience for the flight crewmember to meet any requirement of this CAR unless the FSTD has passed a DGCA-conducted continuing qualification evaluation within the time frame specified in the Statement of Qualification or within the grace period as described in sub paragraph (16.5)of this section.

17. Requirements for SPECIAL EVALUATION of FSTDs.

17.1. Examples of Special evaluations includes –

i. During continuing qualification evaluations, if deficiencies are observed or it becomes apparent that the simulator is not being maintained to initial qualification standards, a special evaluation of the simulator may be conducted by the DGCA to verify its status.
ii. An evaluation conducted after an FFS/FTD is moved at the request of the operator or as result of comments received from the users of the FFS/ FSTD that raises questions about the continued qualification standards or use of FSTD.
iii. An update to FSTD Software or hardware that might affect the performance or flying qualities.

17.2. The FSTD will lose its qualification if the FSTD does not maintain the original validation criteria during the special evaluation. The DGCA will advise the operator for resolving the deficiencies in an effective manner, if a deficiency is jeopardizing training requirements.

18. Special equipment and personnel requirements during QUALIFICATION OF THE FSTD.

18.1. When notified by the DGCA, the FSTD certificate holder must make available all special equipment and qualified personnel needed to accomplish or assist in the accomplishment of tests during initial or continuing qualification or special evaluations.

19. INTERIM QUALIFICATION OF FSTDS FOR NEW AIRCRAFT TYPES OR MODELS.

19.1. A FSTD Operator may apply for and the DGCA may issue an interim qualification for an FSTD for a new type or model of aircraft, even though the aircraft

manufacturer's aircraft data package is preliminary, if the Operator provides the following to the satisfaction of DGCA:

i. The aircraft manufacturer's data, which consists of at least predicted data, validated by a limited set of flight test data;

ii. The aircraft manufacturer's description of the prediction methodology used to develop the predicted data; and

iii. The QTG test results.

19.2. FSTD that has been issued interim qualification terminates after one year of its issuance, unless the DGCA determines that specific conditions warrant otherwise.

19.3. FSTD certificate holder has to submit to DGCA within twelve months, the final aircraft data package by the aircraft manufacturer, to process regular approval unless DGCA determines that specific conditions warrant otherwise.

19.4. An FSTD with interim qualification may be modified only in accordance with Para 22.

20. AUTOMATIC LOSS OF QUALIFICATION AND PROCEDURES FOR RESTORATION OF QUALIFICATION.

20.1. An FSTD qualification is automatically lost when any of the following occurs:

i. The FSTD is not used in the Operator's DGCA-approved flight training program in accordance with OC 15 of 2014 or CAR Section 7 Series D Part VI Para 5.2.e/5.2.f or the Operator does not obtain and maintain the written statement as described in Para 5.4.b of this CAR.

ii. The FSTD is not inspected in accordance with Para 28

iii. The FSTD is physically moved from one location and installed in a different location, regardless of distance

iv. The MQTG is missing, malfunctioning or otherwise not available and a replacement is not made within 30 days.

20.2. If FSTD qualification is lost under paragraph 20.1 of this section, approval is restored when either of the following provisions is met:

20.2.a. The FSTD successfully passes an evaluation:

i. For initial approval, in accordance with Para 12 and 15.3 in those circumstances where the DGCA has determined that a full evaluation for initial approval is necessary; or
ii. For those elements of an evaluation for initial approval, in accordance with Para 12 and 15.3, as determined to be necessary by the DGCA.

20.2.b. The DGCA advises the FSTD Operator that an evaluation is not necessary.

20.3. In making the determinations described in sub-paragraph 20.2 of this section, the DGCA considers factors including the number of continuing qualification evaluations missed, the number of Operator-conducted quarterly inspections missed, and the care that had been taken of the device since the last evaluation.

21. OTHER REASONS FOR LOSS OF QUALIFICATION AND PROCEDURES FOR RESTORATION OF QUALIFICATION.

21.1. Except as provided in paragraph 21.3 of this section, when the DGCA determines that the FSTD no longer meets qualification standards, the following procedure applies:

21.1.a. The DGCA notifies the FSTD certificate holder in writing that the FSTD no longer meets some or all of its qualification standards.

21.1.b. The DGCA sets a reasonable period (but not less than 7 working days) within which the FSTD certificate holder may submit written information, views, and arguments on the FSTD qualification.

21.1.c. After considering all material presented, the DGCA notifies the Operator about the determination with regard to the qualification of the FSTD.

21.1.d. When the DGCA notifies the FSTD certificate holder that some or all of the FSTD is no longer qualified, the action described in the notification becomes effective not less than 07 working days after the Operator receives the at notice unless—

i. The DGCA finds under paragraph 21.3 of this section that there is an emergency requiring immediate action with respect to safety in air commerce; or

ii. The FSTD certificate holder must make a written request to DGCA (Flight Standards Directorate) for reconsideration of the DGCA finding under paragraph 21.2 of this section.

21.2. When an FSTD certificate holder seeks reconsideration of a decision from the DGCA concerning the FSTD qualification, the following procedure applies:

i. The FSTD certificate holder must request for reconsideration of that decision within 07 working days of the date that the Operator receives a notice that some or all of the FSTD is no longer qualified

ii. The FSTD certificate holder must address its request to DGCA (Flight Standards Directorate).

iii. A request for reconsideration, if filed within the 07 working day period, suspends the effectiveness of the determination by the DGCA that the FSTD is

no longer qualified unless the DGCA has found, under paragraph 21.3 of this section, that an emergency exists requiring immediate action with respect to safety in air commerce.

21.3. If the DGCA find that an emergency exists requiring immediate action with respect to safety in air commerce that makes the procedures set out in this section impracticable or contrary to the public interest:

i. The DGCA withdraws approval of some or all of the FSTD and makes the withdrawal of qualification effective on the day the Operator receives notice of it.

ii. In the notice to the FSTD Operator, the DGCA articulates the reasons for its finding that an emergency exists requiring immediate action with respect to safety in air transportation or air commerce or that makes it impracticable or contrary to the public interest to stay the effectiveness of the finding.

21.4. FSTD qualification lost under paragraph (21.1) or (21.3) of this section may be restored when either of the following provisions are met:

i. The FSTD successfully passes an evaluation for initial qualification, in accordance with Para 12 and 15.3 in those circumstances where the DGCA hasdetermined that a full evaluation for initial approval is necessary; or

ii. The FSTD successfully passes an evaluation for those elements of an initial qualification evaluation, in accordance Para 12 and 15.3 as determined to be necessary by the DGCA.

21.5. In making the determinations described in paragraph (21.4) of this section, the DGCA considers factors including the reason for the loss of qualification, any repairs or replacements that may have to have been completed, the number of continuing qualification evaluations missed, the number of Operator-conducted quarterly inspections missed, and the care that had been taken of the device since the loss of approval qualification standards.

22. MODIFICATIONS TO FLIGHT SIMULATOR

22.1. A flight simulator should always, represent the aeroplane in ground, flight and environmental condition. Any major changes/ modifications that are carried out on the aeroplane and the aircraft systems influencing the above should be incorporated in the simulator, at the earliest. Following detailed procedure will be followed:

22.2. **Description of a modification**. For the purposes of this CAR, an FSTD is said to have been modified when:

i. Equipment or devices intended to simulate aircraft appliances are added to or removed from FSTD, which change the Statement of Qualification or the MQTG; or

ii. Changes are made to either software or hardware that are intended to impact flight or ground dynamics; changes are made that impact performance or handling characteristics of the FSTD (including motion, visual, control loading, or sound systems for those FSTD levels requiring sound tests and measurements); or changes are made to the MQTG. Changes to the MQTG which do not affect required objective testing results or validation data approved during the initial evaluation of the FSTD are not considered modifications under this section.

22.3. **FSTD Directive**. When the DGCA determines that FSTD modification is necessary for safety of flight reasons, the Operator of each affected FSTD must ensure that the FSTD is modified according to the FSTD Directive regardless of the original qualification standards applicable to any specific FSTD. These directives are issued in the form of Civil Aviation Regulations (CAR) or Operations Circulars by DGCA.

22.4. **Using the modified FSTD**. The FSTD Operator may not use, or allow the use of, or offer the use of, the FSTD with the proposed modification for flight crewmember training or evaluation or for obtaining flight experience for the flight crewmember to meet any requirement of this CAR unless:

i. The FSTD Operator has notified the DGCA of their intent to incorporate the proposed modification.
ii. The notification is submitted with the content as, and in a form and manner as,specified in the applicable QPS.

22.5. **User notification**. When a modification is made to an FSTD that affects the Statement of Qualification, the Operator must post an addendum to the Statement of Qualification until such time as a permanent, updated statement is posted to all Users of the Device.

22.6. **MQTG update**. The MQTG must be updated with current objective test results in accordance with Para 12.12 and 12.13 and appropriate objective data in accordance with Para 33 each time an FSTD is modified and an objective test or other MQTG section is affected by the modification. If an FSTD Directive is the cause of this update, the direction to make the modification and the record of the modification completion must be filed in the MQTG.

23. RELOCATION OF A FLIGHT SIMULATOR

23.1. In the event an FSTD certificate holder shifts the simulator to a new location and its level of qualification standard is not changed, the following procedures shall be adopted.

23.2. Inform the DGCA (FSD) office of the proposed shifting of the simulator.

23.3. Prior to use of the simulator at the new location, the FSTD operator should perform a

typicalrecurrent validation and functions test. The results of such tests will be retained by the operator and be available for inspection by the DGCA team at the next evaluation or as requested.

23.4. Any performance deviation observed during the recurrent validation test shall be intimated to DGCA (FSD) Office. The DGCA may schedule a special evaluation prior to return to service. It is at the discretion of DGCA the simulator be subjected to a special evaluation after the relocation is complete in accordance with the original certification criteria.

24. CHANGE OF OPERATOR

24.1. The new FSTD operator must accomplish all required administrative procedures including the submission of the currently approved MQTG through the DGCA (FSD) office. The simulator may, at the discretion of the DGCA, be subjected to an evaluation in accordance with the original qualification standard. Its original qualification standard will be restored only when the flight simulator performs to its original standard.

25. DEACTIVATION OF A CURRENTLY QUALIFIED SIMULATOR

25.1. In the event an FSTD certificate holder plans to deactivate a simulator for a prolonged period, DGCA (FSD) office shall be informed and suitable controls established for the period the simulator is inactive.

25.2. The FSTD certificate holder will establish an appropriate procedure to ensure that the flight simulator can be restored to active status at its original qualification standard.

26. CERTIFICATION OF FLIGHT SIMULATOR

26.1. Upon completion of evaluation in accordance with OC 15 of 2014, the Flight Operations Inspector or DGCA nominated officers will debrief the operator on the results of the tests. A FSTD evaluation report along with recommendations shall be submitted to FSD by evaluation team, DGCA.

26.2. On successful completion of evaluation tests, DGCA shall issue Qualification Certificate of FSTD (Refer sample **Appendix D** of OC 15 2014) subject to the FSTD being used within the Operator's DGCA approved flight training program for the aircraft or set of aircraft at least once within the preceding 12 months period.

26.3. In above regard, the FSTD certificate holder will need to obtain a written statement at least annually from a qualified pilot who has flown the aircraft or set of aircraft (as appropriate) during the preceding 12 month period stating that the subject FSTD's performance and handling qualities, within the normal operating envelope, represent the aircraft or set of aircraft described in the DGCA Type Certificate and the type data sheet, if appropriate. The Operator must retain the two most current written statements for review by DGCA.

26.4. In case the FSTD is not used once within the preceding 12 months period, the Qualification Certificate of FSTD shall be deemed to be suspended and will require to be re-qualified for which the organization shall apply to DGCA for requalification.

26.5. The Qualification Certificate shall have a validity of 2 year unless otherwise specified by DGCA.

26.6. Qualification test for Continuing Qualification may take place at any time within 60 days prior to the expiry date of the validity. The new period of validity shall continue from the expiry date of the previous approval document.

26.7. In case tests the Continuing Qualification evaluation is carried out after the expiry of the validity period, the Qualification may be revalidated for a further period at the discretion of DGCA. DGCA may refuse, revoke, suspend or vary a flight simulator Qualification, if the provisions of this CAR are not satisfied.

27. REQUIREMENTS FOR SIMULATOR INSTALLATION

27.1. The organization shall have suitable premises and install the simulator in accordance with the manufacturer's recommendation, which support safe and reliable operation. The operator shall ensure that the simulator and its installation comply with the local Municipal authority regulations on local health and safety.

28. INSPECTION, CONTINUING QUALIFICATION, EVALUATION AND MAINTENANCE REQUIREMENTS.

28.1. No holder of FSTD qualification certificate may use or allow the use of or offer the use of an FSTD for flight crewmember training, evaluation, or flight experience to meet any of the requirements of this CAR unless the operator does the following:

i. Accomplishes all appropriate objective tests each year as specified in the applicable Qualification Performance Standards (QPS) of OC 15 of 2014.
ii. Completes a functional preflight check within the preceding 24 hours.

28.2. Continuing qualification evaluation. (refer Para 16)

28.3. **Maintenance.** The holder of FSTD qualification certificate is responsible for continuing corrective and preventive maintenance on the FSTD to ensure that it continues to meet the requirements of this CAR and the applicable QPS appendix of OC 15 of 2014. No operator may use or allow the use of or offer the use of an FSTD forflight crew member training, evaluation, or flight experience to meet any of the requirements of this CAR unless the operator does the following:

28.3.a. Maintains a discrepancy log.

28.3.b. Ensures that, when a discrepancy is discovered, the following requirements are met:

i. A description of each discrepancy is entered in the log along with Impact on Training (IOT) published by the Head of Training (HOT) of the Operator and remains in the log until the discrepancy is corrected as specified in Para 30.2.
ii. A description of the corrective action taken for each discrepancy, the identity ofthe individual taking the action, and the date that action is taken is entered in thelog.
iii. The discrepancy log is kept in a form and manner acceptable to the DGCA andis kept in or adjacent to the FSTD. An electronic log that may be accessed by an appropriate terminal or display in or adjacent to the FSTD is satisfactory.

29. LOGGING FSTD DISCREPANCIES.

29.1. Each instructor, examiner, or representative of the DGCA conducting training, evaluation, or flight experience, and each person conducting the preflight inspection who discovers a discrepancy, including any missing, malfunctioning, or inoperative components in the FSTD, must write or cause to be written a description of that discrepancy into the discrepancy log at the end of the FSTD preflight or FSTD usesession.

30. OPERATION WITH MISSING, MALFUNCTIONING OR INOPERATIVE COMPONENTS.

30.1. No person may knowingly use or allow the use of or misrepresent the capability of an FSTD for any maneuver, procedure, or task that is to be accomplished to meet training, evaluation, or flight experience requirements of this CAR for flight crewmember certification or qualification standards when there is a missing, malfunctioning, or inoperative (MMI) component that is required to be present and correctly operate for the satisfactory completion of that maneuver, procedure, or task. The MMI policy should include the type of training restriction the FSTD certificate holder will impose as an effect of the MMI.

30.2. Each MMI component as described in Para (30.1), or any MMI component installed and required to operate correctly to meet the current Statement of Qualification, must be repaired or replaced within 30 calendar days, unless otherwise required or authorized by the DGCA.

30.3. A list of the current MMI components must be readily available in or adjacent to the FSTD for review by users of the device. Electronic access to this list via an appropriate terminal or display in or adjacent to the FSTD is satisfactory. The discrepancy log may be used to satisfy this requirement provided each currently MMI component is listed in the discrepancylog.

31. APPLICATIONS, LOGBOOKS, REPORTS, AND RECORDS: FRAUD, FALSIFICATION, ORINCORRECT STATEMENTS.

31.1. No person shall make, or cause to be made, any of the following:

i. A fraudulent or intentionally false statement in any application or any amendment

thereto, or any other report or test result required by this CAR.

ii. A fraudulent or intentionally false statement in or a known omission from any record or report that is kept, made, or used to show compliance with this part, or to exercise any privileges under this CAR.

iii. Any reproduction or alteration, for fraudulent purpose, of any report, record, or test result required under this CAR.

31.2. The commission by any person of any act prohibited under sub-paragraph 31.1 of this section is a basis for any one or any combination of the following:

i. Action deemed to be as per enforcement policy and procedure manual of DGCA and Schedule VI A and VI B of Aircraft Rules 1937.

ii. Suspension or revocation of any certificate held by that person that was issued under this CAR.

iii. The removal of FSTD approval for use in a training program.

31.3. The following may serve as a basis for withdrawal of approval for use of an FSTD; or denying an application for an approval:

i. An incorrect statement, upon which DGCA relied or could have relied, made in support of an application for approval for use.
ii. An incorrect entry, upon which the DGCA relied or could have relied, made in any logbook, record, or report that is kept, made, or used to show compliance with any requirement for an FSTD approval or for use of FSTD.

32. SPECIFIC FULL FLIGHT SIMULATOR COMPLIANCE REQUIREMENTS.

32.1. No device will be eligible for initial or upgrade from FFS at Level C or Level D under this CAR unless it includes the equipment and appliances installed and operating to the extent necessary for the issuance of a Flight crew certificate or rating.

32.2. No device will be eligible for initial or upgrade from FFS at Level A or Level B under this CAR unless it includes the equipment and appliances installed and operating to the extent necessary for the training, testing, and/or checking that comprise the simulation portion of the requirements for issuance of a flight certificate or rating.

33. FSTD OBJECTIVE DATA REQUIREMENTS.

33.1. Except as provided in sub-paragraph 33.2 and 33.3 of this section, for the purposes of validating FSTD performance and handling qualities during evaluation for approval, the data made available to the DGCA (the validation data package) must include the aircraft manufacturer's flight test data and all relevant data developed after the type certificate was issued (e.g., data developed in response to an airworthiness directive) if such data results from a change in performance, handling qualities, functions, or other characteristics of the aircraft that must be

considered for flight crewmember training, evaluation, or for meeting experience requirementsof this CAR.

33.2. The validation data package may contain flight test data from a source in addition to or independent of the aircraft manufacturer's data in support of an FSTD approval, but only if this data is gathered and developed by that source in accordance with flight test methods, including a flight test plan, as described in the applicable QPS.

33.3. The validation data package may also contain predicted data, engineering simulation data,data from pilot owner or pilot operating manuals, or data from public domain sources, provided this data is acceptable to the DGCA. If found acceptable the data may then be used in particular applications for FSTD approval.

33.4. Data or other material or elements must be submitted in a form and manner acceptable to the DGCA.

33.5. DGCA may require additional objective data, which may include flight testing if necessary, if the validation data package does not support FSTD approval requirements as described in this CAR and the applicable QPS appendix.

33.6. When an FSTD Operator learns, or is advised by an aircraft manufacturer or other data provider, that an addition to, an amendment to, or a revision of data that may relate to FSTD performance or handling characteristics is available, the Operator must notify the DGCA as described in the applicable QPS.

34. QUALITY MANAGEMENT SYSTEM AND CONFIGURATION MANAGEMENT

34.1. After June 30, 2021, no organization shall use or allow the use of or offer the use of an FSTD for flight crewmember training or evaluation or for obtaining flight experience to meet any requirement of this CAR unless the Operator has established and follows a quality management system (QMS), accepted by DGCA via Quality Manual of the Organization for the continuing surveillance and analysis of the Operator's performance and effectiveness in providing a satisfactory FSTD for use on a regular basis as described in QPS Appendix C of this OC 15 of 2014.

34.2. The QMS program must provide a process for identifying deficiencies in the program and for documenting how the program will be changed to address these deficiencies.

34.3. Whenever the DGCA finds that the QMS program does not adequately address the procedures necessary to meet the requirements of this CAR, the Operator must, after notification by the DGCA, change the program so the procedures meet the requirements of this CAR. Each such change must be approved by the DGCA prior to implementation.

34.4. Within 07 working days after the Operator/ receives a notice described in paragraph 21 of this CAR, the Operator may file a Request with the DGCA (Flight Standards Directorate) for reconsideration of the DGCA finding. However, if the DGCA finds

that there is a situation that requires immediate action in the interest of safety in air commerce, he may, upon a statement of the reasons, require a change effective without any further reconsideration.

35. QUALIFICATION PERFORMANCE STANDARDS.

35.1. The Qualification Performance Standards (QPS) are published in OC 15 of 2014 Appendices.

i. Appendix A contains the QPS for Aeroplane Flight Training Devices.
ii. Appendix B contains the QPS for Aeroplane Full Flight Simulators
iii. Appendix C contains the QPS for Quality Management Systems for FSTDs.
iv. Appendix D contains the Sample Documents for FFS and FTD Qualifications
v. Annexure A to operations circular 15 of 2014.

36. RECORDKEEPING AND REPORTING

36.1. The FSTD certificate holder must maintain the following records for each FSTD it Operates:

i. The MQTG and each amendment thereto.
ii. A record of all FSTD modifications affected under Para 22 since the issuance of the original Statement of Qualification.

36.1.a. A copy of all of the following:

i. Results of the evaluations (initial and each upgrade) since the issuanceof the original Statement of Qualification

ii. Results of the objective tests conducted in accordance with para 28.1 for a period of 2 years.

iii. Results of the previous three continuing qualification evaluations.

iv. Comments obtained in accordance with para 6.2 for a period of at least 90days.

36.2. A record of all discrepancies entered in the discrepancy log over the previous 2 years, including the following:

i. A list of the components or equipment that were or are missing, malfunctioning, or inoperative.
ii. The action taken to correct the discrepancy.
iii. The date the corrective action was taken.
iv. The identity of the person determining that the discrepancy has been corrected.

37. USER APPROVAL

1. No organization shall use such qualified or validated Flight Simulation Training

Device for the training of their personnel without obtaining user approval for the qualified device from DGCA.

2. Before using an FSTD, the ATO must ensure that FSTD is endorsed in the Scope of Training Approval of the ATO.

3. Application for an Approval to Use the FSTD for specific purposes shall include the following:

   i. The relevant segments of the approved training programme or the specific tasks, or both, to be conducted in the FSTD. (An approved training programme refers to a programme that is approved by the Director-General of Civil Aviation (DGCA) under the applicant's operations manual or training manuals, or both);

   ii. A gap analysis report containing the differences between the FSTD and the applicant's aircraft/equipment. The report must also include proposed mitigations to address the differences.

   iii. A valid FSTD approval letter.

   iv. Any other document or records that support the grant of an Approval to Use a qualified FSTD along with simulator Subjective and Objective evaluation test forms as per OC 15 of 2014.

   v. The Simulator User shall ensure that the Simulator has 3 airports in its database which correctly represent real world scenarios and these 3 airports shall also be under the area of operations of the user. Undertaking for the same has to be submitted to DGCA at the time of application for User Approval.

38. FEES

38.1. Fees, for Initial Approval and Renewal of Simulator shall be as per Rule 41(C) of The Aircraft Rules 1937.



(Vikram Dev Dutt)
Director General of Civil Aviation