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2 October 2003

## STD EVALUATION REPORT

**JAA STD No** : open  
**Serial No** : **S612-M-01-0001**  
**Class of Aeroplane** : Baron BA58  
**Engine/s simulated** : Piston Engines

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**This note is provisional** until the conclusions presented are those of the team and the (*Authority*) head office reserves the right to change these after internal review. The qualification certificate finalises the evaluation report unless a modified report has been issued.

## 1. Basic Instrument Training Device characteristics

(a)	<b>STD OPERATOR</b> open	(b)	<b>LOCATION</b> Manufacturer's site
(c)	<b>STD IDENTIFICATION</b> ( JAA STD CODE ) open	(d)	<b>SIMULATOR MANUFACTURER AND STD IDENTIFICATION SERIAL NO.</b> Elite Simulation Solutions AG S612-M-01-0001
(e)	<b>READY FOR SERVICE</b> ( MONTH / YEAR )  October 2003	(f)	<b>VISUAL SYSTEM</b> MANUFACTURER AND TYPE  single channel (n/a)
(g)	<b>MOTION SYSTEM</b> MANUFACTURER AND TYPE  n/a	(h)	<b>AIRCRAFT TYPE AND VARIANT</b>  represents aeroplane class like BA58
(i)	<b>ENGINE TYPE(S)</b>  Piston	<b>ENGINE INSTRUMENTATION</b>  TFT masked	<b>FLIGHT INSTRUMENTATION</b>  TFT masked

## 2. Evaluation details

(a)	<b>DATE OF EVALUATION</b>  2 October 2003	(b)	<b>DATE OF PREVIOUS EVALUATION</b>  n/a
(c)	<b>TYPE OF EVALUATION</b>	<input checked="" type="checkbox"/> initial <input type="checkbox"/> recurrent <input type="checkbox"/> special	
(d)	<b>STD QUALIFICATION LEVEL RECOMMENDED :</b>		
JAR-STD 4A	<input checked="" type="checkbox"/> qualified		<input type="checkbox"/> not qualified

<b>3. Supplementary Information</b>	
Manufacturer Representative(s)	Gerhard Thamm, Heinrich Schaible, Lukas Wanner
BITD Seats Available	1
Other	none

<b>4. Training, testing and checking considerations</b>	
Basic IR Training	YES
Other	n/a

### 5. Classification of Items

#### **UNACCEPTABLE**

An item which fails to comply with the required standard and therefore affects the level of qualification or the qualification itself.

If these items will not be corrected or clarified within a given time limit (see: Note), the NA may have to suspend, vary, restrict or revoke the STD qualification.

#### **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:

1. An NA's policy ruling or
2. Additional substantiation.

#### **UNSERVICEABILITY**

A device which is temporarily inoperative or performing below its nominal level.

#### **RESTRICTION**

An item which prevents the full usage of the STD 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

#### **Note:**

**Details concerning the rectification schedule are to be found under IEM STD 4A.015, para 1.2 (notification to Authority within 30 days).**

## 6. Technical Findings

### 6.1 Subjective

#### A Unacceptable

1	none
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#### B Reservation

1	none
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#### C Unserviceability

1	none
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#### D Restriction

1	none
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#### E Recommendation for improvement

1	Control forces broadly correspond to that of the simulated class of aeroplane as long as the device is in trimmed condition. The pitch trim has no influence on the pitch control's neutral position. The movement of this neutral position by pitch trim operation would improve the pitch trim characteristics considerably.
2	Transponder code display partly covered by its own front panel.
3	Chart holder and stop watch should be installed.

#### F Comment

1	Standard rate of turn needs considerable positive pitch force but aerodynamically consistent.
2	With full engine power on ground the brakes are not able to hold the aeroplane.
3	Aeroplane is very sensitive during taxi operation.

### 6.2 Objective

#### A Unacceptable

1	none
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#### B Reservation

1	none
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#### E Recommendation for improvement

1	The reference documents listed in 1.7, statement of compliance, should be marked with a reference number and a date of release.
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#### F Comment

1	The comparison in each validation test is expressed between the aeroplane and the simulator. The term "simulator" shall be replaced by "BITD".
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## 8. Evaluation Team

Name	Position	Organisation	Signature
Manfred von Allmen	TI	Swiss FOCA	
Eckhard Fegel	FI	German LBA	

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(For the Authorities)