



Joint Aviation Authorities  
Joint STD Evaluation Team  
French DGAC  
Swiss FOCA

25 May 2004

## STD EVALUATION REPORT

JAA STD No : F-402 / CH-451  
Serial No : S612 / BITD-04 60025  
Class of Aeroplane : Generic SEP, based on Cessna C172RG  
Engine/s simulated : Piston Engine

- 1 BITD characteristics
- 2 Evaluation details
- 3 Supplementary information
- 4 Training, testing and checking considerations
- 5 Classification of items
- 6 Results
- 7 Evaluation team

**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> Flyway	(b) <b>LOCATION</b> 93 Rue Leblanc, Paris		
(c) <b>STD IDENTIFICATION</b> ( JAA STD CODE ) F-402 / CH-451	(d) <b>SIMULATOR MANUFACTURER AND</b> <b>STD IDENTIFICATION SERIAL NO.</b> Elite Simulation Solutions AG S612 / BITD-04-60025		
(e) <b>READY FOR SERVICE</b> ( MONTH / YEAR ) May 2004			
(f) <b>VISUAL SYSTEM</b> MANUFACTURER AND TYPE RealView 120° x 30° (3 Channel)	(g) <b>MOTION SYSTEM</b> MANUFACTURER AND TYPE n/a		
(h) <b>AIRCRAFT TYPE AND VARIANT</b> represents aeroplane class like C172RG			
(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> 25 May 2004	(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)	Peter Pirchl
Operator Representative(s)	
BITD Seats Available	1
Other	none

<b>4. Training, testing and checking considerations</b>	
Flight with refencies solely to instruments	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	A stop watch is missing on the flight deck (see appendix 2 to JAR-STD 4A.030, table 1, para 13)
---	---

#### B Reservation

1	During the recovery from a spiral dive with a pitch up input only and no power reduction the airspeed decreases too rapid. Initially the speed should increase.
2	There is no gyro effect caused by the propeller recognisable.
3	The CDI (course deviation indicator) #2 is connected to the NAV receiver #2. If an ILS frequency is selected on NAV #2, the TO-FROM indicator on CDI #2 should not be visible.

#### C Unserviceability

1	The markings for the low voltage and the low vacuum indicators are missing.
2	The NAV database is not current, e.g. VOR THA and TDP changed in November 2003.

#### D Restriction

1	none
---	------

#### E Recommendation for improvement

1	Visual system (ref. to ICAO annex 14): The runway edge, touch down and center line lights should be arranged in one line, 90° off the runway direction. The ICAO standard of the spacing between the lights is 60m for the edges, 30m for the touch down and 15m for the center line lights.
---	--

#### F Comment

1	none
---	------

### 6.2 Objective

#### A Unacceptable

1	none
---	------

#### B Reservation

1	The additional chapter 1.9 in the QTG, State Files, is generally accepted. This chapter defines the initial conditions of each QTG test. However, where the flight phase is not the same than stated in the table of validation tests, AMC STD 4A.030, para 2.3, a SOC is required.
---	---




#### E Recommendation for improvement

1	To get a better QTG overview, it is strongly recommended to add the initial conditions listed in QTG chapter 1.9 to each individual test on the appropriate QTG page.
2	At the bottom of each QTG test page, additional to the date also the time at which the test was run should be stated.

#### F Comment

1	
---	--

**8. Evaluation Team**

Name	Position	Organisation	Signature
Bruno Haller	TI	DGAC	
Charles Bavay	FI	DGAC	
Manfred von Allmen	TI	Swiss FOCA	

 von Allmen FOCA  
.....  
(For the Authorities)