OPERATIONS INFORMATION LETTER (OIL) 9/2008 Rev. 1

Anwendungsgenehmigung

Synthetische Übungsgeräte (Synthetic Training Devices — STD, Flugsimulatoren, Flugübungsgeräte) – Verwendungsgenehmigung durch die Luftfahrtbehörde

1. EU OPS Subpart B 1.005 lit. d) erfordert für Luftfahrtunternehmer, welche für Ausbildungs- und Prüfungszwecke synthetische Übungsgeräte einsetzen wollen, eine entsprechende Genehmigung durch die Luftfahrtbehörde.

2. Diese synthetischen Übungsgeräte müssen in Übereinstimmung mit den für synthetische Übungsgeräte geltenden Vorschriften qualifiziert sein.

3. Um die Antragstellung für die erforderlichen Genehmigungen zu vereinheitlichen und zu erleichtern, wird mit gegenständlichem OPERATION INFORMATION LETTER (OIL) ein entsprechendes Formblatt mit zugehöriger Anleitung veröffentlicht.

4. Luftfahrtunternehmen, welche für Ausbildungen- und Prüfungen synthetische Übungsgeräte verwenden, sind angehalten, für diesen Zweck die erforderliche Genehmigung unter Verwendung des beiliegenden Formblattes zu beantragen.

5. Das Antragsformular und die Abweichungsliste stehen auch als Einzeldokumente im Internetauftritt der Austro Control zum Download zur Verfügung.

User Approval

Synthetic Training Devices (STD), such as Flight Simulators or Flight Training Devices (FTD) – user approval from the Authority

1. EU OPS Subpart B 1.005 lit. d) requires Operators using STD'S for the purpose of Training and Checking to request a User Approval from the Authority

2. STD's must be qualified in accordance with the requirements applicable to Synthetic Training Devices.

3. To facilitate and harmonize the Application for the required User Approval the OPERATION INFORMATION LETTER (OIL) 9/2008 presents a Form with an attached user guidance

4. Operators intending to use a STD for Training and Checking must apply for an Approval for that purpose by using the attached form.

5. The application form and the configuration difference list are available as separate documents for download on the homepage of Austro Control.

Anhänge und Anlagen

Anhang 1: Antragsformular (FO_LFA_OPS_007)
Anhang 2: Abweichungsliste (FO_LFA_OPS_008)

Anhang 1

Austro Control GmbH
Schnirchgasse 11
Abteilung AOT/Operations
1030 Wien

Application for Approval to use a Synthetic Training Device or Simulator

- Aeroplane -

☐ Initial Approval
☐ Renewal of Approval
☐ Extension of Approval
☐ Expansion of Approval

Applicant:	…………………………………………………………………………………………		
Simulator Type:	**FTD** ………………………	**FFS**	………………………………………
Location:	……………………………………	**JAA / FAA-ID**	………………………………………

Intended Scope:

☐	Class- or Typerating	JAR-FCL 1.240 /1.295 (if applicable)
☐	Class- or Typerating Validity, Renewal, Extension	JAR-FCL 1.245 (if applicable)
☐	Low Visibility Training	OPS 1.450 (Min T/O RVR……./ CAT II ☐/CATIIIA ☐/CATIIIB ☐)
☐	Recurrent Training/Checking	OPS 1.965
☐	Operation from either Pilots Seat	OPS 1.968
☐	Difference Training	OPS 1.950
☐	Recency of experience	OPS 1.970 & JAR-FCL 1.026 (if applicable)
☐	Zero Flight Time Training	Annex 1 JAR-FCL 1.261 (Only on STD acc. JAR STD 1A)

State the Lease variant:

☐ Dry Lease of STD/SIM (Own Instructors / Examiners)
☐ Qualification for special airports (e.g. LOWI **)
☐ Wet Lease of STD/SIM (Instructors / Examiners from STD Operator)

Attach the following Documents: *)

☐ TRTO - Certificate of the Training facility, if the FTD/SIM Operator was certified by a JAA Authority
☐ STD – Qualification Certificate of the synthetic training device together with the STD evaluation report with special regard to expiry date
☐ Latest evaluation report of the authority (if not JAA), which is responsible for the overview of the STD
☐ Proof of Differences between Aircraft actually used by operator and the STD with special regard to Engines, Instrumentation (NAV Systems), FMS including database, Performance criteria (Mass & Balance), Fuel system, etc. (Difference List)

*) mark applicable

**) special Airport qualification must not be performed on generic airport scenery

Enclose dates of your future training programme using this STD; an Inspector may be required to visit the STD for the purpose of evaluating the device for training and testing.

Location / Date………………………….. Applicant sign …………………………………………

Anhang 2

Aircraft / STD Configuration Difference List

State here the Airplane Type used. (A for Airplane & Type – e.g. A330-300 etc.)
State the Airplane type / variant you are actually using (e.g. A330-200

STD Airplane Type: A ……
Airplane type or variant: A/C ……

ATA Chapter	Difference & Consequences			Compliance Levels		
		Flight Charac-teristic	Proc. Changes	Training	Checking	Note
01 General	A:					
	A/C					
21 Airconditioning	A:					
	A/C					
22 Autoflight	A:					
	A/C					
23 Communication	A:					
	A/C					
24 Electrical power	A:					
	A/C					
25 Equipment & Furniture	A:					
	A/C					
26 Fire	A:					
	A/C					
27 Flight controls	A:					
	A/C					
28 Fuel	A:					
	A/C					
29 Hydraulic power	A:					
	A/C					
30 Ice & Rain protection	A:					
	A/C					
31 Instruments / Recorders	A:					
	A/C					
32 Landing gear	A:					
	A/C					
33 Lighting	A:					
	A/C					
34 Navigation	A:					
	A/C					
35 Oxygen	A:					
	A/C					
36 Pneumatics	A:					
	A/C					
49 APU	A:					
	A/C					
52 Doors	A:					
	A/C					
71 Power plant	A:					
	A/C					

Describe here the differences between the used Simulator (A) and your actually used aircraft (A/C)
e.g there might be a difference between the MAX TKOFF Weight on the SIM and the MTOW on the actual Aircraft.
State also the consequence on your operation e.g. if there is a difference in the two databases and operation is certified for P-RNAV – installed database may be certified only for B-RNAV
or
Operation is certified for CAT IIIB (RVR 75m with NO DH) but SIM may be limited to RVR not below 125 m / DH 50 ft)

State here the compliance level dependent on the statement you made under flight characteristic according to the definitions below ("Compliance Levels")
e.g. if there was NO impact on flight characteristic and NO procedure change the compliance level will most probably be level A for both, Training and Checking

Is there an impact on flight characteristic with resulting procedure change? If Yes than state here YES, otherwise NO

Insert here continual numbers for detailed explanations, which you give under "Notes" below.
e.g. start here with Note 1. This Note must be explained in detail below under Chapter NOTES which could read as follows
"Principles of operation and control of the system is the same as for all a/c (Type) used within XXX (company)"

Compliance Levels

Level A differences

- **No** influence on flight characteristics
- **No** influence on procedures (normal and/or abnormal)
- Differences in presentation
- Differences in operation

Method: Self-instruction via AOM or bulletin.

Level B differences

- **No** influence on flight characteristics
- Influence on procedures (normal and/or abnormal)
- Eventually differences in presentation and operation

Method: Bulletin, Computer Based Training, system device training or special instruction by instructor

Level C differences

- Influence on flight characteristics
- Influence on procedures (normal and/or abnormal)
- Eventually differences in presentation and operation.

Method: Special instruction by instructor, a selected partial training on another STD or airplane or a waiver because of previous experience, special instruction or training program

Level D differences

- Influence on flight characteristics **and/or**
- Influence on procedures (normal and/or abnormal) **and/or**
- Differences in presentation and/or operation **and**
- STD is JAR-STD level D qualified and is used for ZFTT.

Method: A selected partial training on another STD or airplane or a waiver because of previous experience, special instruction or training program

Notes

1.

2.

etc.