

The below listed documentation shall be sent to luffart@transportstyrelsen.se no later than 2 weeks before the agreed date for the recurrent evaluation or for the FSTD annual report, 2 weeks before the end of the FSTD recurrent period.

<input type="checkbox"/> Dossier	<input type="checkbox"/> Annual report
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Assigned person FSTD

Name		Organisation	
Address			
Postcode	Town/city		
Telephone number	E-mail address		

FSTD Data

Full Flight Simulator (FFS)	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> Special
Flight Training Device (FTD)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3C		
Flight Navigation Procedure Trainer (FNPT)	<input type="checkbox"/> I	<input type="checkbox"/> II	<input type="checkbox"/> II MCC	<input type="checkbox"/> III	<input type="checkbox"/> III MCC

Type of aircraft & any variants	
FSTD location / Leave empty if same address as above	
Manufacturer	ID number SE-
Host computer	Type of IOS

Motion system

Manufacturer	Type
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Visual system

Manufacturer	Type
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Date of initial approval

Attached documentation*

The supporting documents shall be named as the name of each respective checkbox (for example, the supporting documents for the deviation status shall be named "Deviation status").

<input type="checkbox"/> Deviation status	<input type="checkbox"/> Failure details	<input type="checkbox"/> Airport visual database
<input type="checkbox"/> Reliability data	<input type="checkbox"/> Update	<input type="checkbox"/> Documentation from performed audits and documented actions
<input type="checkbox"/> Operational data	<input type="checkbox"/> Documentation from performed subjective fly-out	<input type="checkbox"/> Emergency protection equipment
<input type="checkbox"/> Failure tabulation	<input type="checkbox"/> QTG status	

Additional information

On behalf of the FSTD-operator I attest that all actions and tests to maintain the device in compliance with ORA.FSTD requirements and with its technical specifications (Primary Reference Document(s)) have been successfully conducted since the last recurrent evaluation performed by the Swedish Transport Agency.

Date	Name
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Deviation Status

Status of items raised during the last evaluation and dates of closure.

Failure details

Details of main failures leading to interruption of training and details of reoccurring failures.

Airport visual database

Airport visual database including for each visual scene, name of the airport, ATA and ICAO codes, type of visual scene (specific or generic), additional capabilities (snow model, WGS 84 compliance, EGPWS etc.)

Reliability data

Training hours month by month for the last year, numbers of complaints mentioned in the technical log, training hours lost, availability rate.

Update

Hardware and/or software updates or changes since last evaluation and planned hardware and/or software updates or changes.

Documentation from performed audits and documented actions

Documentation proving that internal audits are carried out according to the compliance monitoring programme established by the FSTD-operator.

Operational data

A list of FSTD-users over the last 12 months with number of respective training hours.

Documentation from performed subjective fly-out

Open subjective defect and copies of the FSTD-operators own subjective fly-outs performed during the last 12 months.

Emergency protective equipment

Documentation showing when and by whom the emergency stop, emergency light, fire extinguishers, fire alarm and any other protective equipment have been tested or checked.

Failure tabulation

Failure tabulation including categorisation of failures (by ATA chapter and Pareto diagram, ARINC classification).

QTG status

The list should include for each QTG test available, the date of test run during the last 12 months, any comment, name/signature of the person performing the QTG-review and the status of the tests (please be informed that you only have to send the compiled list and not each and every QTG-test).