

**European Union**

**Finnish Transport and Communications Agency (Traficom)**

**FLIGHT SIMULATION TRAINING DEVICE (FSTD)  
QUALIFICATION CERTIFICATE FI-2A-208**

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the Finnish Transport and Communications Agency (Traficom) hereby certifies that

<b>FSTD level</b>	<b>FTD 1</b>
<b>Simulated A/C type</b>	<b>Airbus A320-200</b>
FSTD manufacturer	CAE Inc.
Serial number	2RZG-645

Located at	Finnair Plc Pyhtäänkorventie 11-13 01530 Vantaa FINLAND
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has satisfied the qualification requirements prescribed in Part-ORA, subject to the conditions of the attached FSTD specification.

This qualification certificate shall remain valid subject to the FSTD and other holder of the qualification certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

Date of issue	19 Dec 2019
Signature on behalf of Traficom	
Clarification of the signature	Olli Hänninen
Title	Senior Inspector, Flight Simulators



**FLIGHT SIMULATION TRAINING DEVICE (FSTD)**

**QUALIFICATION CERTIFICATE FI-2A-208, FSTD SPECIFICATIONS, Page 1 of 2**

A) Type or variant of aircraft	Airbus A320-214 (CFM) and Airbus A320-232 (IAE)
B) FSTD qualification level	FTD level 1
C) Primary reference document	JAR-STD 2A first issue
D) Visual system	N/A
E) Motion system	N/A
F) Engine fit	<ul style="list-style-type: none"> <li>• CFM International CFM 56-5B4, FADEC 5BI</li> <li>• International Aero Engines IAE V2527-A5, FADEC SCN17</li> </ul>
G) Instrument fit	<ul style="list-style-type: none"> <li>• Instrument fit is Airbus Training Device Standard 1.4.0</li> <li>• EFIS (2 x PFD, 2 x ND) by LCD touch screen panels</li> <li>• ECAM (E/WD, SD) by LCD touch screen panels</li> <li>• FMS2 type Honeywell Pegasus rehosted</li> <li>• FMGC for CFM: Thales p/n C13042AA03</li> <li>• FMGC for IAE: Thales p/n C13042BA01</li> </ul>
H) ACAS fit	N/A
I) Windshear	N/A
J) Additional capabilities	<ul style="list-style-type: none"> <li>• RNP APCH to LNAV and LNAV/VNAV minima (APV/Baro-VNAV)</li> <li>• RNAV (RNP) approach with RNP 0.3 and RF legs</li> </ul>
K) Restrictions or limitations	FCU, partial glareshield and two MCDUs are simulated hardware replicas; all other cockpit controls (including side-sticks, pedals and thrust levers) and indicators are represented by graphics on seven flat touch screens. Device is not to be used for manual flight or with manual thrust setting. Maneuvering during take-off phase is provided by the device. Landing only after ILS approach.

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L) Guidance information for training, testing and checking considerations

CAT I	RVR 550 m	DH 200 ft	N/A
CAT II	RVR 300 m	DH 100 ft	N/A
CAT III (lowest minimum)			N/A
LVTO			N/A
Recency			N/A
IFR-training / IFR-checks			N/A / N/A
Type rating			Yes, as part of approved training program
Proficiency checks			N/A
Autocoupled approach			Yes, as part of approved training program
Autoland / Roll out guidance			Yes, system management as part of approved training program (with no transition to visual)
ACAS I / II			N/A / N/A
Windshear warning system / predictive windshear			N/A / N/A
WX-radar			N/A
HUD / HUGS			N/A / N/A
FANS			N/A
GPWS / EGPWS			N/A / N/A
ETOPS capability			N/A
GPS			Yes (2 installed)
Other			See item J above

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