European Aviation Safety Agency

Francesco Banal • Approvals & Standardisation Director

Cologne, 20 January 2011
S1 FBA/GSCH 2011(D)50345

IRISH AVIATION AUTHORITY
Mr Eamonn Brennan
Chief Executive
The Times Building
11-12 D'Olier Street
DUBLIN 2
IRELAND

Subject: Flight Simulation Training Devices Standardisation Inspection of IRELAND (FSTD.IE.09.2010)

Scope: JAR-FSTD A and JAR-FSTD H, original issue; JAA – Administrative and Guidance Material – Section Six: Synthetic Training Devices – Part 2: Procedures as published on 1 February 2008.

Attachment: Final Report on the FSTD Standardisation Inspection of Ireland

Dear Mr Brennan,

With reference to the signed agreement between the European Commission and EASA[1] for continued standardisation activities by EASA using working methods based on the existing Joint Implementation Procedures (JIP) at their latest amendment, except on those points where EASA considers, for standardisation and efficiency reasons, that these procedures can be aligned with those already used within Community framework[2], your country was inspected by the Agency in September 2010. The purpose of this Flight Simulation Training Devices Standardisation Inspection was to monitor the application by the Irish Aviation Authority (IAA) of the above-mentioned Regulations applicable to the FSTD area, and to report the results to the European Commission.

The open and constructive discussions with the IAA throughout the visit were much appreciated. On behalf of the inspection team I would like to thank all those involved, in particular Mr Frank Tone who played a key role in its success. Please also convey our thanks to the visited undertaking for having received the team in their facilities.

This FSTD Standardisation Inspection has highlighted a number of strengths, among which should be quoted the competence and positive attitude of the IAA staff. However, this inspection has also revealed some areas for improvement.

You will find attached the final report arising from the inspection, established on the basis of the preliminary report that was presented to the IAA, debriefed on 29 September 2010

[1] Letter EASA.2009(D)57997 of 10 March 2009 on the continuation of the standardisation process in the area of operations and licensing in the post JAA phase;

[2] COMMISSION REGULATION (EC) No 736/2006 of 16 May 2006 on working methods of the European Aviation Safety Agency for conducting standardisation inspections.

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in Dublin. The findings raised in the preliminary report, together with the comments of the IAA, were reviewed by EASA and classified in accordance with Art. 13 of Regulation (EC) 736/2006.

Findings classified (c) require your further attention. Part 5 of the attached report requests that, according to the inspection findings presented in the appendix, the relevant deadline in the follow-up phase of this standardisation inspection is:

- **10 weeks** from the date of receipt of this report, for class (c) findings.

Furthermore, all submitted remedial action plans shall be agreed with EASA within a maximum of **16 weeks** from the date of receipt of this report.

The Agency has the obligation to verify that remedial actions have been implemented within the timelines to be agreed, and to validate the remedial action before the closure of each finding. Therefore, in your remedial action plans we request you to indicate, for each finding, the date by which you plan to have implemented the permanent remedial action. Upon implementation, please notify EASA and attach supporting documents for evidence.

Please note that in application of Art. 10 of the Standardisation Inspection Regulation (EC) 736/2006, this letter and the attached report are also sent to your State Permanent Representation to the European Union and to the European Commission, to whom the Agency shall also report on the follow-up actions and on the closure of the findings.

In addition and as specified in the *Foreword* (page 4) of this final report, the Agency will also send the results of the FCL/FSTD standardisation inspections to all ex-JAA National Aviation Authorities.

Thank you in advance for your prompt answer to this letter.

Yours sincerely,

F. BANAL

Copy via Email: IAA National Coordinator – Mr Frank Tone
EASA.E - Mr Patrick Goudou

Final Report
on the EASA Standardisation Inspection of

IRELAND
Irish Aviation Authority - IAA

In the field of European aviation safety regulations applicable to
Flight Simulation Training Devices (FSTD)

27 – 29 September 2010

Report ID: FSTD.IE.09.2010

Issued on: 20 January 2011

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This Standardisation Inspection Final Report was distributed to:

1. European Commission, DG-MOVE-E
2. Irish Aviation Authority - IAA
3. State Permanent Representation of Ireland to the European Union
4. EASA S.1
5. All EU MS and former JAA MS; non EASA MS that have signed Working Arrangements

Copy No.: FSTD.IE.09.2010 -2

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Foreword

As per the signed agreement between the European Commission and EASA [letter EASA.2009(D)57997 of 10 March 2009] for the continuation of the standardisation process in the area of operations and licensing in the post JAA phase:

- In order to avoid disruption of standardisation activities in the area of Flight Crew Licensing (FCL), Flight Simulation Training Devices (FSTD) and Air Operations (OPS) and with the objective to avoid any safety gap between June 2009 and the adoption of the relevant implementing rules, EASA, with the agreement of the European Commission, is continuing the standardisation activities in these areas until implementing rules are available.

- The standards to be verified shall be the latest version of the Joint Aviation Requirements (JARs) published by the JAA. The working methods shall be based on the existing joint implementing procedures (JIPs) currently used within the JAA framework, except on a few points where EASA considers, for standardisation and efficiency reasons, that these procedures can be aligned with those already used within the Community framework (i.e. Commission Regulation (EC) No 736/2006 of 16 May 2006 on working methods of the European Aviation Safety Agency for conducting standardisation inspections).

On the account of the above and in accordance with the Articles 3.1 and 3.2 of the Standardisation Inspection Regulation[1], the Agency has mandated its Approvals and Standardisation Directorate to carry out inspections of National Aviation Authorities whereby it shall examine in particular compliance of these [National Aviation] Authorities with the requirements and to conduct, also, investigations of undertakings under the oversight of the inspected NAA.

It has been specified that, in the absence of the JAA Committee, EASA will send the results of the standardisation visits to all ex-JAA NAAs.

It will be the responsibility of each NAA, in view of the results of such inspections, whether or not to accept the standard and level of implementation of the JAR-FCL and JAR-FSTD system under the applicable national rules of the visited NAA. Each NAA will also inform EASA of its decision in this area. EASA will keep the record of all NAAs' positions.

As far as the non-EASA countries are concerned, they are committed to the EASA standardisation process through the signed "Working Arrangements" with EASA.

Findings against National Aviation Authorities of the inspected Member State are classified in line with Article 13 of the Standardisation Inspection Regulation and are presented in the appendices to this report (see Part 5).

Observations made at undertakings have already been communicated to the NAA by means of the Preliminary Inspection Report. The NAA is reminded that it is responsible for taking appropriate action for remedy.

[1] COMMISSION REGULATION (EC) No 736/2006 of 16 May 2006 on working methods of the European Aviation Safety Agency for conducting standardisation inspections

Part 1 – Executive Summary

Outline

This EASA standardisation inspection of the Irish Aviation Authority (hereinafter referred to as IAA) mainly covered JAR-FSTD A/H and Administrative and Guidance Material (AGM) Section 6 (STD/FSTD) Part Two: Procedures (JIPs). The inspection was carried out in Ireland with a team composed of four inspectors (hereinafter referred to as EASA Team) from 27 to 29 September 2010.

During the course of the inspection, one FSTD operator was visited to sample the oversight of organisations in the area inspected.

1 - Primary Aviation Legislation

The outcome of a combination of the "Irish Aviation Authority Act, 1993" and the "Irish Aviation Authority (Operations) Order, 2006, SI No. 61" provisions empowers the IAA to regulate civil aviation in Ireland.

2 – Specific Operating Regulations

EU legislation is promulgated in the official journal of the European Union and is available on the EUR-LEX.

The Operating Regulations providing for standardised operational procedures are described as follows:

The Statutory Instruments (Orders and Regulations) are notified on the official Irish State gazette and promulgated on the Irish Statute book. Official copies of Statutory Instruments may be obtained from the Government Publications Office. Un-official copies of the relevant legislation are also available on www.iaa.ie.

IAA Aeronautical Notices (Directions) and other airworthiness publications are promulgated using the IAA website. Official copies of Directions issued under Aeronautical Notices may be obtained from the Company Secretary, Irish Aviation Authority.

With specific regard to the FSTD domain, JAR STD requirements have been incorporated directly in the Irish Aviation Authority (Operations) Order SI No. 61 of 2006 and JAR FSTD A/H standards are specified in a Direction promulgated under Aeronautical Notice 0.26. Through the Irish Aviation Authority Act, the IAA has the authority to amend the Order and/or Direction (Aeronautical Notice) to keep it up-to-date with latest amendments.

The requirement to use JAR-FSTD ACJ is not constituted in hard law but is, nevertheless, used in practice. The contents of the ACJ are not promulgated by IAA but the reference to the use of this material is contained on the FSTD page of the IAA website.

In principle the IAA allows the operator to apply for an Alternative Means of compliance, but in such a case the EASA agreement has to be obtained.

3 – State civil aviation system and safety oversight functions

The Irish Aviation Authority (IAA) is a commercial state-sponsored company which was established on 1 January 1994 to provide air navigation services in Irish-controlled airspace, and to regulate safety standards within the Irish civil aviation industry. It has four divisions, one of which is responsible for Safety Regulation. The Safety Regulation Division is further broken down into four functional departments, namely Flight Operations, Airworthiness, Regulatory Performance and Personnel Licensing, and Aeronautical Services. The Flight Operations Department (FOD) is responsible for FSTD qualifications.

As per the FOD qualification process, the FSTD qualification tasks are delegated either to the Airline Standards Manager or to the General Aviation Manager in relation to specific application - Aeroplane or Helicopter.

The FSTD qualification and oversight duties are performed by 5 inspectors:

- 2 Flight Inspectors (FSTD FI), one dedicated to helicopter, and one dedicated to aeroplane FSTDs.
- 3 Technical Inspectors (FSTD TI).

Four FSTD inspectors are permanent IAA employees and one FSTD TI is a contracted staff. One additional FSTD FI is currently under training.

It should be noted that, commensurate with the relatively small number of FSTD involved, the FSTD Inspectors are not only dedicated to FSTD tasks. However, considering the number of inspectors / FSTD ratio, IAA FSTD inspectors' staffing is appropriate and have significant experience in the FSTD qualification activities.

4 – Technical personnel qualification and training

The IAA does not recruit FSTD dedicated staff directly from outside but uses suitable persons available from the existing Flight Operations and Airworthiness department internal resources. The relevant staff must meet the following basic qualifications (ref. Procedure FOD.801):

- Pilot Simulator Inspectors: a Flight Inspector of the Authority qualified in flight crew training procedures and type rated on the aeroplane type being simulated or on a similar type aircraft.

- Technical Simulator Inspectors: an Inspector of the Authority qualified in aspects of flight simulation hardware, software or computer modelling, or an engineering degree or equivalent qualifications.

The IAA has a comprehensive training and development policy consisting of training programmes and individual training plans, described at general level for its entire staff as outlined in procedure SRD.006.

The FSTD inspectors are trained in the following subjects, as necessary:

- Those national requirements which are relevant to their inspections duties;
- The relevant ICAO documentation;
- JAR-FSTD, related JARs and Joint Implementation Procedures (JIP);
- JAR-FSTD Operator's Quality Systems;
- Quality Auditing.

Training is supplemented by on-the-job training and recurrent training where necessary.

However, the above listed training elements are not all supported by detailed syllabi to describe the contents of the training programme. In addition, an inspector under supervision progress, including the on-the-job training phase, is not monitored, evaluated, and assessed for training completion by a designated person into the specific area of FSTD activities.

5 – Technical guidance, tools and the provision of safety critical information

The IAA has a comprehensive document control system using SharePoint. Entire staff policies, procedures and guidance material is controlled and maintained on this system.

Several SRD top level procedures are applicable, such as: SRD.002 Organisation, SRD.005 Staff Roles and responsibilities, SRD.006 Training, SRD.007 Authorised Signatories, SRD.010 Enforcement Policy, SRD.102 SRD Resource Planning, SRD.111 Processing regulatory changes.

All inspecting procedures are now issued as individual procedures at the departmental level on SharePoint. FOD.801 contains the detailed procedures for FSTD qualifications.

The SharePoint site contains a facility for any staff member to identify requirements for updating any procedure. The procedure's owner is then responsible for implementing the necessary changes.

In addition, Procedure SRD.111 addresses the review of amendments to regulatory documents which will identify the need to update internal procedures following changes to regulations.

6 – Licensing, certification, authorisation and approval obligations

The FSTD evaluation process leading into a final qualification is described in the procedure FOD.801, amdt 3, dated 10/08/2010.

This procedure covers all activities related to FSTD qualification including initial and recurrent evaluations.

The qualification certificate is issued by the Flight Inspector as per procedures FOD 801 (FSTD Qualification and Approval Procedure) and SRD 007 (Authorised Signatories designated by the IAA).

7 – Surveillance obligations

All FSTD are subject to annual recurrent evaluation. Procedure FOD.801 and associated FOD.F.801g, 801d and 801e forms apply. The relevant procedures of A&GM Sect 6 Part 2, ACJ No 2 to FSTD 1.020 and Appendix 6 to ACJ No 1 to FSTD 1.030 are used.

The recurrent evaluations take place every year since the qualification certificate is issued for one year only. For the time being, the IAA does not grant qualifications for more than this period.

All findings and corrective actions are recorded in an Excel spreadsheet and maintained on file. In accordance with FSTD ACJ No 2 to FSTD 1.015 defects should be corrected within 30 days. However, the IAA has not defined criteria and guidelines in order to select to perform a follow-up visit to the operator according to the extent and the impact of required corrective actions.

The effectiveness of the FSTD Operators quality system is verified during each recurrent evaluation.

8 – Resolution of safety concerns

During this FSTD Standardisation Inspection there was no evidence that IAA had to address any safety concern.

Conclusions

During this Standardisation Inspection, a total of 5 findings were raised against IAA. There were no indications of an immediate safety hazard.

Some observations were made at undertakings. IAA was notified of these observations on the 29 September 2010 by means of the Preliminary Report.

During this inspection it was confirmed that IAA is appropriately discharging its duty and responsibility on qualifying and oversight of FSTD operators.

The team would like to thank the National Coordinator for his availability and support during this inspection which enabled the programme to be completed as planned.

The IAA showed a very cooperative attitude throughout this Standardisation Inspection and fully supported the standardisation process. The team is thankful to the IAA for its openness, its full transparency and its positive attitude at all phases throughout the visit. This contributed to the efficiency and effectiveness of the team and resulted in the conclusions being agreed.

Part 2 – Conduct of the Inspection

2.1. Background

A FSTD Standardisation Inspection was performed at Irish Aviation Authority (IAA) in Ireland. The visit took place from 27 to 29 September 2010.

The purpose of this Standardisation Inspection was to monitor the application by the IAA of the common rules in the field of aviation safety and to report the results to the European Commission.

The inspection was conducted in accordance with the signed agreement between the European Commission and EASA letter EASA.2009(D)57997 of 10 March 2009 for the continuation of the standardisation process in the areas of Operations and Licensing in the post JAA phase, using approved procedures and relevant guidance material of the European Aviation Safety Agency.

2.2. Scope

The scope of this Standardisation Inspection covered:

- JAR-FSTD A
- JAR-FSTD H
- JIPs Section 6 (STD/FSTD), Part Two: Procedures, Amendment 01.02.2008

2.3. National Coordinator

Pursuant to Article 6.4 of Commission Regulation (EC) No 736/2006, Member States shall appoint a National Coordinator to assist EASA at all stages of the Standardisation Inspection process. The person nominated by IAA was Mr Frank Tone.

2.4. Inspection Team

The EASA inspection team was composed as follows:

- Team Leader: Gianni Semenzato, EASA
- Team Member: Igino Coccolini, seconded by ENAC
- Team Member: Guy Schell, EASA

In addition, the following person participated in the inspection but was not an active team member:

- Observer: José Quevedo, EASA

2.5. Officials Met

During the course of the on-site phase of the inspection, meetings took place with the following officials of the IAA:

- Terry O'Neill, Assistant Director Flight Operations
- Frank Tone, FSTD National Coordinator
- Capt David Crook, Flight Operations Inspector
- Paul Gingell, Flight Operations Inspector
- Nicholas Butterfield, Aeronautical Officer

2.6. Inspection Programme

The inspection programme was proposed by EASA and agreed with the IAA. The visiting phase began with a preliminary meeting on 27 September 2010 and concluded with a wrap-up meeting on 29 September 2010 in Dublin.

The inspection was conducted in Dublin, headquarters of the Irish Civil Aviation Authority named Irish Aviation Authority, in this report referred to as "IAA", the competent authority designated by Ireland according to Irish Aviation Authority Act, 1993.

The programme also included a visit to undertaking under the surveillance of the IAA, comprising:

- FSTD Operator: SIMTECH Aviation, Dublin airport, FSTD No IE 110

At the closing session held in Dublin on 29 September 2010, pursuant to Article 9 (d) of Regulation (EC) 736/2006, the appointed National Coordinator was provided with a Preliminary Inspection Report which included a list of requirements reviewed, a list of findings and observations made at undertaking together with IAA comments, if any.

The following officials of the IAA attended the closing session:

- Kevin Humphreys, Director Safety Regulation
- Terry O'Neill, Assistant Director Flight Operations
- Frank Tone, FSTD National Coordinator
- Capt David Crook, Flight Operations Inspector
- Paul Gingell, Flight Operations Inspector
- Nicholas Butterfield, Aeronautical Officer

2.7. Scale of Activity

Certification and oversight activities of IAA in the field of **Flight Simulation Training Device (FSTD):**

FSTD Operators regulated by the IAA	
No. of FSTD Operators aeroplanes located at home	4
No. of FSTD Operators helicopters located at home	0
No. of FSTD Operators located abroad (excluded CUP)	2
No. of FSTD Operators located abroad under CUP	1

FSTD qualified by the IAA		
	Devices	Issued Certificates
-No. of FFS / Aeroplane type	9	9
-No. of FFS / Helicopter type	0	0
-No. of FTD / Aeroplane type	2	2
-No. of FTD / Helicopter type	0	0
-No. of FNPT	2	2
-No. of BITD	0	

2.8. Additional Information

None

Part 3 – Immediate Safety Hazards (ISH)[2]

None

Part 4 – Comments of the National Aviation Authority[3]

The following **comments, specific to findings,** were provided to the EASA Team by the IAA FSTD National Coordinator, on 4 October 2010, after the wrap-up meeting took place in Dublin. These comments were presented at Finding Classification Committee (FCC) internal meeting. The IAA comments were taken into account by the FCC and also, constitute reference elements in the next stage of proposed corrective action's assessment.

Reference Finding #1

The IAA has a comprehensive training policy identified in IAA Document (SRD.006) which includes training programmes for each role in IAA, and training plans and training records for each individual staff member. As a small authority IAA only recruits experienced staff from industry/other NAA, and individual staff members may be authorised for more than one task. The training methodology is that all staff members receive induction training (upon entry) which includes an overview of the regulations (ICAO, EU, NAA) and IAA procedures, following which detailed and recurrent training is provided for specific roles. In addition all staff involved in auditing functions receive detailed Audit Techniques training. The relevant procedures and related records were provided to the audit team.

In respect of the FSTD TI & FI evaluations the detailed training is outsourced from an FSTD training organisation (TTI) whose course was approved previously by JAA for this task. Whereas the IAA generates detailed training syllabi for internal courses, it simply adopts the training syllabi from training courses 'approved' by JAA/EASA. On-the-job training is a crucial part of the training programme and this is completed by the trainee under the supervision of an experienced TI/FI. Recurrent training is for the moment (pending EASA recurrent training course) based on updates received from EASA FSTD EG and Standardisation meetings.

The IAA would like to point out that notwithstanding the comments raised, all authorised FI and TI's in IAA have received initial and recurrent training which exceeds the levels of training recommended by the JIPs.

The FSTD function is performed using resources from two separate SRD departments (Operations and Airworthiness) and as such the training programmes and training syllabi for the FI and TI are not integrated. This fact may be the source of some of the audit team's comment in that although from IAA perspective all the necessary training elements are covered, it is difficult to present it all during the limited timeframe of the audit. Taking the audit teams comments on board the IAA will review the separate training programmes involved with a view to synergizing the training programmes and training syllabi for FSTD TI and FI.

Reference Finding #2

Training certificates for TTI (FSTD Evaluators Course) and UKCAA (audit techniques course) and FSTD recurrent record for all staff were provided. The complete training file (including induction course training records) was provided for the current FI trainee only. The IAA did not

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[2] *Article 9.1 (d) of Commission Regulation (EC) No 736/2006.*

[3] *Article 10 of Commission Regulation (EC) No 736/2006*

understand that the audit team were looking for all related FSTD training records (including induction training) for all FI/TI's and hence did not provide it on the day, with the exception of the certificates mentioned above.

In respect of the establishment of proficiency level and granting of the related authorization for the task, the IAA procedure SRD.007 and related forms were introduced in IAA in 2009 to formalize the process. All current TI/FI's were already authorised before the formal process and the record of their previously held authorizations were transferred to SRD.F.007E (ie grandfathered). Future TI/FI will use SRD.F.007A to document the validation process but no evidence of the use of this form was available during the audit as the current trainee FI has not yet completed the training. The related procedure and forms were provided to the audit team.

Reference Finding #3

The intended purpose of the IAA procedure FOD.801 chapter 3 § 3.7, is to deal with short term extensions for logistical reasons (eg operator experts unavailability or non-availability of FSTD team or other). It was not meant in the context of JAR FSTD A.020 and related ACJ in respect of extending the validity of the certificate to 3 years. It is accepted that the wording in paragraph 3.7 "Only in exceptional circumstances and with the agreement of ADFO, will extensions of greater than one month be granted" is ambiguous as there is no end limit on this statement. The IAA has not granted 3 year extended validity to any FSTD operator.

Reference Finding #4

The comment is accepted. Nevertheless, it should be noted that an "ad hoc inspection" is not precluded.

Reference Finding #5

An automatic landing was not performed on this occasion due to time constraints. It was considered that, since this was a recurrent evaluation, not every function needed to be re-checked. The important aspects to be checked for low visibility training (because a new image generator was presented for evaluation) were the visibilities and taxi route signage, which were checked thoroughly.

Reference Observation #1

Noted. The operator advised that as a small operator, much of his training is ad-hoc and opportunistic based on availability of expert assistance. The Quality System has detailed audit procedures to ensure that all staff are properly trained, and all training records are retained on file, however some work is needed to produce a formal training programme. The IAA will pursue this issue with the operator.

Reference Observation #2

The MQTG cover sheet was not signed off during the initial evaluation of IE.117 because a small number of QTG's needed to be amended to make minor corrections of typographical errors in the text and for minor revisions to manual QTG test instructions. The relevant revisions were provided by the manufacturer shortly after the evaluation but the IAA final sign-off of these QTG's and the MQTG cover sheet is still outstanding. As none of the revisions affect the technical content of the MQTG, the operator was fully authorised to use the MQTG at the end of the initial evaluation.

Part 5 – Finding Classes and Initial Follow-up

The findings were reviewed and classified by EASA in accordance with the definition below from Article 13 of Commission Regulation (EC) 736/2006.

Class (a) fully compliant;

Class (b) are compliance findings, but improvement is recommended in areas (reference to the rules affected) for better efficiency;

Class (c) are non compliance findings, with objective evidence of minor deficiencies showing non-compliance with the applicable requirements in areas which could raise standardisation concerns that the NAA has to address in order to demonstrate compliance with European regulations;

Action: The IAA is requested to send to EASA, within **10 weeks** from the date of receipt of this report, the action plan that is deemed necessary for each item, together with the date planned for completion.

Class (d) are non compliance findings, with objective evidence of significant deficiencies showing non-compliance with the applicable requirements in areas which, besides standardisation concerns, raise safety concerns if not promptly corrected;
>>These findings require the urgent attention of the NAA.

Class (e) not applicable;

Class (f) are findings not confirmed, material evidence not being directly available at the time of the visit.

ACTION

According to the inspection findings presented in the appendices, the first relevant deadline in the follow-up phase of this standardisation inspection is **10 weeks** from the date of receipt of this report.

All submitted remedial action plans shall be agreed with EASA within a maximum of **16 weeks** upon receipt of this report.

In all cases, the IAA is requested to report to EASA in due time.

Observations made by the Agency at undertakings, if any, shall be processed by the IAA according to the administrative principles in place that is applicable Chapters 6 of the Administrative and Guidance Material (JIP).

Before issuance of a Standardisation Statement of Findings Closure, the Agency expects to receive a formal statement that the competent authority has properly handled the observation(s) notified by the Agency in accordance with the applicable Chapters 6 of the Administrative and Guidance Material (JIP).

The attached **Standardisation Inspection of Ireland, Final Report number FSTD.IE.09.2010 Appendix 1** contains all findings from the Preliminary Inspection Report of this inspection and the classification made in accordance with Art. 13 of Commission Regulation (EC) No 736/2006.

Appendix 1 consists of a total of 2 pages and 5 findings as follows:

Finding class	Number of findings
(a)	0
(b)	1
(c)	4
(d)	0
(e)	0
(f)	0

Appendix 1 – Findings raised against IAA

Finding #	Reference	CE #	Finding	Classification
1	JIPs Chapt. 3	4	With reference to the initial and recurrent training programmes for the inspectors the following issues were identified: - the initial training programme for Simulator Flight Inspectors (FI) is not described in the relevant procedure; - the detailed training programme syllabi for simulator Technical Inspectors (TI) are not developed and described in the relevant procedure; - a person (senior inspector) in charge to monitor and evaluate the inspector under supervision progress along the phases of the qualification programme , included the on the job training phase, is not required by the relevant procedure; - the recurrent training programme and detailed related syllabi are not described in the procedure relevant to the inspectors' training.	**C**
2	JIPS Chapt. 3	4	Sampling the training records folders regarding the TI and FI the following issues were identified: - the evidence related to the training records, provided by the IAA, is not fully compliant with JIPS Chapter 3 § 3.2.4. - no documented evidence of the training completion assessment and validation in order to decide if the inspector who completed the training under supervision phase satisfies the proficiency level established for the required tasks.	**C**
3	JAR-FSTD A/H. 020 & ACJ to JAR-FSTD A/H. 020	6	With reference to the Qualification Certificate period of validity the following issue was identified: - As per procedure FOD 801 chapter 3 § 3.7, the IAA allows the extension of the validity of the qualification certificate up to 7 days or up to one month and, in exceptional circumstances, over one month. In the latter case, any ultimate limit to such extension is not stipulated; furthermore, the IAA does not define the criteria or the specific basis to grant such an extension (e.g. proportionate application of the ACJ to JAR-FSTD A/H. 020 provision). FCC comment: the committee agrees that the reference to this finding is JIPS Chapter 8.	**C**

Finding #	Reference	CE #	Finding	Classification
4	JIPs Chapt. 4 § 4.2 & 6.2	5	Regarding the finding follow-up the following was observed: - There is not a defined guideline/procedure for the inspectors to elect to perform an "ad hoc inspection" to verify the proper implementation of the corrective actions communicated and implemented by the operator.	**C**
5	JAR-FSTD A.015 & ACJ no 2 to JAR-FSTD A.015	6	Regarding the subjective testing the following was observed: - While, according to the training and testing consideration, from the previous evaluation report, the Full Flight Simulator is suitable for LVTO (125 m), Cat IIIA (RVR 200 m – DH 50 ft) and autoland, in the executed profile was not included a specific flight manoeuvre to verify the simulator performances in Low Visibility Operations in flight.	**B**