



# European Aviation Safety Agency

Francesco Banal • Approvals & Standardisation Director

Cologne, 23 April 2008  
EASA S1 FBA/GRE D (2008) 59272

Mr André Auer  
Chief Executive  
Joint Aviation Authorities  
Ottoplatz 1  
D-50679 Cologne  
Germany

## **Subject: Synthetic Training Devices Standardisation Visit to Ireland**

Dear Mr Auer,

In accordance with the "Working Arrangement On Transfer Of Certain Standardisation Co-Ordination Activities From JAA To EASA" signed between our organisations, a Standardisation Team visited Ireland in March 2008 to assess the continued capability of the Irish Aviation Authority (IAA) to issue Synthetic Training Devices operator certificates and simulator qualifications that could eventually be recognised by all JAA Members, in accordance with the Cyprus Arrangements.

The Final report (OPS.IE.03.2008) and the STDST team audit report are attached hereafter for your perusal. The Team observed that all necessary efforts have been made by IAA in order to maintain the requirements of JAR-STDs.

No findings were issued by the team during the visit. Therefore EASA recommends to JAAT that the wide recognition of certificates/qualifications issued by IAA, including the one related to foreign STD Operators, be maintained.  
However, the team issued some observations on the NAA that they may wish to consider.

JAAT is invited to ensure that the STD information data base is reflecting this position.

Yours sincerely,



Francesco Banal

Copy      IAA (Mr Tone)  
              EASA/E (Mr Goudou)  
              EASA S1 (Mr Janvier)

Attachments:    Final Report OPS.IE.03.2008  
                  STDST Team Audit Report

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**European Aviation Safety Agency**

**Standardisation Visit Final Report**

OPS IE.03 2008

**Final Report on  
The JAA Synthetic Training Devices Standardisation Visit of**

**Ireland  
Irish Aviation Authority**

Dates of visit: 5 - 6 March 2008

Report ID: OPS.IE.03.2008

Issued on: 15.04.2008



**European Aviation Safety Agency**

**Standardisation Visit Final Report**

OPS IE.03 2008

This Standardisation Visit Final Report is distributed to:

1. JAA-LO
2. Irish Aviation Authority
3. EASA S.1

OPS.IE.03.2008-



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***Part 1 – Executive Summary***

A Synthetic Training Devices Standardisation (STDST) visit was carried out by EASA, on behalf of the JAA, in Ireland at the Irish Aviation Authority (IAA).

The visit took place from 5 March to 6 March 2008.

This visit was a regular scheduled recurrent visit so as to confirm that JAR STD standards were maintained.

Currently, 4 STD operators are regulated by the IAA, including 2 FNPT operators.

The IAA has qualified within the national jurisdiction 3 aeroplane simulators and 2 fixed wings FNPTs.

The IAA has also qualified outside the national jurisdiction, including outside JAA jurisdiction, 5 aeroplane simulators without issuing any exemptions, i.e. in full conformity with JAR STD.

The visit did not raise any findings, but observed some NAA administrative issues that the IAA is invited to consider. However, no issues are of a nature to question mutual recognition.

The details can be found in the annex of the report.



### **Part 2 – Conduct of the visit**

#### **2.1 Background**

The visit was conducted in application of the Cyprus Arrangements and in accordance with the provisions of the working arrangements signed between the JAA and the European Aviation Safety Agency for the coordination of standardisation visits, using approved procedures and relevant guidance material of the JAA, as amended.

#### **2.2 Scope**

The scope of this standardisation visit covered the following JAR codes:

JAR-STD

#### **2.3 National coordinator**

The IAA is established as an authority pursuant to the Irish Aviation Act 1993 amended in 2006.

The regulations which enable the Irish State to issue detailed requirements to ensure compliance with JAR STD is the Irish Aviation Authority order (operations) 2006 sections 57 and 58.

Ireland nominated Capt. D. Connolly as the National Coordinator to assist the team at all stages of the standardisation visit.

#### **2.4 STDST Team**

The team was composed of one flight inspector and a technical inspector:

Flight inspector: Capt. R. Steiner

Technical inspector: Mr P. Barrack

#### **2.5 Visit programme**

The inspection programme was agreed by EASA. The visit was conducted in Dublin, headquarters of the Irish Aviation Authority, the competent authority designated by Ireland.

The programme also included the visit to one Simulator Operator (Simtech Aviation International) located at Dublin airport under the surveillance of the IAA, and within this framework, the observation of a recurrent qualification performed by IAA of a Bae Avro 146 (Level B grand father rights) simulator.

At the closing session held in Dublin on 6 March 2008, the Authority was provided with the JAA STDST Audit Report which included a list of requirements reviewed and a list of findings (none in this case) and observations.



***Part three – Findings and initial follow-up.***

The IAA may wish to consider the following comments linked to the NAA, issued in the visit report:

- Organisational changes: replacement of 2 leaving simulators flight inspectors, position as national coordinator is vacant;
- Inclusion of JAR STD approval section in the IAA internal audit programme;
- Review and update of the Inspecting staff handbook (example: there are no procedures to address variations, suspensions, revocations, appeal. There are no specific written procedures to address the assessment and effectiveness of the STD operators quality system);
- Development of a regular quality system "formal audit" (see JIP Ch 6.6.2.1 d and appendix 2 (rev1)).

**Actions**

The IAA is requested to send to EASA the action plan that is deemed necessary for each item, together with the date planned for completion.

All submitted remedial action plans shall be agreed with EASA.

**Follow-up**

The IAA is requested to report to EASA within 10 weeks upon progress made in the implementation of its actions.

**Appendix : JAA Synthetic Training Devices Standardisation (STDST) Team Audit report.**

**JOINT AVIATION AUTHORITIES**  
**SYNTHETIC TRAINING DEVICES STANDARDISATION TEAM**  
**(STD ST)**  
**VISIT REPORT**

NAA visited: *Irish Aviation Authority*..... Visit Dates: *5<sup>th</sup> & 6<sup>th</sup> March 2008*.....

Visit Number: *JAA STD/ 2008 - XX*.....  Initial Visit  Recurrent Visit

STD ST Members: (name and position within his/her Authority)

i. *Mr Peter Barrack UK CAA TI*..... iii. ....

ii. *Capt. Roland Steiner FOCA FI*..... iv. ....

**LEGEND: Status of Implementation/Compliance within each Area  
of the STD ST Visit may be:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Satisfactory | (compliant in all significant subjects)             |
| <input type="checkbox"/> Not satisfactory        | (non-compliant in one or more significant subjects) |
| <input type="checkbox"/> Not applicable          |   |



## SECTION A: General/Implementation of JAR-STD by the NAA

NR	Reference	Areas of Audit / Questions	Status	Evidence to be reviewed / verified	Status of Implementation / Compliance	Comments (see also table at the end)
A.1.	JIP 4.2.1.c/ 11.4	National Co-ordinator (NC) (name and position within the Authority) <i>Capt. Declan Connolly (Flight Operations Inspector) ...</i>	Verify Authorisation of NC within NAA	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable		Capt. D Connolly is about to leave the IAA (end of May 2008) and his successor has not been confirmed.
A.2.a	ACJ No.1 to JAR-STD 1A.015 §2 and JIP 3.2	Composition of the NAA Evaluation Team (names and appointment): i. Capt. Declan Connolly FI ..... ii. Capt. Dave Crook FI ..... iii. Capt Ian Dunn FI (Rotary devices) ..... iv. Mr Pat McDonald TI ..... v. Mr Frank Tone TI (under training) .....	Verify the composition of the evaluation team and the qualification of the FI and the TI.	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable		New team members (since the last ST visit in 2005) CVs presented. Mr P McDonald due to retire in 2008.
A.2.b	JIP 11.9.3 c, d and e. JIP 4.2	<b>Authority Organisational Chart</b> (Information on the organisation must clearly indicate the Department Head responsible for the legal finding, i.e. issue of Qualification Certificates, and the person who acts as focal point responsible for the technical finding, i.e. STD evaluation)	Verify Organisational Structure, Staffing, Management structure and Reporting lines.	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable		Organisational chart supplied, reviewed and discussed with the IAA but Organisational changes (phase one) are being implemented. Currently the Operator Surveillance Section, within the SRG, is responsible for the STD evaluations that are undertaken by the JAR-STD (simulator) approval group.



NR	Reference	Areas of Audit / Questions	Status	Evidence to be reviewed / verified	Status of Implementation / Compliance	Comments (see also table at the end)
A.3		Are any organisational changes planned within the next two years?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input checked="" type="checkbox"/> not applicable	<i>Internally, the Safety Regulation Division is to be split from the Air Navigation Services provider.</i>
A.4		Number of STD Operators that are regulated by the Authority? a. Aeroplane Simulators: 4 ..... b. Helicopter Simulators: None ..... c. Flight Training Devices: None .....			<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	<i>Includes 2 FNPT (fixed wing) Operators</i>
A.5	JIP 4.3.1	Number of qualified STDs/Certificates (1A/H, 2A) within the national jurisdiction? a. Aeroplane Simulators: 3 ..... b. Helicopter Simulators: None ..... c. Flight Training Devices: None .....			<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	<i>In addition the IAA also qualifies 2 fixed wing FNPTs.</i>
A.5a	JIP 4.3.1	Number of qualified STDs/Certificates (1A/H, 2A) outside the national jurisdiction, including outside the JAA? a. Aeroplane Simulators: 5 ..... b. Helicopter Simulators: None ..... c. Flight Training Devices: None .....			<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	



## SECTION B: LEGISLATIVE OVERVIEW

NR	Reference	Areas of Audit / Questions	Status	Evidence to be reviewed / verified	Status of Implementation / Compliance	Comments (see also table at the end)
B.1.a	JIP 11.9.3 b. Other?	Law What legislation enables the State to implement the requirements and provisions of JAR-STD? <i>Irish Aviation Act 1993 (amended in 2006) .....</i>		Verify National Legislation	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	National Acts, Operations and Regulations discussed.
B.1.b	JIP 11.9.3 b. Other?	Regulation What regulation enables the State to issue detailed requirements to ensure compliance with JAR-STD? <i>Irish Aviation Authority (Operations) Order 2006 Sections 57 &amp; 58.....</i>		Verify National Regulation	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	National Acts, Operations and Regulations discussed. Aeronautical Notice NR 0.26 refers.
B.2	JIP 11.9.3 b.	Does the legislation or the regulations permit the regulatory Authority to develop and amend national STD requirements in order to incorporate JAR-STD standards?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Verify legislative means	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable
B.3	JIP 11.9.3 b.	Does the legislation or the regulations permit the regulatory Authority to enforce the provisions of JAR-STD? (If yes - please provide details). Yes, see comments .....		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		JAR-STD standards incorporated under the Order in 2002 and carried over under the 'continuance' provisions in the 2006 order. Aeronautical Notice NR 0.26 refers.



NR	Reference	Areas of Audit / Questions	Status	Evidence to be reviewed / verified	Status of implementation / Compliance	Comments (see also table at the end)
B.4	JIP 11.9.3 b	Is there an area of declared non-compliance or are any Exemptions issued for simulators qualified within or outside the NAA jurisdiction?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	Presently, the IAA have not issued any exemptions.
B.5	JIP APP 5	Are the STD Evaluation Reports issued in the JAA format? (If not, please state the reasons).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	Examples given.
B.6	JIP APP 3	Are the STD Qualification Certificates issued in the JAA format? (If not, please state the reasons).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	Examples given.



## SECTION C: NAA PERSONNEL

NR	Reference	Areas of Audit / Questions	Status	Evidence to be reviewed / verified	Status of Implementation / Compliance	Comments (see also table at the end)
C.1	JIP 11.9.3.d and JIP 4.2	Does the NAA have an STD Operations Oversight Department/Office or does it contract this task to another NAA/entity? If so, to which one? .....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Assess/Verify the NAA's organisation (cf. NR A.2.a) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	
C.2		How many inspecting staff are involved in STD evaluation and oversight? a. Pilot Simulator Inspectors 3 .....		Assess/Verify the NAA's organisation (cf. NR A.2.a)	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	One of the two TIs under training.
C.3	JIP 3.2	Are the basic qualifications and experience of Inspectors acceptable? a. Pilot Simulator Inspectors: b. Technical Simulator Inspectors	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Review samples	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable <input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	New team members (since the last JAA ST visit in 2005) CVs presented.
C.4	JIP 3.1.1	Are the Inspectors employed by the Authority or contracted in from another NAA/entity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Review samples	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	One Consultant TI, the remainder are full time IAA employees.



NR	Reference	Areas of Audit / Questions	Status	Evidence to be reviewed / verified	Status of Implementation / Compliance	Comments (see also table at the end)
C.5	JIP 3.2	<p>On being engaged by the Authority what training does an Inspector receive?</p> <p>a. Flight Simulator Inspector:</p> <p>Initial: <i>TRI/ TRE, TTI course, ICAO &amp; JAR Inspector course (s) and QS Auditors course .....</i></p> <p>.....</p> <p>Refresher: <i>On the job training and as an Observer with other NAAs .....</i></p> <p>.....</p> <p>b. Technical Simulator Inspector:</p> <p>Initial: <i>Industry experience with relevant courses and qualifications .....</i></p> <p>.....</p> <p>Refresher: <i>On the job training and as an Observer with other NAAs .....</i></p> <p>.....</p>		<p>Training Syllabus/Training Records, Review samples</p>	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	<p>Some of the Inspectors have experience in FSTD evaluations from their former positions in the aviation industry.</p> <p>The IAA are also seeking assistance from other NAAs to allow their recent additions to the evaluation team to gain the relevant experience.</p>
C.6	JIP 3.2.4	<p>What system of guidance does the Authority provide for Inspectors (Inspecting Staff Handbooks, Directives, JAR-STD JIP, JAR-STD etc.) to undertake their duties? Compare handbook structure and contents with JPS requirements.</p> <p><i>Inspectors Staff Handbook, relevant JAR (STD &amp; Administrative and Guidance material) and ICAO documents and the RAes STD evaluation handbooks.</i></p> <p>.....</p>			<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	



## SECTION D: ADMINISTRATION OF EVALUATION PROCESSES

NR	Reference	Areas of Audit / Questions	Status	Evidence to be reviewed / verified	Comments (see also table at the end)
C.7	ACJ No.1 JAR-STD 1A.015 §2	What is the normal and also the minimum composition of an evaluation team? a) Initial: One <i>F1 &amp; One T1</i> .....  b) Recurrent: One <i>F1 &amp; One T1</i> .....		<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	
C.8	JIP 3.2.3	Provide details of the range of experience of your inspectors (number and timescales of evaluations performed and to what standards codes) As a NAA currently 10 per annum (over the last 2 1/2 years) .....		<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	2 <i>F1s</i> have completed their training and will conduct their first evaluations in late 2008 as the opportunity permits.  1 <i>T1</i> currently under training which is planned to be completed by the end of 2008.
C.9	JIP 3.2.2	If an STD Operator proposes to operate a new STD type how does the Authority progress the application if it has no Inspector expertise of its own? Consult FSTD Steering Group, consult and seek guidance from a mutually recognised NAA or if unfamiliar new technology is involved the IAA seek <i>F1</i> or <i>T1</i> from an experienced NAA .....		<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	



		STD operator oversight	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	TGL 9 has been given to all the Simulator Operators to complete. However, the Inspecting Staff Handbook (ISH) does not contain any specific written procedures to address the assessment of a FTSD/STD Operator's Quality System.
D 1	JIPs 4.2.1 Appendix 1 Appendix 2 +Leaflet No 9	<p><u>STD operator oversight JAR STD 025</u></p> <p>Evaluate the method by which the NAA ensures compliance by the operator with JAR-STD 025 requirements and how the NAA utilises JIP Appendix 1 paras 2, 3 and 4. Also assess how Appendix 2 and Leaflet No. 9 are used.</p> <p><u>Initial Inspection: JIPIs Appendix 1 para 5</u></p> <p>Check if assess the method by which the acceptability of the validation tests contained in the QTG is agreed by the NAA prior to the commencement of testing.</p> <p>Ascertain whether there is any documentation which contains all the necessary information regarding the visual data base?</p> <p>How does the NAA ensure that validation data for QTG objective tests are primarily derived from aircraft flight testing? - ref JAR-STD 030</p> <p>How does the NAA ensure the applicability of JAR-STD requirements to simulator data packages? If alternative methods are used, how does the NAA take into account the criteria contained within Leaflet No. 8 paragraph 5?</p> <p>By which method does the NAA ensure adequate integrated testing? (refer to Leaflet No. 3)</p> <p>Check whether there is enough testing time allocated to the examination and running of QTG.</p> <p>Check that the validation tests are run in accordance with a procedure, ie by the use of a flight simulator evaluation handbook or equivalent material</p> <p>Compare number of automated tests with manual tests.</p> <p>Recurrent evaluations appendix 1 chapter 6</p> <p>Check that recurrent evaluations are performed against Appendix 1 chapter 6 criteria.</p>		<p>Visual database integrity is checked on an opportunity basis by evaluation using Operator supplied information and other publications such as Jeppesen charts.</p>
				28 Nov 2007



			STD Qualification Issue within the NAA jurisdiction	
D.2	JJP 4.2.1 g JJP 4.2.2 JJP 4.2.3 JJP 6.2.1 f JJP 6.2.2 JJP 6.2.3	Please provide details of inspection procedures and evaluation reports including the findings and Qualification Certificates of a typical simulator evaluation within the NAA jurisdiction during the last 12 months in regard of referred JJP's and Appendices and Leaflets.	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	
D 3	Appendix 1 Appendix 2 Appendix 5 Leaflet 3 Leaflet 8	<p><i>The last reports for I/E-110 (circa Nov 2007) were presented and reviewed .....</i></p> <p>.....</p> <p>.....</p> <p>.....</p>	<p>STD qualification issue outside the jurisdiction of the NAA. (if "Z" simulators are entered in the data base)</p> <p>.....</p>	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable



**SECTION E: NAA OVERSIGHT - DOCUMENTATION, RECORDS, APPLICATION OF REGULATIONS**

NR	JIP 4.3 JIP 6.3	Please provide a copy from the register of qualified STDs with essential details (FFS ID, Qualification Level, latest evaluation, expiry date, findings, remarks, remedial actions etc.)	Verify national register vs. JAA register	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	Register of Qualified devices reviewed. Unable to verify against the JAA register due to the existing problems with JAA STDIS system that has affected all the NAAs.
E.2	JIP 4, JIP 6 JIP 7	Does the NAA adhere to procedures and stipulated times based on JAR-STD JIP concerning:  Applications ..... Qualifications .....	Verify the assessment process leading to the issue of an STD Qualification	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	The process to requalification was assessed. Some guidance is given in the Operating Standards Department Instruction (OSDI) 03/06. The IAA classifies a variation as a request to upgrade and has not had the need to consider suspensions, revocations & appeals.  However, the Inspecting Staff Handbook (ISH) does not appear to contain any written procedures to address variations, suspensions, revocations and appeals.



E.3	JIP 8.2	<p>Provide records of any Exemptions granted: N/A (see comment).....</p> <p>.....</p>	<input type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input checked="" type="checkbox"/> not applicable	<i>The IAA has a policy not to issue exemptions but a procedure to grant exemptions is described in Operating Standards Department Instruction (OSDI) 03/06.</i>
E.4	JAR-STD 1A.035	<p>For how long has the Authority applied qualification standards (both objective and subjective) based on JAR STD 1A/H, FAA AC 120-40 or an equivalent document? (Over how many years and how many simulators per year?)</p> <p>AC 120-40 since 1983</p> <p>JAR-STD 1A since 1997 .....</p> <p>.....</p>	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	<p>Verify compliance with</p> <p>JAR STD 1A/H</p> <p>.....</p>



**SECTION F: NAA OVERSIGHT - STD OPERATOR VISITED**

F.1.	JIP 11.7	<p>STD Operator and Staff (Name &amp; Appointment) present or contacted:</p> <p>STD Operator: <i>Simtech Aviation International</i> .....</p> <p>Contact Address: <i>Technical Building, Dublin Airport, County Of Dublin, EIRE</i> .....</p> <p>.....</p> <p>Telephone: +353 87 2857 146 .....</p> <p>Faxsimile: .....</p> <p>i. Staff: <i>Mr Fergal Keogh (CEO)</i> .....</p> <p>ii. Staff: <i>Mr J Brady (Quality Manager)</i> .....</p> <p>iii. Staff: <i>Mr Chris Harford (Senior Engineer)</i> .....</p> <p>iv. Staff: <i>Mr David O'Meara (Engineer)</i></p> <p>v. Staff: <i>Mr Colin Gregory (Engineer)</i></p> <p>vi. User: <i>Capt. Maurice Power (Cityjet, TRE)</i></p>	<p>Review compliance with JAR STD 1A/H, 2A</p> <p>.....</p> <p><input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable</p>	<p>Verify compliance with JAR STD 1A/H</p> <p>.....</p> <p><input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable</p> <p>JAR-STD 1A Level BG qualification (initially qualified under the UK CAP 453 requirements document).</p>
F.2	JIP 11.7	<p>Flight Simulator (Aircraft Type) used during STD ST visit (JAA FFS ID Code);</p> <p>BAe 146 / Avro RJ (IE-110) .....</p>		



F.3	ACJ No.1 to JAR- STD 1A.015 §2 and JIP 3.2	NAA Evaluation Team present during STD ST visit: Technical Inspector: <i>Mr Pat McDonald</i> ..... Flight Inspector: <i>Capt. Declan Connolly</i> ..... Additional NAA Staff: <i>Mr Frank Tone &amp; Capt Dave Crook</i> (under training and Observer / assisting respectively).	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> not satisfactory <input type="checkbox"/> not applicable	

<b>SECTION G FINDINGS ON THE NAA</b>	



G.1	JIP 11.9.3 h	<b>Findings</b>	Observed facts and evidence. Verification of compliance / non-compliance with JPS.
		a) NAA Oversight: specific operating regulations, NAA structure and oversight functions, technical guidance, qualified technical personnel, std operator qualification obligations, Resolutions of unsatisfactory issues.  None .....	Verify compliance / non-compliance with JAR-STD 1A/H, 2A
		b) NAA Oversight – STD Operator:  None .....	
G.2	JIP 11.9.3 h	c) Summary:  <i>The JAA STD ST team recommends that the Irish Aviation Authority be considered for continued participation in the mutual recognition programme.</i>  .....	National Coordinator (NC) comments  I acknowledge receipt of the report contained herein and look forward to reviewing the observations outlined below.  .....

**NOTE: Under no circumstances may an STD ST or an individual team member direct, insist, imply or suggest that the STD Qualification of an STD operator be varied, suspended or revoked.**



**SECTION H: OBSERVATIONS ON THE NAA.**

National Co-ordinator (outline report seen)

Date: 6<sup>th</sup> March 2008

Location: Dublin

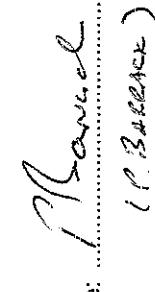


Signature:

Standardisation Team (authors of outline report)

Date: 6<sup>th</sup> March 2008

Location: Dublin

  
*M. Ward*  
(P. Wallace)

Signature:

Signature:

  
*J. Steiner*



ADDITIONAL COMMENTS TO THE STD ST VISIT REPORT	
NR	OBSERVATIONS for IAA consideration
1	Consideration should be given to the inclusion of the JAR-STD (simulator) Approval Section in the IAA's internal audit programme.
2	Consideration should be given to reviewing and updating the Inspecting Staff Handbook to address all FSTD/STD related issues. For example, the Inspecting Staff Handbook (ISH) does not appear to contain any specific written procedures to address variations, suspensions, revocations and appeals.
3	Consideration should be given to developing a regular Quality System 'formal audit' programme of the FSTD Operators that are regulated by the IAA. See AGM (JIP) Chapter 6 6.2.1 d) & Appendix 2 (rev.1). In addition, the Inspecting Staff Handbook (ISH) does not appear to contain any specific written procedures to address the assessment of a FSTD/STD Operator's Quality System.

ADDITIONAL COMMENTS TO THE STD ST VISIT REPORT	
NR	OBSERVATIONS ON THE OPERATOR
1	The Operator's Quality System, combining Quality Control and Quality Assurance, appeared to be very comprehensive.

