



Transport
Canada

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Canada



Simulator Implementation Procedures (SIP)

Under the Working Arrangement between

Transport Canada Civil Aviation

And

The Civil Aviation Authority of the United Kingdom of Great
Britain and Northern Ireland

June 16, 2026

RECORD OF REVISIONS

Revision	Revision Date	Section or Paragraph	Change	Reason
Original	June 2026	All Pages	Initial	Original version based on subparagraph 1(g) of the Working Arrangement between Transport Canada Civil Aviation (TCCA) and the Civil Aviation Authority of the United Kingdom (UKCAA) of Great Britain and Northern Ireland, signed on January 21, 2021 and amended on November 28, 2024.

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Definitions

For these implementation procedures, in addition to the definitions found in subparagraph 3 of the Working Arrangement between Transport Canada Civil Aviation (TCCA) and the Civil Aviation Authority of the United Kingdom (UKCAA) of Great Britain and Northern Ireland, the following definitions apply:

- a) **“Basic Instrument Training Device”** (BITD) means, for UKCAA, a ground-based training device for the training of pilots representing the student pilot’s station of a class of aeroplanes, which may use screen-based instrument panels and spring-loaded flight controls, and providing a training platform for at least the procedural aspects of instrument flight.
- b) **“Defect”** or **“Training Restriction (TCCA Only)”** is an irregularity or area of noncompliance of a full flight simulator (FFS) found during an evaluation. The Defect may be referred to as either an item or discrepancy in reporting documentation. For TCCA only, a defect means a verification for which the FFS sponsor or operator is in non-compliance with the applicable requirements, and which will be recorded as results/discrepancies or training restrictions in the evaluation report as applicable.
- c) **“Finding”** means a verification whether the FFS operator is in compliance or non-compliance with the applicable requirements and which will be recorded as results/discrepancies in the evaluation report compiled by TCCA or UKCAA as applicable.
- d) **“Flight and Navigation Procedures Trainer”** (FNPT) means, for UKCAA, a training device which represents the flight deck or cockpit environment, including the assemblage of equipment and computer programmes necessary to represent an aircraft type or class in flight operations to the extent that the systems appear to function as in an aircraft.
- e) **“Flight Simulation Training Device”** (FSTD) means:
 - i. For the UKCAA, a training device which is, in the case of airplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT), or a basic instrument training device (BITD).
 - ii. For the TCCA, a training device which is, in the case of airplanes, a full flight simulator (FFS) or a flight training device (FTD).
- f) **“FSTD Evaluation”** is measure of the FSTD against the established technical criteria for that level leading to a qualification as defined on the UKCAA qualification certificate or, from TCCA, a qualification certificate or letter of acceptance, as appropriate.
- g) **“FSTD Operator”** identifies, for the UKCAA, the organisation directly responsible to the UKCAA, for requesting and maintaining the qualification of a particular FSTD and which has to comply with UK Regulation (EU) No. 1178 /2011 and its Acceptable Means of Compliance (AMC) and Guidance Material (GM).

- h) **“FSTD Qualification Level”** means the level of compliance based on the technical capability of the FSTD as determined by an evaluation of the FSTD against the established technical evaluation criteria as defined in the applicable requirements.
- i) **“FSTD Sponsor”** identifies, for TCCA, the organisation directly responsible to TCCA for requesting and maintaining the qualification of a particular FSTD and which has to comply with Canadian Aviation Regulation (CAR) 606.03 requirements.
- j) **“Full Flight Simulator (FFS)”** means
 - i. For the UKCAA, a full-size replica of a specific type or make, model, and series of aircraft flight deck/cockpit, including the assemblage of all equipment and computer programmes necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight-deck/cockpit view, and a force cueing motion system.
 - ii. For TCCA, a replica of a specific type, make, model, or series aircraft. It includes the equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flight deck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device as described in the Qualification Performance Standard (QPS) for a specific FFS qualification level.
- k) **“FFS Operator”** has the same meaning as “FSTD Operator” but the context for FSTD is replaced with an FFS.
- l) **“FFS Qualification Level”** has the same meaning as “FSTD Qualification Level” but the context for FSTD is replaced with an FFS. The FFS Qualification Levels are categorised as level A, B, C, D.
- m) **“FFS Sponsor”** has the same meaning as “FSTD Sponsor” but the context for FSTD is replaced with an FFS.
- n) **“Flight Training Device” (FTD)** means:
 - i. For the UKCAA, means a full size replica of a specific aircraft type’s instruments, equipment, panels and controls in an open flight deck area or an enclosed aircraft flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aircraft in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system, except in the case of helicopter FTD levels 2 and 3, where visual systems are required.

- ii. For TCCA, a replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft flight deck replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations in ground and flight conditions having the full range of capabilities of the systems installed in the device as described in the Qualification performance standard (QPS) for a specific FTD qualification level.

- o) "**Master Qualification Test Guide**" (MQTG) means TCCA or the UKCAA (as applicable) approved Qualification Test Guide (QTG) which incorporates the results of tests witnessed by the relevant Authority. The MQTG serves as the reference for future evaluations.

- p) "**Qualification performance standard**" (QPS) means, for TCCA, the collection of procedures and criteria used when conducting objective and subjective tests, to establish FSTD qualification levels.

- q) "**Qualification Test Guide**" (QTG) means a document designed to demonstrate that the performance and handling qualities of an FSTD are within prescribed limits with those of the aircraft and that all applicable requirements have been met. The QTG includes both the data of the aircraft and FSTD data used to support the validation.

- r) "**Special Conditions**" means those requirements that have been found, based on a comparison of the respective regulatory systems related to evaluation and qualification of FFS, not to be common to both systems and which are significant enough to be addressed in Appendix A, Special Conditions, of these implementation procedures.

Section 1 – General

1.0 Basis

- 1.0.1 These implementation procedures are authorized by subparagraph 1(g) of the Working Arrangement (the “Arrangement”) between Transport Canada Civil Aviation (TCCA) and the Civil Aviation Authority of the United Kingdom (UKCAA) of Great Britain and Northern Ireland for the Promotion of Aviation Safety, signed on January 21, 2021 and amended on November 28, 2024.
- 1.0.2 TCCA and the UKCAA (individually, the “Authority”, and collectively, the “Authorities”) have assessed each other's systems and standards on the evaluation and qualification of Full Flight Simulators (FFS). Upon mutual satisfaction with these systems, both authorities have developed mutual confidence in their ability to yield comparable levels of safety, and henceforth, these implementation procedures are put in place for reciprocal acceptance of FFS qualification evaluations.

1.1 Purpose

- 1.1.1 The objective of these implementation procedures, in accordance with the Arrangement, is to outline the provisions under which TCCA and the UKCAA can accept each other's evaluations of FFS for findings of compliance with Canadian Aviation Regulation (CAR) 606.03 and UK Regulation (EU) No. 1178/2011, thereby reducing redundancy without adversely affecting the dependability of FFS and aviation safety.

1.2 Governance

- 1.2.1 The governance of these implementation procedures will be carried out jointly by the following duly authorised representatives:

(a) For TCCA: Executive Director of Standards (AART) – (see note 1), and

(b) For UKCAA: Director of Communication, Strategy and Policy Group (CSP) / Bilateral Safety Arrangement Team (BASA) – (see note 2)

Note 1:

For TCCA, while the duly authorised representative of these implementation procedures is the TCCA Executive Director of Standards, the TCCA organisational structure in context of FFS approvals result in a dedicated group called National Simulator Evaluation Program (NSEP) under the Executive Director of National Operations (AARO). To ensure effective governance of these implementation procedures, active participation between Standards and NSEP/National Operations is ensued.

Note 2:

For UKCAA, the representative for the management of this Arrangement is the Bilateral Safety Arrangement Team (BASA) within the Communication, Strategy and Policy Group

(CSP), while the implementation sits with the Flight Simulation Training Device (FSTD) Team within the Safety and Airspace Regulations Group (SARG). To ensure effective governance of these implementation procedures, active participation between CSP and SARG is ensued.

- 1.2.2 The duly authorised representatives will oversee the effective functioning, implementation, and continued validity of these implementation procedures, including revisions and amendments thereto. The duly authorised representatives may accomplish this through formation of a governance group and may establish its rules of procedures, membership, and meeting schedules.
- 1.2.3 TCCA and the UKCAA will meet regularly to discuss these implementation procedures, ongoing projects, changes in their own organisations, any revisions to their requirements, technical support requests, or any other matters relating to these implementation procedures. The frequency of these meetings will depend on the resources available to each Authority, as well as the significance of any outstanding issues.

1.3 Maintenance of Confidence

- 1.3.1 TCCA and the UKCAA understand that:

- (a) they need to remain capable of carrying out their roles under these implementation procedures.

- (b) The duly authorised representatives will define and agree upon the activities required to promote the continued understanding and compatibility of each Authority's systems and to ensure the maintenance of confidence between both Authorities' technical competence and ability to perform regulatory functions within the scope the Arrangement.

- 1.3.2 Changes in Authority's Certification or Qualification Systems

TCCA and the UKCAA recognise that revisions by either Authority to its organisation, regulations, procedures, or standards may affect the basis on which these implementation procedures are executed. Accordingly, each Authority will advise the other of plans for such changes at the earliest possible opportunity and discuss the extent to which such planned changes affect the basis of these implementation procedures. Accordingly, upon notice of such changes by one Authority, the other Authority may request a meeting to review the need for amendment to these implementation procedures.

1.4 Scope

1.4.1 Eligibility criteria

All Full Flight Simulator (FFS) qualification levels A, B, C and D are eligible for reciprocal acceptance of FFS qualification evaluations, provided that they meet the following conditions:

- (a) The FFS has received a qualification issued by TCCA and by the UKCAA.
- (b) The location of the FFS are in Canada or the United Kingdom.

Note: At this stage, the scope does not cover FFS that are located outside the geographical jurisdictions of Canada or the United Kingdom.

1.4.2 Acceptance Procedures for Recurrent Evaluations.

These implementation procedures cover FFS that are seeking a recurrent evaluation and continuing qualification from TCCA or the UKCAA. Special Conditions are listed in Appendix A as part of the recurrent evaluation.

1.4.3 Mutual Cooperation and Technical Support.

These implementation procedures also cover mutual cooperation and technical support in accordance with subparagraph 6 of the Arrangement. Details are found in Section 3.

1.5 Applicable National Requirements, Standards and Guidance Materials

1.5.1 The applicable national requirements for the UKCAA are contained in UK Regulation (EU) No. 1178/2011. Guidance material and policy are contained in Acceptable Means of Compliance (AMC) and Guidance Material (GM).

1.5.2 The applicable national requirements for TCCA are contained in the Canadian Aviation Regulations (CAR), under the authority of the Aeronautics Act, and are explained in ancillary documents and procedures. The CAR 606.03 regulates how Flight Simulation Training Devices (FSTD) are approved under the TCCA jurisdiction. Additionally, Transport Canada Publication (TP9685) Aeroplane and Rotorcraft Simulator Manual is incorporated by reference into CAR 606.03.

1.5.3 TCCA and the UKCAA will, on request, provide each other with regulations, policies, guidance, practices, and interpretations relevant to these implementation procedures, and will ensure that such documents are provided in a timely manner.

1.6 Communications

1.6.1 Language of Communication

Data and documents exchanged between TCCA and the UKCAA under these implementation procedures will be in the English Language.

1.6.2 Communication regarding Sponsor, Applicant or Approved Organisations

TCCA and the UKCAA understand that there may be occasional situations where one authority may interact directly with a sponsor or applicant or an approved organisation of the other authority. In such cases, it is the responsibility of the initiator of the contact to notify the other as soon as possible. Any such direct communication between sponsor or applicant or organisational representatives should be limited to information exchange. TCCA and the UKCAA should always consult one another on significant program decisions.

1.7 Points of Contact

The designated offices for the technical coordination and the implementation of these implementation procedures are:

(1) For TCCA:	<p>Standards (AART) Branch</p> <p>Mailing Address: 330 Sparks Street, 2nd Floor Place de Ville, Tower C Ottawa, Ontario K1A 0N5</p> <p>Office Address (no mail service) 159 Cleopatra Drive Ottawa, Ontario K2G 5X4</p> <p>For all requests (technical or others), please send an e-mail to: Tc.natsimeval-prognatsim.tc@tc.gc.ca</p>
(2) For the UKCAA:	<p>Physical Address:</p> <p>Civil Aviation Authority Aviation House Beehive Ring Road Crawley RH6 0YR United Kingdom</p> <p>For all technical requests, please send an e-mail to: FSTD Team fstd.standards@caa.co.uk</p> <p>For general inquiries related to the management or amendment of these implementation procedures, please send an email to:</p>

	Bilateral Safety Arrangements Team BilateralSafetyArrangements@caa.co.uk
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1.8 Interpretation and Resolution of Conflicts

- 1.8.1 In accordance with subparagraph 11 of the Arrangement, any conflicts regarding the interpretation or application of these implementation procedures will be resolved by consultation between TCCA and the UKCAA.
- 1.8.2 In the case of conflicting interpretations between TCCA and the UKCAA regarding the laws, regulations, standards, requirements, or acceptable means of compliance pertaining to certifications, qualifications, or acceptance under these implementation procedures, the interpretation of the Authority whose laws, regulations, standards, requirements, or acceptable means of compliance are being interpreted will prevail.
- 1.8.3 TCCA and the UKCAA agree to resolve issues through consultation or any other mutually agreed-upon means. The technical offices identified in Section 1.7 will serve as the primary focal point for the unresolved issue, as follows:
- (a) For TCCA's NSEP team: Tc.natsimeval-prognatsim.tc@tc.gc.ca
 - (b) For UKCAA's FSTD team: fstd.standards@caa.co.uk
- 1.8.4 Issues that cannot be satisfactorily resolved at the working level should be expeditiously raised to the respective managements of TCCA and the UKCAA, on a progressive level. The governance team identified in Section 1.2 will reconvene as necessary until a resolution is reached.

1.9 Fees and charges

In accordance with subparagraph 9.2 of the Arrangement, the Authorities will not impose costs on each other for the activities they carry out in these implementation procedures. The Authorities will charge a fee to a sponsor or applicant in accordance with their national policies. TCCA charges will apply in accordance with Subpart 4 of Part 1 of the CARs. The UKCAA fee-for-service charges will apply in accordance with the UKCAA Scheme of Charges in Official Record Series 5.

Section 2 – Reciprocal Acceptance of Findings of Compliance

2.0 General

2.0.1 This Section defines the procedures that TCCA and the UKCAA have established to recognise the reciprocal acceptance of each other's findings of compliance on a Full Flight Simulator (FFS) evaluation as the basis for the qualification of an eligible FFS with respect to the Authority's applicable national requirements, standards and guidance materials.

2.0.2 TCCA or the UKCAA may qualify an FFS based on the findings provided by the other Authority. Such a qualification may be to a Qualification Level equal to or lower than the Qualification Level established by the Authority providing the findings and will be a function of the intended use of the FFS.

2.1 Acceptance Procedures for Recurrent Evaluations

2.1.1 Pre-Evaluation Instructions

Requests for evaluation of FFS within the scope of these implementation procedures will be made by the FFS operator to the office responsible for the qualification as identified in Section 1.7.

2.1.2 On-Site Evaluation Instructions

TCCA and the UKCAA will provide each other at least 30 days notification prior to an evaluation, with any special instructions or requests to be completed during an evaluation.

2.1.3 Special Conditions

2.1.3.1 The Authorities will conduct evaluations on eligible FFS in accordance with the Special Conditions listed in Appendix A of these implementation procedures.

2.1.3.2 The Authorities will adapt their internal procedures to give effect to the Special Conditions, as appropriate.

2.1.4 Post-Evaluation Instructions

The completed evaluation report may be made available and shared in the event the sponsor does not provide a copy within 30 days of the evaluation to the Authority responsible for the qualification as identified in Section 1.7. The report will constitute the basis for the findings for an FFS Qualification Level. The report will also identify the standards used, including the appropriate revision level.

2.2 TCCA and the UKCAA Responsibilities

2.2.1 Each Authority will maintain and, upon request, provide a list of FFSs and FFS operators currently under the provisions of these implementation procedures.

- 2.2.2 For each FFS to be evaluated, each Authority will provide to the other Authority, upon request, information that may include the last two evaluation reports, relevant findings, and any follow-up actions.
- 2.2.3 Pursuant to the UKCAA's applicable national requirements in Section 1.5:
- a) TCCA, as the Authority conducting an evaluation on behalf of the UKCAA, will provide recommendations to the UKCAA for qualification of FFS pursuant to UK Regulation (EU) 1178/2011 Annex VII, and the renewal and amendment of the qualification for FFSs located in Canada.
 - b) The UKCAA is authorised to deliver decisions on the UKCAA qualification of an FFS of an operator located in Canada, issued according to the provisions of these implementation procedures, directly to the address of this FFS operator.
- 2.2.4 Pursuant to TCCA's applicable national requirements in Section 1.5,
- a) The UKCAA, as the Authority conducting an evaluation on behalf of TCCA, will provide recommendations to TCCA for qualification of FFS pursuant to CAR 606.03, and the renewal and amendment of the qualification for FFSs located in the UK.
 - b) TCCA is authorised to deliver statements on TCCA qualification of an FFS of an operator located in the UK, issued according to the provisions of these implementation procedures, directly to the address of this FFS operator.

2.3 Independent Evaluations

- 2.3.1 The Authorities may conduct an evaluation or re-evaluation of an FFS at any time.
- 2.3.2 For any FFS subject to an independent evaluation and included in a mutually agreed planning schedule, the Authority will notify the other Authority of its plans for such evaluations.

2.4 Joint Evaluations

At the request of either Authority, TCCA and the UKCAA may mutually agree to conduct joint evaluations.

2.5 Planning Schedule

- 2.5.1 On the synchronization of schedules, the Authorities will mutually agree to a set anniversary date and develop mutually acceptable plan(s) to align recurrent FFS evaluations over evaluation intervals agreed upon by both parties, as may be appropriate for intervals spanning 12 to 36 months.

2.5.2 If there are any changes to the mutually agreed plan(s), each Authority will immediately inform the other and jointly re-evaluate the plan(s).

Section 3 – Mutual Cooperation and Technical Support

3.0 Technical Support

3.0.1 In accordance with subparagraph 6 of the Arrangement, TCCA and the UKCAA may provide technical support to each other, upon request. TCCA and the UKCAA may decline to provide such technical support due to lack of resource availability, because the activity is not within the scope of these implementation procedures.

3.0.2 Areas of technical support may include, but are not limited to:

- (a) Providing recommendations or endorsements relating to evaluations (initial, recurrent, updates, upgrade, etc) conducted by TCCA or the UKCAA, and subject to mutual agreement between both Authorities;
- (b) Providing reports regarding any non-compliance with the requirements described in these implementation procedures by FFS operators in the United Kingdom or Canada;
- (c) Verification of a declared closed Defect;
- (d) Conducting and reporting on investigations at the request of the other Authority;
- (e) Obtaining and providing data for reports where requested;
- (f) Conducting a special evaluation of an FFS in the event of a relocation or modification of the device; and
- (g) Any other areas as mutually agreed.

3.1 Exchange of Information

In accordance with subparagraph 6.3 of the Arrangement, cooperation between TCCA and the UKCAA may include a regular exchange of ideas and views on the current status and potential trend(s) in FFS technology and its application, possible exchange of technical personnel on temporary details, joint participation in research and FFS evaluations, and any other means that further the objective of the Arrangement.

3.2 Urgent or Unforeseen Situations

3.2.1 When urgent or unforeseen situations develop, the contact points from TCCA and the UKCAA will communicate and ensure that the appropriate immediate actions are taken. The information should be directed to the technical offices identified in Section 1.7, as follows:

- (a) For TCCA's NSEP team: Tc.natsimeval-prognatsim.tc@tc.gc.ca
- (b) For UKCAA's FSTD team: fstd.standards@caa.co.uk

3.3 Notification of Investigation or Enforcement Action

TCCA and the UKCAA will notify each other of non-compliances with regulations and Special Conditions set forth in these implementation procedures and of any other significant information that might affect an Authority's qualification of an FFS. The Authorities will also notify each other promptly of any investigation into a non-compliance or enforcement action that could result in suspension or penalty related to the Qualification Level of an FFS covered by these implementation procedures. The notification will be sent to the other Authority's representative identified in Section 1.7.

3.4 Protection of Proprietary Data and Requests for Information

Subject to their respective legislation, TCCA and the UKCAA will not generally disclose to the public any information received from each other which constitutes trade secrets, confidential information, or information that relates to an ongoing investigation.

3.5 Accident/Incident Investigation Requests

When TCCA or the UKCAA need information regarding use of FFS for the investigation of accidents or incidents involving aircraft for which an FFS exists, the request for information should be directed to the technical offices that are identified in Section 1.7. In turn, upon receipt of the request for information, and subject to applicable laws and regulations, the other Authority will provide the requested information in a timely manner.

Section 4 – Special Arrangements

4.0 General

- 4.0.1 It is anticipated that situations may arise that have not been specifically addressed in these implementation procedures but are within the scope of the Arrangement. Where such a situation arises, it will be reviewed and governed by the duly authorised representatives of these implementation procedures, and they will mutually agree to a special arrangement to address the situation. Special arrangement(s) will be concluded by TCCA and UKCAA, when appropriate, in a separate document.
- 4.0.2 It should be noted that when a unique situation falls within the jurisdiction of TCCA, the Executive Director of Standards will oversee developing the necessary special arrangement(s) with the UKCAA.
- 4.0.3 TCCA and the UKCAA will ensure that any special arrangement(s) are kept and controlled by the governance team identified in Section 1.2.

Section 5 – Administration of the SIP

5.0 Amendments

- 5.0.1 These implementation procedures may be amended jointly by TCCA and the UKCAA. The details of any such amendment or appendix will be recorded and signed by the duly authorized representatives of these implementation procedures.
- 5.0.2 Suggestions for improvement are encouraged and may be addressed to the designated TCCA or the UKCAA offices that are identified in Section 1.7 of these implementation procedures.

5.1 Termination

- 5.1.1 These implementation procedures will continue to have effect until terminated. Either Authority may terminate these implementation procedures upon sixty (60) days' written notice to the other Authority. Termination of these implementation procedures will not affect the validity of activity conducted thereunder prior to termination.

5.2 Entry into Effect

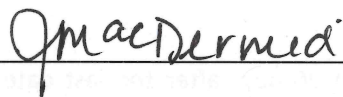
- 5.2.1 These implementation procedures will enter into effect 90 days after the last date on which the duly authorised representatives of both TCCA and the UKCAA have signed.

Section 6 – Authority

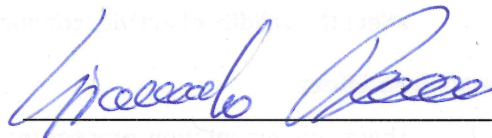
TCCA and the UKCAA approve the provisions of these implementation procedures as indicated by the signature of their duly authorized representatives.

For Transport Canada Civil Aviation

For Civil Aviation Authority
United Kingdom of Great Britain and Northern
Ireland



Jamie Lee MacDermid
Executive Director, Standards
Civil Aviation



Giancarlo Buono
Group Director of Safety and Airspace Regulation
UK Civil Aviation Authority

June 16, 2026.

Date

16/6/26

Date

Appendix A – Special Conditions

A1.0 TCCA Special Conditions Applicable to FFSs Located in the United Kingdom – Guidance for UKCAA

The Special Conditions form an integral part of the SIP and give effect to the agreed arrangements. The guidance provided herein is intended to support the work of the inspector. Compliance with the Special Conditions may be verified as part of the routine evaluation checks where they relate to the relevant technical specifications or checks to be performed, or they may be assessed separately during the evaluation.

No.	Special Condition to Check	Guidance Material
<p>A1.1</p>	<p>TCCA expects that the following information is verified from the FFS sponsor/operator:</p> <ol style="list-style-type: none"> 1) Qualification certificate 2) Latest Evaluation Report 3) Documents in support of recurrent FSTD Qualification: <ol style="list-style-type: none"> a) Annual Fly-out records b) Discrepancy logs 	<p>TCCA expects UKCAA to validate the existence and completeness of the following documents:</p> <ol style="list-style-type: none"> 1) Qualification Certificate 2) Latest Evaluation Report 3) Any documents in support of recurrent FSTD Qualification as listed below, but not limited to: <ol style="list-style-type: none"> a) Annual fly-out records; and b) Discrepancy logs <p>Notes regarding the fly-out records:</p> <ol style="list-style-type: none"> i. The sponsor/operator is required to have completed the functions and subjective tests progressively throughout the year. These are typically checked as part of a program of fly-outs, with appropriate records held. ii. The pilots tasked with carrying out these fly-outs should be adequately experienced and would be expected to be suitably qualified.

<p>A1.2</p>	<p>TCCA expects that the Cockpit/Instructor Operating Station (IOS) settings and indications conform to the Canadian units of measure.</p>	<p>TCCA expects UKCAA to verify that the IOS is capable of controlling and monitoring the aircraft systems as appropriate in “Canadian standards”, e.g.:</p> <ol style="list-style-type: none"> 1) Weight in kilograms (kg) or pounds (lbs), 2) Fuel Quantity in kilograms (kg) or pounds (lbs), [Litres (l) or gallons (gal), as appropriate], and 3) Temperature in Centigrade (°C). 4) Environment indications use appropriate units of measurement: <ol style="list-style-type: none"> a) RVR in Feet: <ol style="list-style-type: none"> i. Approach visibility less than ¾ SM (RVR 4000) but not less than either ½ SM or RVR 1800 for Category 1 precision runways. ii. Approach visibility less than either ½ SM or RVR 1800 but not less than RVR 1200 for Category 2 precision runways. iii. Approach visibility less than RVR 1200 for Category 3 precision runways. b) QNH [i.e. air pressure] in Inches of Mercury (In HG)
<p>A1.3</p>	<p>TCCA expects that at least one Canadian qualification airport/airfield model be verified to ensure that Category 1 visual standards based on TP312 are met.</p>	<p>TCCA expects UKCAA to observe the type-rated sponsored pilot sampling at least one declared qualification Canadian airport/airfield model. This includes proper modelling and navigation/communication facilities appropriate to the Canadian airport model, listed below, but not limited to:</p> <ol style="list-style-type: none"> 1) Surfaces on runways, taxiways, and ramps; 2) Lighting of appropriate colour for all runways including runway edge, centreline, Visual Approach Slope Indicator (VASI)/Precision Approach Path Indicator (PAPI), and approach lighting for the runway in use; 3) Airport taxiway lighting: stop bars, runway guard lighting (wigwags), signage, Surface Movement Guidance and Control System (SMGCS); 4) Ramps and terminal buildings which correspond to an operator’s Line-Oriented Flight Training and Line Oriented Simulator scenarios; 5) Correct Comm/Nav frequencies; and

		6) ATIS in appropriate Canadian units.
A1.4	<p>TCCA expects that a Visual Ground Segment (VGS) check for a Canadian airfield is performed, and its corresponding settings are selectable from the IOS.</p> <p>Note: The VGS check should be available in the QTG.</p>	<p>TCCA expects that UKCAA performs a Visual Ground Segment (VGS) check for a Canadian airfield, and its corresponding settings are selectable from the IOS. The VGS check should be available in the QTG.</p> <p>Note: The VGS check is to be accomplished by flying an auto-coupled ILS approach and freezing the aircraft at the declared Decision Height for the stated RVR and confirming that the observed visual segment matches that presented in the MQTG.</p>

A2.0 UKCAA Special Conditions Applicable to FFSs Located in Canada – Guidance for TCCA

The Special Conditions form an integral part of the SIP and give effect to the agreed arrangements. The guidance provided herein is intended to support the work of the inspector. Compliance with the Special Conditions may be verified as part of the routine evaluation checks where they relate to the relevant technical specifications or checks to be performed, or they may be assessed separately during the evaluation.

No.	Special Condition to Check	Guidance Material
A2.1	<p>The UKCAA expects that the following information is verified from the FFS sponsor/operator:</p> <ol style="list-style-type: none"> 1) Current UKCAA FSTD qualification certificate 2) Recurrent evaluation dossier <ol style="list-style-type: none"> a) Annual Fly-out records (to be included in the dossier) 	<p>UKCAA expects TCCA to validate the existence and completeness of the following documents:</p> <ol style="list-style-type: none"> 1) A current certificate Link: https://www.caa.co.uk/commercial-industry/pilot-licences/flight-simulation-training-device-list/fstd-search 2) A dossier for a recurrent evaluation; <ol style="list-style-type: none"> a) As part of the dossier: provision of annual fly-out records; and <p>Notes regarding the fly-out records:</p> <ol style="list-style-type: none"> i. The sponsor/operator is required to have completed the functions and subjective tests progressively throughout the year. These are typically checked as part of a program of fly-outs, with appropriate records held. ii. The pilots tasked with carrying out these fly-outs should be adequately experienced and would be expected to be suitably qualified.

<p>A2.2</p>	<p>The UKCAA expects that the Cockpit/Instructor Operating Station (IOS) settings and indications conform to the International System of Units (SI) for a UK configuration.</p>	<ol style="list-style-type: none"> 1) UKCAA expects TCCA to verify that the IOS settings will support the operation of the FFS with European metric standards. 2) UKCAA expects TCCA to verify that the IOS is capable of controlling and monitoring: <ol style="list-style-type: none"> a) The aircraft systems as appropriate in “metric”, e.g.: b) Weight in kilograms, c) Fuel Quantity in kilograms or litres (as appropriate), and d) Temperature in Centigrade. e) Environment indications use appropriate units of measurement (e.g. RVR in Metres, QFE/QNH [i.e. air pressure] in millibars/hPa).
<p>A2.3</p>	<p>The UKCAA expects that at least one UK or European qualification airport/airfield model to ensure proper modelling and navigation/communication facilities.</p>	<p>UKCAA expects TCCA to observe the type-rated sponsored pilot sampling at least one declared qualification <u>UK or European</u> airport/airfield model. This includes proper modelling and navigation/communication facilities appropriate to the <u>UK or European</u> airport model:</p> <ol style="list-style-type: none"> a) Surfaces on runways, taxiways, and ramps; b) Lighting of appropriate colour for all runways including runway edge, centreline, Visual Approach Slope Indicator (VASI)/Precision Approach Path Indicator (PAPI), and approach lighting for the runway in use; c) Airport taxiway lighting: stop bars, runway guard lighting (wigwags), signage, Surface Movement Guidance and Control System (SMGCS); d) Ramps and terminal buildings which correspond to an operator’s Line-Oriented Flight Training and Line Oriented Simulator scenarios; e) Correct Comm/Nav frequencies; and f) ATIS in appropriate European units.
<p>A2.4</p>	<p>The UKCAA expects that a Visual Ground Segment (VGS) check for a UK or European airfield is</p>	<p>UKCAA expects that TCCA performs a Visual Ground Segment (VGS) check for a European airfield, and its corresponding settings are selectable from the IOS. The</p>

	<p>performed, and its corresponding settings selectable from the IOS</p> <p>Note: The VGS check should be available in the QTG.</p>	<p>VGS check should be available in the QTG.</p> <p>Note: The VGS check is to be accomplished by flying an auto-coupled ILS approach and freezing the aircraft at the declared Decision Height for the stated RVR and confirming that the observed visual segment matches that presented in the MQTG.</p>
A2.5	[Reserved]	
A2.6	<p>The UKCAA expects that a continuous, uninterrupted flight phase will be conducted during the evaluation.</p> <p>Note: The uninterrupted flight phase can be used to check aircraft handling, performance and systems operations (in normal and abnormal modes).</p>	<p>Ref: AMC1 ARA.FSTD.100(a)(3).</p> <p>Part of the Subjective Tests routine for an FFS should involve an uninterrupted fly-out comparable with the duration of typical training sessions; any flight freezes and/or repositioning assessments must occur outside of this uninterrupted flight phase.</p> <p>The typical test profile should be flown over approximately 2 hours. Ambient conditions should be varied from Standard Atmosphere to test the validity of the limits of Temperature and Pressure likely to be required in the practical use of the FFS. Part of the flight may be conducted with Automatic Flight Control System (AFCS).</p> <p><u>Special instructions to TCCA inspector(s):</u></p> <p>The intent is to verify that a typical flight profile can be conducted and completed on the FFS with no or minimal repositioning, as comparable to the duration of a typical training session. The typical test profile may be conducted at the discretion of TCCA inspector(s), as per the subjective evaluation flight profiles contained in TP9685:</p> <p>Figure 1 - Subjective Evaluation Flight Profile for Aeroplanes & Figure 2 - Sample Subjective Evaluation Flight Profile for Rotorcraft</p>
A2.7	The UKCAA expects that, when multiple engine configurations exist, all variants that exist relative to	The MQTG should contain engine-specific flight test data and sufficient objective

	the primary configuration should be sampled, when feasible.	<p>test results for cases which are affected by engine type to validate that aeroplane-engine configuration. These should be sampled.</p> <p>A subjective spot check should also be accomplished during an abbreviated flyout to validate engine configurations (detailed in the data sheet part of the UKCAA FSTD qualification certificate).</p>
A2.8	[Reserved]	
A2.9	The UKCAA expects that the TCCA inspector conducts specific FFS generic/non-type specific functional and subjective tests.	<p>UKCAA expects the TCCA Inspector to conduct the following specific functional and subjective tests:</p> <ol style="list-style-type: none"> 1. Review all controls for smoothness and freedom of movement 2. Assess the comms system interaction with IOS 3. Observe a taxi, take-off and an auto-coupled approach at non-standard pressure and temperature/incorrectly set QNH: <ol style="list-style-type: none"> i. to assess the visual system in accordance with (UK) CS-FSTD(A) Issue 2 AMC1 FSTD(A).300 (c) Table of Functions and Subjective Tests section. This should include airport model content as per Special Condition 3 and may include depiction of runways, control of airport lighting intensities, directionality of lights, recognition of runway lighting on approach, correlation of the visual scene with aircraft systems including aircraft lights, ensuring the scene does not contain any distracting artefacts, smear or jitter, weather effects including variation in RVR/visibility and effect of wind on precipitation and windsock, and time of day effects. ii. to ensure the motion system is free of unwanted vibrations/spurious effects and washes in and out smoothly and safely.

		<ul style="list-style-type: none"> iii. to ensure the sound system includes the effects of precipitation, rain removal equipment and crash effects. iv. to confirm effects of pressure/temperature are correctly modelled on the approach against published charts. v. To assess HUD/EVS against IOS repeat depiction if applicable <p>If the type is not capable of an auto-coupled approach it may be manually flown by a type rated pilot in the other seat and observed by the TCCA Inspector.</p> <p>Any functions in Special Conditions 4 and 6 which are non-type specific.</p>
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