

**European Union
United Kingdom Civil Aviation Authority**



**FLIGHT SIMULATION TRAINING DEVICE
QUALIFICATION CERTIFICATE**

Pursuant to Commission Regulation (EU) No. 1178/2011 as amended, Annex VI and subject to the conditions specified below, the United Kingdom Civil Aviation Authority hereby certifies that

FSTD Number: CA-398A

Serial Number: CAE 2RRJ-571

Dassault Falcon 900EX EASy II

Located at:

CAE STS Limited

Innovation Drive

Burgess Hill

West Sussex

RH15 9TW

has satisfied the qualification requirements prescribed in Part-ORA, subject to the conditions of the attached FSTD specifications.

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certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

For the United Kingdom Civil Aviation Authority,

Initial Issue 15 May 2012

Issue 09 29 November 2019

Signed:

Mr A Bell

Head of FSTD Standards & Flight Test Engineers



REITH ROEL

United Kingdom Civil Aviation Authority

FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE: CA-398A

FSTD SPECIFICATIONS:

A.	Type or variant of aircraft:	Dassault Falcon 900EX EASy II
B.	FSTD qualification level	Aeroplane FFS Level D
C.	Primary reference document	JAR-STD 1A Amendment 3, July 2003, CS-FSTD (A) Initial Issue, July 2012 for visual. CS-FSTD (A) Issue 02, May 2018 for UPRT, Icing, High Altitude Stall Event
D.	Visual system:	CAE / Tropos 6022XR / 3 Projector / Day-Dawn-Dusk-Night Sony GH10-1 / LCoS projectors / 200deg x 40deg / Collimated
E.	Motion system:	CAE / 56 inch / Hydraulic / 6 DOF
F.	Engine fit:	Honeywell TFE 731 60
G.	Instrument fit:	According to aircraft type equipped with EASy II 3rd Cert.
H.	ACAS fit:	ACAS II, ver 7.1
I.	Windshear:	yes
J.	Additional Capabilities:	UPRT, Icing, High Altitude Stall Event in accordance with CS-FSTD (A) Issue 2, May 2018
K.	Restrictions or limitations	

L.	Guidance information for training, testing and checking considerations			
CAT I	RVR	550m	200ft	yes
CAT II	RVR	300m	100ft	yes
CAT III (lowest minimum)	RVR	200m	50ft	yes
LVTO	RVR	125m		yes
Recency				yes
IFR training / checks				yes / yes
Type-rating				yes
Proficiency checks				yes
Auto-coupled approach				yes
Autoland / roll out guidance				n/a / n/a
ACAS I / II				n/a / yes
Windshear warning system / predictive windshear				yes / n/a
WX radar				yes
HUD / HUGS				yes / yes
FANS				n/a
GPWS / EGPWS				n/a / yes
ETOPS capability				n/a
GPS				yes
Other:	RNP APCH LNAV, RNP APCH LNAV/VNAV, RNP APCH LPV, RNP AR APCH, Smoke, Enhanced Vision System (EVS), Synthetic Vision System (SVS), Steep Approach, Controller-Pilot Data Link Communications (CPDLC)			

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KEITH ROSE