

European Union

Finnish Transport and Communications Agency (Traficom)

**FLIGHT SIMULATION TRAINING DEVICE (FSTD)
QUALIFICATION CERTIFICATE FI-2A-218**

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

FSTD level

FTD 2

Simulated A/C type

Embraer EMB-500 (Phenom 100)

FSTD manufacturer

Frasca International, Inc.

Serial number

8918-001

Located at

Finnish Aviation Academy
Pori Airport
Ilmailuopistontie 184
28540 Pori
Finland

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

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certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

Date of issue

5 June 2025

Signature on behalf of Traficom



Clarification of the signature

Olli Hänninen

Title

Senior Inspector, Flight Simulators



FLIGHT SIMULATION TRAINING DEVICE (FSTD)

QUALIFICATION CERTIFICATE FI-2A-218, FSTD SPECIFICATIONS, Page 1 of 2

A) Type or variant of aircraft	Embraer EMB-500 (marketing designation Phenom 100)
B) FSTD qualification level	FTD 2
C) Primary reference document	JAR-FSTD A initial issue
D) Visual system	Frasca International Inc. TruVision Global 2 (TVG2), day/twilight/night, 3 channels, spherical screen, direct projection, FoV 220° x 59°, Sony VPL-FHZ57 projectors
E) Motion system	N/A
F) Engine fit	2 x Pratt & Whitney Canada PW617F-E, controlled via dual channel FADEC system (software version 5.5)
G) Instrument fit	Garmin Prodigy Flight Deck Load 83.25 (Rev. 0734.8C), All parts / equipment / systems are simulated except the following that are real aircraft parts: • GDU 1240A displays (2 x PFD, MFD) • GMC 715 (AFCS Control Panel) • GCU 475 (MFD Control Unit) • GMA 1347D (Audio Panel Control Heads)
H) ACAS fit	A scenario based simulated TCAS (based on TCAS II ver 7.1) which does not support wrong or slow pilot responses to RAs
I) Windshear	N/A
J) Additional capabilities	• Qualified to levels FTD 2 and FNPT II MCC (see FI-3A-218) • 2 x GPS, B-RNAV (RNAV-5) and P-RNAV (RNAV-1) • RNP approach to LNAV minima, LNAV/VNAV minima (APV SBAS or Baro) and LPV minima (APV SBAS) • Electronic Jeppesen ChartView • Radio altimeter, 1 x ADF, 1 x DME, Transponder Mode S
K) Restrictions or limitations	N/A

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L) Guidance information for training, testing and checking considerations

CAT I	RVR 550 m	DH 200 ft	Yes
CAT II	RVR 300 m	DH 100 ft	N/A
CAT III (lowest minimum)			N/A
LVTO			N/A
Recency			N/A
IFR-training / IFR-checks			Yes / Yes, partially
Type rating			Yes, partially
Proficiency checks			Yes, partially
Autocoupled approach			Yes
Autoland / Roll out guidance			N/A / N/A
ACAS I / II			N/A / Yes, see item H above
Windshear warning system / predictive windshear			N/A / N/A
WX-radar			Yes, simplified (vertical & horizontal sweep, but no certain functions, e.g. ground mapping mode, weather alert or WATCH)
HUD / HUGS			N/A / N/A
FANS			N/A
GPWS / EGPWS			N/A / N/A
ETOPS capability			N/A
GPS			Yes
Other			See item J above. For rows with 'partially', see applicable training requirements.

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