

European Union

Finnish Transport and Communications Agency (Traficom)


**FLIGHT SIMULATION TRAINING DEVICE (FSTD)
QUALIFICATION CERTIFICATE FI-3A-219**

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	FNPT II MCC
Simulated A/C type	Generic twin-engine turbo-jet airplane, representative of Embraer EMB-500 (Phenom 100)
FSTD manufacturer	Frasca International, Inc.
Serial number	8919-001
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certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.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	23 April 2026
Signature on behalf of Traficom	
Clarification of the signature	Olli Hänninen
Title	Senior Inspector, Flight Simulators



FLIGHT SIMULATION TRAINING DEVICE (FSTD)

QUALIFICATION CERTIFICATE FI-3A-219, FSTD SPECIFICATIONS, Page 1 of 2

- A) Type or variant of aircraft Generic twin-engine turbo-jet airplane, representative of Embraer EMB-500 (marketing designation Phenom 100)
- B) FSTD qualification level FNPT II MCC
- 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 Generic turbofan engines, representative of Pratt & Whitney Canada PW617F-E, controlled via dual channel FADEC system
- 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. Refer to item K.
- I) Windshear N/A
- J) Additional capabilities • Qualified to levels FTD 2 (see FI-2A-219) and FNPT II MCC
• 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 In some TCAS scenarios, the characteristics of the displayed green fly-to vertical speed range or the associated aural RA callouts are not consistent.

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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 (note: qualified also as FTD 2)
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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