

Flight Simulation Training Device Approval Certificate FSTD Number PACA- A057

In Compliance with the applicable Civil Aviation Regulations and Flight Operations Inspection Procedures of the Sultanate of Oman, authorised personnel of the Directorate General of Civil Aviation Regulation (DGCAR) carried out a subjective evaluation of the following FSTD:

Aircraft Type:

Embraer 190 (ERJ 190-100).

Operated by:

Jordan Airline Training and Simulation.

Serial No.:

Flight Safety FSI 5670.

Qualification Level:

Aeroplane FFS Level D.

Located at:

Queen Alia International Airport,

Building No 48-2,

Amman. Jordan.

Evaluation Date:

10th July 2018.

This FSTD was evaluated against the applicable aircraft and DGCAR approved trainings programs and has been 'User Approved' for the following AOC holder of the Sultanate of Oman,

Oman Air

This Certificate unless cancelled, suspended or revoked shall continue in effect until 9th July 2020.

Date of issue: 31 July 2018.

Anwar Abdullah Moosa Al-Raisi,
Acting, Director General for Civil Aviation Regularity of Civil Aviation

Sultanate of Oman.



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B FSTD Qualification Level Aeroplane FFS Level D C Primary reference JAR-FSTD (A) Initial Issue D Visual System Rockwell Collins, EP1000CT, LCoS projectors, FOV 200° X 40.° E Motion System FSI SSD, 60 Inch, Electric, 6 DOF F Engine Fit General Electric CF34-10E7 Garnal Fit According to aircraft type H ACAS Fit TCAS II, (ver.7-1) Windshear Profiles available Additional capability None No training or checking permitted at Cat C Airport Khasab. (OOKB) No autopilot coupled go-arounds from autocoupled approaches permitted. L Guidance information for training, testing and checking considerations CAT II RVR 300 m DH 200 ft yes CAT III RVR 300 m DH 100 ft n/a CAT III RVR 200 m DH 50 ft n/a CAT III RVR 200 m DH 50 ft n/a CAT III RVR 150 m yes Recency yes Proficiency checks yes/yes Proficiency checks yes/yes Proficiency checks yes Autocoupled Approach yes Autocoupled Approach yes Autocoupled Approach yes Autocoupled Approach yes Autoland / roll out guidance n/a / n/a ACAS I/II n/a / yes Mindshear warning system / predictive windshear yes / n/a MVR-radar yes MVR-radar	A Type or Variant of aircraft	B Embrar 100 (Et	21 100 100)		
C Primary reference JAR-FSTD (A) Initial Issue D Visual System Rockwell Collins, EP1000CT, LCoS projectors, FOV 200° X 40.° E Motion System FSI SSD, 60 inch, Electric, 6 DOF E Engine Fit General Electric CF34-10E7 G Instrument fit According to aircraft type H ACAS Fit TCAS II, (ver.7.1) I Windshear Profiles available J Additional capability None K Restriction or Limitations No autopilot coupled go-arounds from autocoupled approaches permitted. L Guidance information for training, testing and checking considerations CAT II RVR 300 m DH 200 ft yes CAT III RVR 300 m DH 50 ft n/a CAT III RVR 200 m DH 50 ft n/a CAT III RVR 200 m DH 50 ft n/a CAT III RVR 200 m DH 50 ft n/a CAT III RVR 150 m yes Recency yes FR training /check yes/yes Proficiency checks yes/ Autocoupled Approach yes Autocoupled Approach yes Autocoupled Approach yes Autoland / roll out guidance n/a / n/a ACAS I/II n/a / yes Autoland / roll out guidance / n/a / n/a ACAS I/II n/a / yes Autoland / roll out guidance / n/a / n/a ACAS I/II n/a / yes AUTO RVR 150 m / n/a / yes AUTOLAND RVR 150 m / n/a / n/a / n/a / n/a / yes AUTOLAND RVR 150 m / n/a /			Embraer 190 (ERJ 190-100).		
Notion System					
Motion System					
F Engine Fit General Electric CF34-10E7 G Instrument fit According to aircraft type H ACAS Fit TCAS II, (ver.7.1) Windshear Profiles available Additional capability None K Restriction or Limitations No training or checking permitted at Cat C Airport Khasab. (OOKB) No autopilot coupled go-arounds from autocoupled approaches permitted. Guidance information for training, testing and checking considerations CAT II RVR 550 m DH 200 ft yes CAT III RVR 300 m DH 100 ft n/a CAT III RVR 200 m DH 50 ft n/a LVTO RVR 150 m yes FR training /check yes/yes FFR training /check yes/yes FFR training /check yes Autocoupled Approach yes Autocoupled Approach yes Autoland / roll out guidance n/a / n/a ACAS I/II n/a / yes Windshear warning system / predictive windshear yes n/a / n/a ACAS I/II n/a					
Instrument fit					
H ACAS Fit TCAS II, (ver.7.1) Windshear Profiles available No training or checking permitted at Cat C Airport Khasab. (OOKB) No autopilot coupled go-arounds from autocoupled approaches permitted. 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 RVR 200 m DH 50 ft n/a L-VTO RVR 150 m yes Recency yes FR training /check yes/yes FFR training /check yes/yes Frype-rating yes Autocoupled Approach yes Autocoupled 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 n/a / yes STOPS capability yes STOPS capability yes STOPS capability yes STOPS capability STOR ROR (LNAV, LNAV/VNAV)					
Windshear					
Additional capability K Restriction or Limitations K Restriction or Limitations No autopilot coupled go-arounds from autocoupled approaches permitted. L Guidance information for training, testing and checking considerations CAT I RVR 550 m DH 200 ft yes CAT III RVR 300 m DH 100 ft n/a CAT IIII RVR 200 m DH 50 ft n/a LVTO RVR 150 m yes Recency yes FR training /check yes/yes Fype-rating yes Proficiency checks yes Autocoupled Approach yes Autocoupled Approach yes Autoland / roll out guidance n/a / n/a ACAS //II n/a / yes WX-radar yes / n/a WX-radar yes / n/a WX-radar yes HUD / HUGS n/a / yes GPOPS capability yes ETOPS capability Dther: RNP APCH limited to: (LNAV, LNAV/VNAV)					
No training or checking permitted at Cat C Airport Khasab. (OOKB) No autopilot coupled go-arounds from autocoupled approaches permitted. Guidance information for training, testing and checking considerations CAT II	J Additional capability				
RVR 550 m	K Restriction or Limitation	s No training or ch No autopilot cou	No training or checking permitted at Cat C Airport Khasab. (OOKB) No autopilot coupled go-arounds from autocoupled approaches permitted.		
CAT III					
CAT III	CATI	RVR 550 m	DH 200 ft	yes	
Vest	CAT II	RVR 300 m	DH 100 ft	n/a	
Process of the composition of the composity of the composition of the composition of the composition of th	CAT III	RVR 200 m	DH 50 ft	n/a	
IFR training /check Type-rating Type-rating Yes Proficiency checks Autocoupled Approach Yes Autoland / roll out guidance ACAS I/II N/a / yes Windshear warning system / predictive windshear WX-radar HUD / HUGS T/ANS T/ANS T/A SPWS / EGPWS T/A / yes GPS TOPS capability Types Yes TYPE / Y	LVTO	RVR 150 m		yes	
Type-rating yes Proficiency checks yes Autocoupled 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 n/a /n/a FANS n/a GPWS / EGPWS n/a / yes GPS yes ETOPS capability yes Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	Recency			yes	
Proficiency checks Autocoupled Approach Autoland / roll out guidance ACAS I/II ACAS I/	IFR training /check			yes/yes	
Autocoupled Approach Autoland / roll out guidance ACAS I/II Windshear warning system / predictive windshear WX-radar HUD / HUGS FANS GPWS / EGPWS GPS ETOPS capability Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	Type-rating			yes	
Autoland / roll out guidance ACAS I/II Windshear warning system / predictive windshear WX-radar HUD / HUGS FANS GPWS / EGPWS GPS ETOPS capability Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	Proficiency checks			yes	
ACAS I/II	Autocoupled Approach			yes	
Windshear warning system / predictive windshear yes / n/a	Autoland / roll out guidance			n/a / n/a	
Windshear warning system / predictive windshear yes / n/a WX-radar yes HUD / HUGS n/a /n/a FANS n/a GPWS / EGPWS n/a / yes GPS yes ETOPS capability yes Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	ACAS I/II			n/a / yes	
WX-radar yes HUD / HUGS n/a /n/a FANS n/a GPWS / EGPWS n/a / yes GPS yes ETOPS capability yes Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	Windshear warning system / predictive windshear				
HUD / HUGS	WX-radar				
Company	HUD / HUGS				
GPS yes ETOPS capability yes Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	FANS			n/a	
ETOPS capability yes Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	GPWS / EGPWS			n/a / yes	
Other: RNP APCH limited to: (LNAV, LNAV/VNAV)	GPS			yes	
				yes	
	Other: RNP APCH limited	to: (LNAV, LNAV/V			

Date of issue: 31 July 2018.

Anwar Abdullah Moosa Al- Raisi, CORLITY FOR CALL.

Acting, Director General for Civil Aviation, Public Authority of Civil Aviation,

Sultanate of Oman.