



Qualification Renewal Certificate

TC ID 716

Certificat de renouvellement de qualification

Operator	Exploitant
Centre québécois de formation aéronautique Chicoutimi Collège	
Location	Endroit
Dorval, QC, Canada	
Aircraft Type	Type d'aéronef
Ascent XJ – Multi Crew Trainer	
Serial Number	Numéro de série
SN-FFT-2137	

This certificate is issued pursuant to Section 606.03 of the Canadian Aviation Regulations.

Ce certificat est délivré en vertu de la section 606.03 du Règlement de l'aviation canadien.

Transport Canada's National Simulator Evaluation Program has evaluated the above Flight Simulation Training Device and found it to comply with:

Le simulateur d'entraînement de vol mentionné ci-dessus a été évalué dans le cadre du Programme national d'évaluation des simulateurs de Transports Canada et a été jugé conforme :

Level 4

Niveau 4

*qualification standards and criteria,
based on:*

TP9685 Rev 2

*à la norme et aux critères de qualification,
selon:*

Dated at Montreal, Canada

2022-11-28

Daté à Montreal, Canada



Manager, Simulator Program
For the Minister of Transport

Gestionnaire, Programme de simulateurs
Pour le Ministre des Transports

Valid Until :
Fin de la période de validité :

2023-12-31

This qualification is provisional and may be suspended if the Operator does not satisfactorily address the findings documented in the FSTD Evaluation Report upon which this Certificate was based.

Cette qualification est provisoire et peut être suspendue si l'exploitant ne donne pas suite de façon satisfaisante aux constatations formulées dans le rapport d'évaluation FSTD sur lequel repose le présent certificat.



FSTD INFORMATION		
Operator:	Centre québécois de formation aéronautique Chicoutimi Collège	
TCID Number:	716	
FSTD Location:	Dorval, QC	
Aircraft Make/model:	Generic Jet Multi Crew Trainer	
TC Designator:	N/A	
Qualification Level:	4	
Qualification Basis:	TP9685 Rev2	
FSTD Manufacturer:	Mechtronix	
Convertible	Yes	TCID No: ### Model:
	No	
Date of Manufacture:		
Mfgr's ID or Ser. No:	SN-FFT-2137	
Operator's FSTD ID:	Ascent XJ	

SIMULATOR OPERATOR INFORMATION	
Organization	CQFA's Industry Training Department
Address:	640 Orly Avenue, Suite 130 Dorval QC H9P 1E9
MANAGEMENT REPRESENTATIVE	
Name:	Jean LaRoche
Telephone:	514-300- 2732, ext. 103
Email:	jlaroche@cqfa.ca
TECHNICAL REPRESENTATIVE	
Name:	
Telephone:	
Email:	
TC LOCAL AUTHORITY	
Name:	
Role:	
Telephone:	
Email:	

ADMINISTRATION	
QTG File Location:	RDIMS #6796972
Report File Location:	RDIMS #6861206

DATA REVISIONS			
Aerodynamic Model/data: Derived from 737-300 Flight Test data and FCOM			
Flight control data revision: Derived from 737-300 Flight Test data and FCOM			
ENGINE			
Primary Engine:	Generic Twin Turbofan	Thrust:	
FLIGHT INSTRUMENTATION/SYSTEMS:			
<input checked="" type="checkbox"/>	EFIS	<input type="checkbox"/>	EGPWS
<input type="checkbox"/>	HUD/HGS	<input checked="" type="checkbox"/>	GPWS
<input type="checkbox"/>	EVS	<input checked="" type="checkbox"/>	WX Radar
<input type="checkbox"/>		<input checked="" type="checkbox"/>	TCAS
Smoke			
N/A			
GPS / Model:			
EFB / Class:			
<input checked="" type="checkbox"/>	FMS / Model:	Generic	
Avionics Suite: Mechtronix synthetic instrument display panels			
Avionics Std/Rev: Special configuration to support CFQA multi-crew training.			
VISUAL SYSTEM			
Image generator:	RSI		
System display:	150 x 35 degree		
Projector:	Sanyo PLC-XU305 LCD – 3 Channels		
HOST COMPUTER			
11 PCs			
MOTION SYSTEM			
N/A			
CONTROL LOADING			
MCL-X (electric) from MSI			
CANADIAN AIRPORT QUALIFICATION MODELS			
Airport 1:	CYUL		
Airport 2:	KJFK		
Airport 3:			
Visual Ground Segment:	N/R		
Circling Approach:	Not Authorized		
APPROACH QUALIFICATIONS:			
	Precision	Non-Precision	RNP APPCH
<input checked="" type="checkbox"/>	CAT I	<input checked="" type="checkbox"/>	VOR / DME
		<input checked="" type="checkbox"/>	NDB
APPROACH SYSTEMS			
<input checked="" type="checkbox"/>	Auto-coupled Approach	<input checked="" type="checkbox"/>	Auto Go Around
ADDITIONAL QUALIFICATIONS			
Circling Approaches : N/A			
	<input checked="" type="checkbox"/>	SMGCS	
MANOEUVRES, PROCEDURES, TASKS, AND FUNCTIONS FOR WHICH THIS FSTD IS NOT QUALIFIED			
<p>1. Database may be outdated provided training approach plates match database profiles.</p> <p>2. Wind shear for demonstration only.</p> <p>3. TCAS Training restricted to TA only.</p>			

National Simulator Evaluation Program
FLIGHT SIMULATION TRAINING DEVICE EVALUATION REPORT
B. EVALUATION INFORMATION

On-Site Objective Tests		Evaluation Item	Comment																												
Automatic	Manual	Compliance Process Review																													
NA	NA	MQTG Document Control (*1)	Version 001 dated 2010-11-12																												
		QTG Test Program (*2)	NA																												
		Morning Readiness Checks (*3)	Checked																												
		Defect Log (*4)	Checked																												
		Hardware Configuration Control (*5)	No change																												
		Software Configuration Control (*5)	057 dated June 2013																												
		Quality Assurance (if applicable) (*6)	NA																												
		Evaluation Information	Administrative Notes:																												
		<table border="1"> <thead> <tr> <th>Evaluation Type</th> <th>Evaluation Date</th> </tr> </thead> <tbody> <tr> <td>Initial</td> <td>2022-11-28</td> </tr> <tr> <td>Recurrent (6 mth)</td> <td>TC Evaluators</td> </tr> <tr> <td>✓ Recurrent (12 mth)</td> <td></td> </tr> <tr> <td>Upgrade</td> <td></td> </tr> <tr> <td>Interim C</td> <td></td> </tr> <tr> <td>Relocation</td> <td>Operator Representatives</td> </tr> <tr> <td>Special</td> <td></td> </tr> <tr> <td>Unscheduled</td> <td></td> </tr> <tr> <td>QMS PVI</td> <td></td> </tr> <tr> <td>Qualification Requested</td> <td>Qualification Recommended</td> </tr> <tr> <td>Level 4</td> <td>Level 4</td> </tr> <tr> <td>Valid to:</td> <td>Exemption Approval</td> </tr> <tr> <td>2023-12-31</td> <td>No</td> </tr> </tbody> </table>	Evaluation Type	Evaluation Date	Initial	2022-11-28	Recurrent (6 mth)	TC Evaluators	✓ Recurrent (12 mth)		Upgrade		Interim C		Relocation	Operator Representatives	Special		Unscheduled		QMS PVI		Qualification Requested	Qualification Recommended	Level 4	Level 4	Valid to:	Exemption Approval	2023-12-31	No	<p>This report is PROVISIONAL: The Manager of the National Simulator Program reserves the right to change the conclusions upon internal review. This report is finalized upon issue of the Qualification Certificate</p>
Evaluation Type	Evaluation Date																														
Initial	2022-11-28																														
Recurrent (6 mth)	TC Evaluators																														
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Upgrade																															
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QMS PVI																															
Qualification Requested	Qualification Recommended																														
Level 4	Level 4																														
Valid to:	Exemption Approval																														
2023-12-31	No																														
		<p>If approved, this FSTD is operating on an annual recurrent inspection cycle under the National Exemption From CAR Paragraphs 606.03(5)(a) and 606.03(6)(a) NCR-055-2020 (RDIMS #16424229) dated 14 May 2020.</p>																													

National Simulator Evaluation Program
FLIGHT SIMULATION TRAINING DEVICE EVALUATION REPORT
D. FINDINGS
TC Codes:
CP - Compliance Process.

IOS - Instructor Operating System.

DB - visual scene, navaid or FMS database, content or behavior.

FM - flight model or control feel behavior.

MS - motion system, and its effects.

RES - investigation required to verify system performance or behavior.

HW - simulator component or hardware.

VS - visual system performance.

QTG - Objective test results or presentation.

NOTE: Unless otherwise annotated, the period for corrective action will be 30 days from the evaluation date. "Before Training" may be used to ground the device.

Operator	Aircraft	TCID #	Expiry Date	RDIMS #	Last update
CQFA	Ascent XJ Generic	716	2023-12-31	6861206	2022-11-28

TC DR #	Operator DR #	TC Code	Description	Corrective Action (and extension requests)	Correct by (yyyy-mm-dd)	Extended to (Date)	Date Closed
Discrepancies with Associated Training Restrictions							
TR1		IOS					Retain for records
TR2							
Evaluation Discrepancies							
D1		HW					2022-11-28

National Simulator Evaluation Program
FLIGHT SIMULATION TRAINING DEVICE EVALUATION REPORT

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TC DR #	Operator DR #	TC Code	Description	Corrective Action (and extension requests)	Correct by (yyyy-mm-dd)	Extended to (Date)	Date Closed
D2							

Evaluator Recommendations

R1							
R2							

Notes for Next Evaluation

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EVALUATION PROFILE CHECKLIST
FUNCTIONS / SUBJECTIVE TESTS

LEGEND

Q - suitable for procedural knowledge training.
V - Verified by TC Inspector

QUALIFICATION PROFILE	Q	V
Preparation For Flight		
1. Pre-flight.	✓	✓
APU/Engine Start and run-up		
Normal Start	✓	✓
Alternate Start Procedures	✓	✓
Abnormal Starts and Shutdowns	✓	✓
2.Pushback	✓	✓
3.Taxi	✓	✓
3.Thrust Response	✓	✓
4.Power Lever Functionality	✓	✓
5. Brake Operation (Normal, Alt, Emergency)	✓	✓
Take-Off		
Power plant Checks	✓	✓
Acceleration Characteristics	✓	✓
Nose wheel & Rudder Steering	✓	✓
Effect of Crosswind	✓	✓
Gear, Flap/Slat Operation	✓	✓
2.Abnormal Emergency		
Rejected	✓	✓
Failure of Critical Engine at V1	✓	✓
Ft Control Sys Failure Modes	✓	
Wind shear DEMO ONLY	✓	
Climb		
Normal	✓	✓
Engine(s) Inoperative Procedures	✓	✓
Cruise		
Performance (speed vs power)	✓	✓
Turns With/Without Spoilers	✓	✓
High Altitude Handling	✓	✓
High Speed Handling	✓	✓
Mach Effects on Control & Trim,	✓	
Over speed Warning	✓	✓
Normal and Steep Turns	✓	✓
Approach to Stalls	✓	
(i)Cruise	✓	✓
(ii)Take-off/Approach	✓	
(iii) Landing	✓	
High Alpha Maneuvers	✓	
(i)Cruise	✓	✓
(ii)Take-off/Approach	✓	
(iii) Landing	✓	
In-flight Engine Shutdown	✓	✓
In-flight Engine Restart	✓	✓
Maneuvering w/ Engine(s) Inop	✓	✓
Manual Flight Control Reversion	✓	
Ft Control Sys Failure Modes	✓	
(i)Normal Flt Dyn	✓	✓
(ii)Abnormal Flt Dyn	✓	

QUALIFICATION PROFILE	Q	V
Descent		
Normal	✓	✓
Maximum Rate	✓	✓
Manual Flight Control Reversion	✓	
Ft Control Sys Failure Modes	✓	
(i)Normal Flt Dyn	✓	✓
Approaches		
1.Non-Precision with Auto-pilot		
(ii) LOC	✓	✓
(iii) NDB	✓	✓
(iii) VOR	✓	
One or More Engines Inoperative	✓	
2.Non-Precision without Auto-pilot		
(i)LOC/BC	✓	
(ii) LOC	✓	✓
(iii) NDB	✓	✓
(iii) VOR	✓	
One or More Engines Inoperative	✓	✓
3.Precision		
ILS		
CAT I - Autopilot	✓	✓
CAT I - Manual	✓	✓
1)With flight director	✓	✓
2)Without flight director	✓	✓
Effects of Crosswind	✓	✓
With Engine(s) Inoperative	✓	✓
3.Visual		
With VASIS/PAPI	✓	✓
Without VASIS/PAPI	✓	✓
Missed Approach		
Normal - Manual	✓	✓
Eng Inop - Manual	✓	✓
Eng fail in GA	✓	✓
Landing		
1.Normal		
Maximum Crosswind	✓	
Visual	✓	✓
From Non-Precision Approach	✓	✓
From Precision Approach	✓	✓
2.Abnormal/Emergency		
Engine(s) Inoperative	✓	✓
Rejected	✓	✓
Manual Reversion	✓	
Flight Control System Failures	✓	
Surface Operations (Post Landing)		
1.Landing Roll		
Spoiler Operation	✓	✓
Reverse Thrust Operation	✓	✓
Direct'l Control w&w/o Reverse	✓	✓
2.Engine Shutdown and Parking		
Systems Operation	✓	✓
Parking Brake Operation	✓	✓



National Simulator Evaluation Program
FLIGHT SIMULATION TRAINING DEVICE EVALUATION REPORT

Aircraft and Powerplant Systems	Q	V
Air Conditioning	✓	✓
Anti-icing/De-icing	✓	✓
Auxiliary Power plant	✓	✓
Communications	✓	✓
Electrical (Gens, TRUs, Bus Configs)	✓	✓
Fire Detection and Suppression	✓	✓
Flaps	✓	✓
Normal Flight Characteristics	✓	✓
Abnormal Flight Characteristics	✓	
Flight Controls Modes		
Norm. Characteristics	✓	✓
Abnorm. Characteristics	✓	
Fuel and Oil	✓	✓
Hydraulic		
Norm. Characteristics	✓	✓
Abnorm. Characteristics	✓	
Landing Gear		
Normal	✓	✓
Alternate/emergency	✓	
Oxygen	✓	✓
Pneumatic	✓	✓
Power plant		
Norm. Characteristics	✓	✓
Abnorm. Characteristics	✓	✓
Pressurization	✓	✓
Protections		
1)Over speed	✓	✓
2)Minimum Speed	✓	✓
Radar	✓	✓
TCAS: TA Only	✓	✓
2.Flight Management & Guidance Systems		
Thrust Manage/Auto-Throttle	✓	✓
Flight Data Display/Annunciation	✓	✓
Flight Management Computers	✓	✓
Flight Director/System Displays		
Conventional	✓	✓
Navigation System		
Conventional	✓	✓
Stall Warning/Avoidance	✓	✓
EGPWS	✓	
3.Airborne Procedures		
Holding	✓	✓
Air Hazard Avoidance	✓	✓
Additional Tasks		

Inst. Ops. Station (IOS)	Yes
1. Power switches	✓
2. Aeroplane conditions	
(a) GW, CG, Fuel weight, etc	✓
(b) Aeroplane systems status	✓
(c) Ground crew functions	✓
3. Airports and Landing Areas	✓
(a) Number and selection	✓
(b) Runway selection	✓
(c) Runway surface condition	✓
(d) Preset positions	✓
(e) Lighting controls	✓
4. Environmental controls	
(a) Clouds (base and tops)	✓
(b) Visibility	✓
(c) Runway visual range	✓
(d) Temperature	✓
(f) Wind speed and direction	✓
5. Aeroplane system malfunctions	
(a) Insertion / deletion	✓
(b) Problem clear	✓
6. Locks, freezes, repositioning	
(a) Problem freeze / release	✓
(b) Position freeze / release	✓
(c) Repositioning	✓
(d) Ground speed control	✓
7. Remote IOS	✓
Sound Controls	
1. On / off / rheostat	✓
Observer Stations	
1. Position	✓
2. Adjustments	✓
3. Lighting	✓

Evaluation Report Form - General:

1. This form will become a living document, maintaining all history for the recurrent evaluation cycle. All open discrepancies on this form must be addressed to the satisfaction of the TTL NSEP before a re-qualification certificate is issued.
2. Please review all information to ensure it is current and complete; advise TTL NSEP of any corrections that may be required:
 - a. *Qualification Renewal Certificate (QRC)* – Review and ensure all fields are correct. This page will often be forwarded to other State Authorities to satisfy their Bi-Lateral Agreements or other regulatory requirements.
 - b. *Simulator Information (Summary page 2 of QRC)* – Review and ensure all fields are correct. Again, this information may be required to satisfy Bi-Lateral Agreements or other regulatory requirements.
 - c. *Evaluation Information (Section B.)* – Note any ‘Comments’ or ‘Administrative Notes’ provided by the evaluator and/or by MSP when the form is e-mailed to you. As per the administrative notes, the evaluator’s on-site report is superseded by the TTL NSEP’s, which then constitutes the official report.
3. Do not alter the format of the Microsoft Word document.

Evaluation Report Handling Instructions:

1. Operators must use the electronic form to report discrepancy closures or extension requests.
2. **Operators will only enter data into the table in section “C. Findings”**, against specific TC DR #s. The complete form will be forwarded to the MSP who will file, and also acknowledge or query the submission. In the section “C. Findings”, the “Last update” field, as entered by the MSP, represents the latest official version on file. Operators with Quality Programs should ensure their discrepancy tracking number is entered in column 2 and provide the date that the issue was closed on their systems with their comments.
3. The NSEP requires an updated copy of this report when any of the following conditions exist:
 - a. All discrepancies with required closure date in the “Corrected by” column have been corrected; or
 - b. 30 days after the evaluation (if an update reflecting current status has not already been provided); or
 - c. A discrepancy with an “Associated Training Restriction” is corrected; or
 - d. It is determined that a discrepancy with a “Corrected by” date will not be corrected in the prescribed time, and an extension is being requested.
4. Discrepancy closures: enter data in the “Operator DR #”, “Corrective Action,” and the “Date Closed” fields. (MSP will review the closure and highlight the “Date Closed” field green to indicate acceptance, or query the operator as necessary.)
5. Extension requests: in the “Corrective Action” field, you must include:
 - a. An explanation of what has been accomplished to date;
 - b. What remains to be done;
 - c. Proposed further action; and
 - d. Enter the additional time requested.

NOTE: The extension request must be received prior to the discrepancy due date.