

ALTA approached ANAC and they're happy to support the project.

ALTA had a conversation with Redbird's CEO, Todd Willinger and below are the main items discussed:

- a. Redbird qualifies their devices as AATDs as a matter of strategy for them and their US customers, as they have to deal with a separate body from the NSP (National Simulator Program team), which makes it easier for them to handle qualifications, there is no requirement for QTGs (Qualification test guides) or yearly requalification, but every 5 years. Redbird however, has had to qualify their devices to higher levels in Europe and they're currently doing it in Africa. Todd confirmed they can support any of these potential avenues:
 - i. Qualify the device to a higher level - They have already run the QTGs for the FMX you have, they just have to customize the documentation. This will though, require a fee to Redbird
 - ii. Support the acceptance of the device with the current AATD qualification - They can provide documentation and any other information to the Authorities, or participate in meetings, workshops, demos, etc, as required by us
- b. He agreed to use the EASA doc 9625 for the assessment of the simulator. He indicated it can be qualified as a FTD level 5 or FNPT II following FAA and EASA respectively
- c. In summary, Redbird will support with the initiative to get additional training credits in the FMX device, and he will come back with additional information. In regards to costs, ALTA urged him to keep costs as low as possible as this also represents an opportunity for them to market and sell their devices in the region

ALTA had a call with ICAO and FAA on Monday, Sep 12. Melvin Cintron the Regional Director and his team, plus Nicholas Reyes, Director of the Western Hemisphere office were present. It was a very productive and good meeting. Main items discussed:

- a. They confirmed the confusion from Belize and Costa Rica came from an informal conversation with a NSP person and it has created great confusion
- b. The FAA indicated he put Belize and Costa Rica in touch with Trent Bigler, who is at the Panama office and Flight Standards expert
- c. ICAO indicated they have a conclusion from the last NACC Directors' meeting, to provide the guidelines to Authorities in the certification and approval of training in flight training equipment

ALTA proposed to use EASA documentation, which is more robust and competency-focused. ALTA also indicated our interest to be part of the working group for submitting these guidelines. ICAO agreed.

Final conclusions: A team will be created including ALTA representing the airlines, ICAO from both NACC and SAM regions, FAA, simulator manufacturers, to work on the guidelines and establishment of regulations in the region to certify flight simulators. ALTA was tasked to create the terms of reference for the group.