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NATO E-3A Full Flight Simulator (FFS) Powered Down and Transferred to Contractor

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Next milestone in the Communication, Navigation, Surveillance / Air Traffic Management (CNS/ATM) Programme was achieved on 4 August 2017, as the power down of the NE-3A FFS took place at NE-3A Main Operating Base (MOB) GK thus allowing for major modifications to the flight simulators following the Flight Training Device (FTD).

Executed under a contract between NAPMA and CAE GmbH (Stolberg, Germany), the NATO E-3A Flight Simulator Training Devices (FSTD) will be updated to reflect the new CNS/ATM cockpit configuration. This update to the training devices is a planned follow on to the design, development and qualification of the CNS/ATM capabilities which have been executed via a cooperative program with the United States Air Force (USAF), under a contract with the Boeing Company (Seattle, USA) leveraging NE-3A aircraft 459. The first modified aircraft was due to be delivered to MOB GK by the end of Calendar Year 2016.



In order to support HQ Force Command and NE-3A Component training requirements and thus provide a seamless transition from legacy to CNS/ATM cockpit training, the two flight simulation devices will be updated to the CNS/ATM configuration, in a serial fashion, but using a spiral approach, with the FFS, pictured at left, scheduled to be brought back “on

line” in Spring 2018 followed by the power down and retrofit to the FTD, pictured at right, starting approximately 2 months later. The FTD retrofit, will take approximately 3 months and NAPMA expects to have it available for operator use in Autumn 2018.

