Australian Government

Civil Aviation SafetyAuthority

Civil Aviation Safety Regulations 1998.

This certificate is not transferable and continues in force until 31 March 2026. Joseph Anthony Rule Branch Manager Flight Standards National Ops & Standards Delegate of the Civil Aviation Safety Authority 27 March 2025

Civil Aviation Safety Regulations 1998 – Part 60 Regulation 60.035

FLIGHT SIMULATION TRAINING DEVICE

**QUALIFICATION CERTIFICATE** 

Number: CASA.FSTDQC-AUS-74A Revision: 6

This is to certify that

**ROYAL FLYING DOCTOR SERVICE OF** 

**AUSTRALIA (SOUTH EASTERN SECTION) NEW** 

SOUTH WALES OPERATIONS

ARN: 1004330

**BEECH 200 B200GT (KING AIR 250)** 

Serial No: SN-001

located at 9 Cooreena Road, DUBBO AIRPORT, NSW 2830

is gualified as a CASA Level 6 Flight Training Device in accordance with Subpart 60.B of the

The device specifications including identifying details, types and models of aircraft that are

simulated and the capability of the device are described in this certificate.

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# **Civil Aviation Safety Authority**

# Flight Simulation Training Device Specification

# AUS 74

a)	Type/Variant of Aircraft	BEECH 200 B200GT (KING AIR 250)
b)	Flight Simulator Qualification Basis	FAR Part 60 Change 2
C)	Visual System	aXion visual system 180 x 40 Deg FOV Laser DLP
d)	Motion System	Nil
e)	Engine Fit	PW PT6A-52
f)	Flight Management System Fit	Proline Fusion Rel 3 Avionics
g)	TCAS Fit	TCAS II
h)	Additional capabilities	Proline Fusion Avionics Systems training.

i) Guidance Information: Training, testing, and checking considerations

### Conditions

For the credits specified, the synthetic trainer must be operated in accordance with the following conditions;

1. Training for the grant of an aircraft category rating or operational rating must be conducted in accordance with the operators approved syllabus of training by an authorised instructor.

#### Part 1 - Instrument proficiency checks

- For 61.695(6) and 61.880(6) The following instrument approach operations using Instrument approach procedures specified in Part 3 of this schedule. At least 1 instrument approach operation must be demonstrated in an aircraft or approved flight simulator for the relevant aircraft as defined under 61.695(9) and 61.880(9)
  - a. 2D instrument approach operations
  - b. 3D instrument approach operations
  - c. Azimuth lateral guidance
  - d. Course Deviation Indicator (CDI) lateral guidance

Note 1: At least 1 instrument approach operation to be conducted in an aircraft of the same category or flight simulator approved under CASR Part 60.

#### Part 2 - Instrument rating or MPL/ATPL recent experience

- 1.
   Instrument approach operations
   61.645(2), 61.685(2) and 61.870(2)

   2.
   2D instrument approach operations
   61.645(4), 61.685(4) and 61.870(4)
- 3. 3D instrument approach operations
   61.645(5), 61.685(5) and 61.870(5)

Azimuth lateral guidance
 61.645(6), 61.685(6) and 61.870(6)
 Course Deviation Indicator (CDI) lateral guidance
 61.645(7), 61.685(7) and 61.870(7)

Note 2: Under CASR 61.645(2), 61.685(2) and 61.870(2) the holder must conduct at least 1 instrument approach operation in an aircraft or flight simulator of the same category within the previous 90 days to satisfy the recent experience requirements.

## Part 3 - Type of instrument approach procedures

- 1. For 61.640(3), 61.680(4) and 61.860(5) the following kind of instrument approach procedures can be demonstrated;
  - a. DGA
  - b. NDB
  - c. VOR
  - d. RNP APCH LNAV
  - e. RNP APCH LNAV/BARO VNAV
  - f. ILS/LOC

## Part 4 - Additional Activities

- 1.
- a. Proline Fusion Avionics Systems training
- b. MCC Training As approved in the
  - operators Part 142 training organisation

# Part 5- Multi-Engine Class Rating (Initial and Recurrent) - As approved in the users Part 141 training organisation

Areas of Operation

- Pre-flight Procedures
  - Preflight Inspection (Cockpit Only)
  - Powerplant start
  - Pre-take-off checks
- Take-off and Departure phase
  - Instrument departure procedure
  - Rejected Take-off (requires visual system)
  - Departure Procedure
- In-flight Manoeuvres
  - Steep Turns
  - Approaches to Stall
- Instrument Procedures
  - Standard Terminal Arrival / Flight Management System Procedures for Arrivals
  - Holding
  - Precision Instrument Approach (All Engines Operating)
  - Non-precision Instrument Approach (All Engines Operating)
  - Missed Approach (Normal)
- Normal and Abnormal Procedures
  - Powerplant
  - Fuel System
  - Electrical System
  - Hydraulic System
  - Environmental and Pressurisation Systems
  - Fire Detection and Extinguisher Systems
  - Navigation and Avionics Systems
  - Automatic Flight Control System, Electronic Flight Instrument System, and Related Subsystems
  - Flight Control System
  - Anti-ice and De-ice systems
  - Aircraft and Personal Emergency Equipment
  - Network Server System / On board Information System
  - Landing Gear

- Emergency Procedures
  - Emergency Descent
  - Rapid Decompression
  - Emergency Evacuation
- Post flight Procedures
  - After landing Procedures
  - Parking and Securing

# j) Restrictions / Limitations

Nil