Australian Government
Civil Aviation Safety Authority

Civil Aviation Safety Regulations 1998 – Part 60
Regulation 60.035

FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE

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

AUS 74

This is to certify that

ROYAL FLYING DOCTOR SERVICE OF AUSTRALIA (SOUTH EASTERN SECTION) NEW SOUTH WALES OPERATIONS

ARN: 1004330

BEECH 300 B300 (KING AIR 350)

Serial No: SN-001

located at 9 Cooreena Road, DUBBO AIRPORT, NSW 2830

is qualified as a EASA Level 1 Flight Training Device in accordance with Subpart 60.B of the *Civil Aviation Safety Regulations 1998*.

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.

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 Authority

Flight Simulation Training Device Specification

AUS 74

a)	**Type/Variant of Aircraft**	BEECH 300 B300 (KING AIR 350)
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-60A
f)	**Flight Management System Fit**	Proline Fusion Rel 3 Avionics
g)	**TCAS Fit**	TCAS II
h)	**Additional capabilities**	Nil
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

1. 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)

4.	Azimuth lateral guidance	61.645(6), 61.685(6) and 61.870(6)
5.	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 theoperators Part 142 training organisation

Part 5- Type 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
  - Engine Failure (procedure only)
- 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
  - 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
- Post flight Procedures
  - After landing Procedures
  - Parking and Securing

j) **Restrictions / Limitations**

Nil