



*Civil Aviation Safety Regulations 1998 – Part 60  
Regulation 60.035*

## **FLIGHT TRAINING DEVICE QUALIFICATION CERTIFICATE**

CASA.FSTD.0622 Revision No: Initial Issue  
AUS-90

This is to certify that  
**Qantas Airways Limited**  
**A320-200NEO Flight Training Device**  
Serial No: FJ2-A320-A-0324-075

Located at CAE Training Center, 28-30 Burrows Street St Peters Sydney, NSW

is qualified as an FAA Level 4 Flight Training Device in accordance with Subpart 60.B of the *Civil Aviation Safety Regulations 1998*.

The Flight Training 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 July 2025

**Joseph Anthony Rule**  
Branch Manager Flight Standards

30 July 2024

# Civil Aviation Safety Authority

## Flight Training Device Specification

AUS 90

- |    |   |   |
|----|---|---|
| a) | <b>Type/Variant of Aircraft</b>   | Airbus A320/NEO                         |
| b) | <b>Flight Training Device Qualification Basis</b>                           | FAA 14 CFR Part 60<br>Appendix B        |
| c) | <b>Visual System</b>  | AMST VISIM 1<br>2 x Samsung UA43T6500AS |
| d) | <b>Motion System</b>  | N/A                                     |
| e) | <b>Engine Fit</b>   | PW1127G-JM<br>LEAP-1A26                 |
| f) | <b>Flight Management System Fit</b>   | Honeywell FM Sim rehost,                |
| g) | <b>TCAS Fit</b>   | Version 7.1                             |
| h) | <b>Guidance Information: Training, testing, and checking considerations</b> |   |

	✓
<b>Type Endorsement (Initial and Recurrent)</b>	
<b>Areas of Operation</b>	
<b>Pre-flight Procedures</b>	
<ul style="list-style-type: none"><li>• Preflight Inspection (Cockpit Only)</li><li>• Powerplant start</li><li>• Pre-take-off checks</li></ul>	
<b>Take-off and Departure phase</b>	
<ul style="list-style-type: none"><li>• Instrument departure procedure</li><li>• Departure Procedure</li></ul>	
<b>Instrument Procedures</b>	
<ul style="list-style-type: none"><li>• Standard Terminal Arrival/ Flight Management System Procedures for Arrivals</li><li>• Holding</li><li>• Precision Instrument Approach (All Engines Operating)</li><li>• Non-precision Instrument Approach (All Engines Operating)</li><li>• Missed Approach (Normal)</li></ul>	



	v
<b>Normal and Abnormal Procedures</b> <ul style="list-style-type: none"> <li>• Power Plant</li> <li>• Fuel System</li> <li>• Electrical System</li> <li>• Hydraulic System</li> <li>• Environmental and Pressurisation Systems</li> <li>• Fire Detection and Extinguisher Systems</li> <li>• Navigation and Avionics Systems</li> <li>• Automatic Flight Control System, Electronic Flight Instrument System, and Related Subsystems</li> <li>• Flight Control System</li> <li>• Anti-Ice and De-Ice Systems</li> <li>• Landing Gear</li> </ul>	
<b>Emergency Procedures</b> <ul style="list-style-type: none"> <li>• Emergency Descent</li> <li>• Inflight Fire and Smoke Removal Smoke</li> <li>• Rapid Decompression</li> <li>• Emergency Evacuation</li> </ul>	
<b>Post Flight Procedures</b> <ul style="list-style-type: none"> <li>• After landing Procedures</li> <li>• Parking and Securing</li> </ul>	
<b>Multi Crew Co-operation</b> <ul style="list-style-type: none"> <li>• Training for MCC as part of an approved course</li> </ul>	

i) **Limitations**

The device may only be used in accordance with an operation manual or exposition of the holder of a relevant Part 142 Certificate, Part 142 Air Operator's Certificate, or Part 119 Air Operator's Certificate.