Civil Aviation Safety Regulations 1998 – Part 60
Regulation 60.035

FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE

Number: CASA.FSTDQC-AUS-95 Revision: Initial

AUS 95

This is to certify that

ROYAL FLYING DOCTOR SERVICE OF AUSTRALIA (WESTERN OPERATIONS)

ARN: 539707 ACN: 067 077 696

PILATUS PC12 47E(PC12NG)

Serial No: 15539-001
located at 3 Eagle Drive, JANDAKOT, WA 6164

is qualified as a FAA Level 6 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 December 2026.

Joseph Anthony Rule
National Manager Flight Standards
National Ops & Standards

Delegate of the Civil Aviation Safety Authority

23 December 2025

Civil Aviation Safety Authority

Flight Simulation Training Device Specification

AUS 95

a)	**Type/Variant of Aircraft**	PILATUS PC12 47E(PC12NG)
b)	**Flight Simulator Qualification Basis**	FAR Part 60 Change 2
c)	**Visual System**	Frasca, Laser Hybrid TRUVision Global 220 x 58 FOV
d)	**Motion System**	Nil
e)	**Engine Fit**	PW PT6A-67P
f)	**Flight Management System Fit**	Honeywell Primus Apex
g)	**TCAS Fit**	TCAS I
h)	**Additional capabilities**	Instrument Procedures - Approach and landing from circling conditions (circling approach). YPJT Specific Normal and Abnormal Procedures (installed systems) - Flap System

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

Conditions

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

1. Initial training and Flight Review Pilatus PC12 (models without Autothrottle) conducted in accordance with the operator's approved syllabus of training by an authorized 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

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 1: 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 and VOR/DME
   d. RNP APCH LNAV (GNSS)
   e. RNP APCH LNAV/VNAV
   f. ILS

Part 4 - Additional Activities

1. As approved in the operators Part 142 training organisation

Part 5 - SEA Class Rating (Initial and Recurrent)

1. As approved in the users Part 141 training organisation

Areas of Operation

- Pre-flight Procedures
  - Preflight Inspection (Cockpit Only)
  - Powerplant start (Normal start, Alternative, Abnormal procedures start / shut down)
  - Pre-take-off checks
- Take-off and Departure phase
  - Normal and Crosswind Take-off (For Training only)
  - Instrument departure procedure
  - Rejected Take-off (requires visual system)
  - Departure Procedure
- 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
  - Landing Gear
- Emergency Procedures
  - Emergency Descent
  - Rapid Decompression
- Post flight Procedures
  - After landing Procedures
  - Parking and Securing
- Aeroplane and powerplant systems operation
  - Air conditioning and pressurisation (ECS)
  - De-icing/anti-icing
  - Fuel and oil, hydraulic and pneumatic
- In-flight Manoeuvres
  - Normal Climb
  - Normal Turns
  - Steep Turns
  - Engine Failure/Restart
  - Operations during Icing
  - Approach to Stall

j) **Restrictions / Limitations**

Nil